

## INTERNATIONAL TRANSPORT CORRIDORS OF UZBEKISTAN

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### Abstract

This article is about the development path of the Great Silk Road. Based on archival data, the author analyzed the problem on the basis of existing scientific literature and studied the existing specific aspects of the development of the Great Silk Road.

**Keywords:** Great Silk Road, culture, trade relations, international relations.

### Introduction

In Uzbekistan, great attention is paid to the formation of main railway communications in order to increase the country's transit potential. As a result of active measures of the Government of the Republic of Uzbekistan to search for alternative transport corridors for the transportation of foreign trade cargo and their effective use, as well as the coordinated work of the relevant ministries and departments, a network of international transport corridors has been created and is being improved. As a result of the effective establishment of cooperative relations between the countries of Central Asia, the region's gross domestic product can increase by at least two times in ten years. Uzbekistan, within the framework of the Ashgabat Agreement, has begun the formation of the Russia-Kazakhstan-Uzbekistan-Turkmenistan-Iran-Oman-India subregional transport corridor. When we talk about the development of regional corridors, we must, of course, mention the importance of involving Afghanistan. The completed Hairaton-Mazar-e Sharif railway and the planned Mazar-e Sharif-Herat highway will allow the formation of a new transport corridor within the framework of the "North-South" project, leading to the railways of Iran, Pakistan and India, as well as the ports of Chokhbahar and Gwadar. In May 1993, a meeting of the countries of Central Asia and the Caucasus, as well as the countries of the European Union, was held in Brussels, at which the issue of establishing the "Europe-Caucasus-Asia" transport corridor connecting Europe and Asia - TRACECA - was considered and a Declaration was adopted on this matter. This, in turn, was the first step towards the restoration of the Great Silk Road. The connection of the railway networks of Central Asia and Iran in Sarakhs in 1996 was one of the first major works in the implementation of the TRACECA project.

The implementation of the TRACECA project has not only connected Uzbekistan to the transport networks of Europe and Asia, but also increased its export opportunities. Today, Uzbekistan is not limited to active participation in the work carried out under the TRACECA program, but is also carrying out other work to expand the possibilities of transport communication. Today, the countries of Central Asia consider the development of transport communication systems as a priority task. A number of practical works have been carried out



in this direction. In particular, the Galaba-Amuzak-Khushad railway between Uzbekistan and Tajikistan has been restored. With the efforts of Uzbekistan and Turkmenistan, new railway and automobile bridges Turkmenabad-Forob across the Amu Darya have been opened. These bridges are an important link in the Uzbekistan-Turkmenistan-Oman transport and transit route. The Hairaton - Mazar-e Sharif line in Afghanistan will be implemented, and the Mazar-e Sharif-Herat railway project will serve to restore the economy of this country. The development of transport cooperation with Afghanistan and the construction of new railways within the framework of the Trans-Afghan corridor will provide Central Asia with access to the ports of the Indian Ocean and the Persian Gulf through the shortest routes. It will connect South and Southeast Asia with the markets of Europe and China.

High-speed railway connections have been launched between Uzbekistan and Kazakhstan. For the first time, Kyrgyzstan and Central Asia have been connected directly to China via the Tashkent-Andijan-Osh-Irkeshtom-Kashgar highway. The construction of the Uzbekistan-Kyrgyzstan-China railway has also been activated. Its implementation will allow expanding trade and economic relations between the project participants, as well as all other Central Asian countries and China. It should be noted that in 2019, China imported products worth more than 2 trillion.

In addition, the countries of Central Asia are also actively participating in the Baku-Tbilisi-Kars transport corridor. In 2020, cargo transportation to Georgia via Uzbekistan was launched. This route provides a short route for cargo transportation from Turkey and Europe, connecting Central Asia with Europe via the Caspian Sea.

At the same time, the region has a number of problems in the transport and logistics sector. Today, the transport and transit costs of the countries of the region, which do not have direct access to seaports, are significantly higher, reaching 70-80 percent of the value of exported products. In this regard, the initiative of the President of the Republic of Uzbekistan Shavkat Mirziyoyev to establish a regional center for the development of transport and communications under the auspices of the UN will contribute to the development of the transport and communications sector in the region and the implementation of a number of priority plans, including the adoption of regional programs and documents of strategic importance for the overall development of the transport and logistics sector in the region, overcoming obstacles is aimed at implementing approaches to eliminate and form promising transport corridors based on specific measures. It will serve to implement a number of initiatives put forward by the President on the development of transport and communications in Central Asia, including the development of a strategy for the development of regional transport corridors in Central Asia and the formation of a regional council on transport communications of the Central Asian countries on this basis.

From this scientific point of view, our region has the greatest opportunities in the world for the development of automobile and railway communications. Therefore, many good works are being carried out in Uzbekistan to improve new areas of transport communications, increase their cargo carrying capacity, ensure the uninterrupted movement of transit cargo across the territory of our country, and attract investment in the sector. Uzbekistan has joined more than 30 international conventions, agreements and contracts on transport communications, and participates in a number of international programs on the integration of transport



communications. The Uzbek Railways Company has been a member of the Organization of the Commonwealth of Railways (OCR) since 1993, and is working together with the International Union of Railways (IUCN), the UN ESCAP-Asia-Pacific Region, and the European Union's TACIS program TRACECA (Transport Corridor Europe, Caucasus, Asia). Agreements and contracts have been signed with the European Bank for Reconstruction and Development, the Asian Development Bank, the Japan International Cooperation Bank and many other countries on an equal footing.

With a view to further developing economic and cultural ties between the western regions of Uzbekistan and the Russian Federation, the Kungirat-Beynov 410 km railway was built. Uzbekistan has important corridors in the field of railway transport, and currently supplies Uzbekistan's export cargo to world markets are carried out through it.

Afghanistan Mazar-i-Sharif, Galaba Surkhandarya region through the intergovernmental connection point, the total distance is 933 km. Bandar Abbas Iran transit through Turkmenistan and through the Persian Gulf, Sohar Oman, south Karachi, Pakistan, Mumbai, Chittagong Bangladesh and East Asia route, this route is located in Turkmenistan and the Islamic Republic of Iran. Length 2827 km. The transport corridor through this port is the most economically efficient and cheap.

People's Republic of China route. Through the Lianyungang intergovernmental Friendship point, it passes through the territories of the Republic of Kazakhstan and the People's Republic of China. The Russian Far East port Nakhodka route crosses the territories of the Republic of Kazakhstan and the Russian Federation. Southeast Asian countries and the eastern ports of China, through Kazakhstan, Altyntol, Khorgos, through the Chinese border. TRACECA is a transit route through Turkmenistan, Kazakhstan and Azerbaijan, the Transcaucasian corridor to the Black Sea ports of Poti and Batumi. To the countries of the European Union, through Kazakhstan and Russia, through the border points of Chop and Brest. Brest interstate junction. The route passes through the territory of Kazakhstan, the Russian Federation and Belarus. The route from the Chop interstate junction passes through the territories of Kazakhstan, the Russian Federation and Ukraine.

Through the Baltic ports of Kazakhstan and Russia, Klaipeda, Riga, Liepaja and Ventspils, transit to Tallinn, the port of St. Petersburg. Through Kazakhstan and Russia, the port of Il'ichevsk and Novorossiysk, the port of Il'ichevsk. The route passes through the territories of Kazakhstan, the Russian Federation and Latvia.

In addition to the construction of railways within our republic, it also participated in the construction of international roads in neighboring countries. Participated in the construction of the Trans-Asian Highway (Istanbul-Tashkent-Almaty-Beijing), which connects European and Asian countries, which is of great importance for the independence and economy of the countries. Uzbek railways will be the central link of this highway. This road will lead to Europe through Bukhara-Beynov, and to the countries of South-West Asia through Tajan-Saraxh. In order to create favorable conditions for the development and strengthening of international transport and economic relations, a number of organizational, legal and practical measures were taken in the first years of Uzbekistan's independence. Investing in transport communications is an expensive and unprofitable business. Nevertheless, Uzbekistan, at the expense of its own resources, built two large and strategically important railways: the Navoi-Uchquduk-Sultan



Uvaystog-Nukus with a length of 342 kilometers and the Guzar-Boysun-Kumkurgan highway with a length of 223 kilometers.

Their commissioning not only opened the way to incredibly rich reserves of natural minerals, but also made it possible to reduce the cost of transport within the republic, and also provided access to sea ports and international transport communications. In terms of the development of international relations, Uzbekistan's great achievement was that the republic had developed energy, communication and water systems, a single, complementary railway network. In order to create the shortest reliable transport routes to neighboring states and the World Ocean, attention began to be paid to international transport systems. Because, due to the geographical location of our republic, for several decades our economic relations with foreign countries were carried out mainly by rail.

Cargo was transported through the ports of the former Soviet Union on the Black Sea, Baltic Sea, Sea of Japan and North Sea coasts. In addition to the high cost of cargo transportation along such a transport route, transport communications in the southern direction were practically undeveloped. The deep and consistent political and economic processes taking place in the world, especially in our region, require, along with the rational use of existing transport corridors, the opening and development of new, effective routes connecting existing large international markets and emerging promising markets. This would meet long-term common interests, help ensure the widespread use of rich natural resources and mineral raw materials, and also serve as a guarantee of sustainable socio-economic development of our country and open up new opportunities for expanding humanitarian cooperation.

Currently, world transport experts are conducting a lot of scientific research on the high efficiency of using rail transport instead of sea transport in cargo transportation. They give recommendations that rail transport is convenient and beneficial in all respects for cargo transportation. From this scientific point of view, our region has the greatest opportunities in the world for the development of road and rail communications. That is why many good works are being carried out in Uzbekistan to improve new areas of transport communications, increase their cargo carrying capacity, ensure the uninterrupted movement of transit cargo across the territory of our country, and attract investment to the sector.

Transport communications, uniting all regions of our republic into single transport networks, create broad opportunities for the development of the rich mineral raw materials and natural resources available in our region, make a significant contribution to the development of the Great Silk Road, and remain its main bridges of global importance.

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