

THE ROLE OF DEVELOPING TRANSIT ROUTES THROUGH

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ABSTRACT: From a historical point of view, the processes of internationalization of the economy originate in the sphere of exchange. From exchange trade, development went to local international markets. During the period of initial capital accumulation, local centers of intersect oral trade grew into a single world market. In the course of the competition between countries, a system of international division of labor has developed, which finds its expression in the sustainable production of goods and services in individual countries in excess of domestic needs in terms of the international market. It is based on international specialization, which implies a spatial gap between the individual stages of production or between production and consumption on an international scale.

KEY WORDS: transit, cargo transportation, railways, sections, transportation, tariffs, economic relations, trade, export, import.

The emergence of the Great Silk Road dates back to the second half of the second century BC. During this period, Zhang Qinq, a diplomat and spy, was the first to discover the Western lands - Central Asia - for the Chinese. In this way the two great paths are united into one idol. The first was the route from the Mediterranean to Central Asia, studied and traveled during the military campaigns of Alexander the Great and the Slavic leader Demodamus to the Yaksart-Syrdarya River. was the path Zhang Jian explored. The peoples of Central Asia (Central Asia) have played a major role in uniting the two great civilizations - the Western and the Far Eastern civilizations, and they have undoubtedly served as a link between both sides. After some time, trade caravans and diplomatic ambassadors began to cross the Great Silk Road. With the emergence of large states, which were responsible for the construction of roads and trade caravans, the security of diplomatic embassies, a plan was drawn up for the systematic construction and permanent use of these roads.

The emergence of the great Achaemenid Empire, which united a vast territory from Greece and Egypt to Central Asia and India, undoubtedly enabled many peoples and tribes to get to know and communicate more closely, exploring previously unknown territories. According to Herodotus (fifth century BC), "... much of Asia was known during the reign of Darius I (521-489 BC). The king wanted to know where the Indus River would flow into the sea ... For this, Darius sent people on ships and believed in their knowledge and truthfulness". The wars waged by the Achaemenids also allowed this or that people to get acquainted with distant lands and believed in its authenticity. " The wars waged by the Achaemenids also allowed this or that people to get acquainted with distant lands. It is known that the armies included representatives of the peoples of Central Asia - Bactrians, Sogdians, Saks, Dakhs, etc., who took part in the siege of Greece, Attica, Beotia, Thebes and Athens.

Western Gissar is a large mountain range that includes many large and small mountain ranges, including Kohitang and Boysuntag, and serves as a natural boundary between Bactria and Sogd, as well as the ancient agricultural oases Surkhandarya and Kashkadarya. Here, from ancient times, the main caravan routes from the central regions of Asia to Bactria, Tokharistan and India, and vice versa, from India to Sogd, Bukhara and Chach, passed through mountain roads, passes and riverbeds.

This important strategic path was reinforced at some points by solid defense structures. One of them was a fortress built in the 17th century by Sheralikhan, a bell tribe, located north of Sherabad, now Sherabad bearing his name. Here, on the high hills, Kofirqal was built as early as the Kushan period, and it had fortified structures that allowed it to observe and control the path along the river that descended from the Nondaxona mountain gorge to the plain. 4 km north of Kofirqala, the rocks are so close to each other that in the narrow space between them there is only a river and a narrow path. On the east side of the river, on a high rock, is an ancient protective structure. Its highest point is the Nondaxona fortress, which descends sharply from the north to the Sherabad river and is located at the very edge of the rock.

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The road from the iron gates led to the medieval Sogdian village of Akrobat in Kendek, then it turned north, crossed the Uradarya valley and the village of Karakhavol, and passed through the Kamdarvoza gorge to Kesh (now Shakhrisabz and Kitab), then to ancient Marakand.

The road from Marakand passed through Mirzachul to Chach (now Tashkent oasis), Fergana and Terak-Dovan pass to East Turkestan. Another branch of this road led from Tarmit through the Surkhandarya valley to a mountainous country inhabited by so-called comedians, who, according to a number of scholars, had gathered in Qorategin, a region northeast of Dushanbe. The road then led to a structure called the Stone Tower, and then to the merchants' quarters. North of the Great Silk Road after the merchants landed and bypassed the Takla-Makon desert on the south. The southern part of the road passes through Yorkent, Khotan, Niy, Miron oases and joins the northern part of the road, which previously crossed the Kyzylcha, Kochi, Turfan oases in Dunhuang district. After that, this road stretched east along the Great Wall of China, leading to Chanang, the then capital of the Celestial Empire. Although there is no exact information in the written sources, there are speculations that the Great Silk Road continued to Korea and Japan and ended in Nar, the ancient capital of this country.. Another branch of this road through Central Asia had a different direction: Margiyana Antioch - the road from ancient Merv crossed the Karakum Desert, passed through the Oks (Amudarya) and went to Bukhara, then to Morocco, Chach, Fergana and then to the oases of East Turkestan. A large part of the Eurasian continent as a whole consists of a dense network of roads known as the Great Silk Road, through which the exchange of material and spiritual and cultural wealth took place, in which Central Asia served as a kind of repeater.

In terms of importance, they are divided into: the road of intercontinental importance (the Great Silk Road connecting Asia and Europe); a road connecting various states of importance within the continent (China, India, Bactria); roads of local territorial importance (Bactria and Sogd, Bactria and Khorezm); roads of regional significance (connections between large settlements within a particular historical and cultural region); of local significance (between the city and surrounding villages); plots between villages within counties. The distance between different roads is up to 10,000 miles between continents, several thousand miles within the continent; local - a few tens of kilometers; trails - from a few hundred meters to a few tens of kilometers (mountain trails, trails leading to hunting grounds and pastures). In particular, the daily distance traveled by the caravan averaged 23-26 km. In the late 1880s, construction began on the Trans-Caspian Railway. This road connected the Caspian Sea with the Red Bukhara (1881) and Ashgabat (1885) with the New Bukhara (Kagan) in 1886. In 1888 the road reached Samarkand. It took many years to bring this route to Andijan (1898) and Tashkent (1899).

During these years, cotton was brought from the Syrdarya and Fergana regions in carts and camels to Samarkand to be brought to textile mills in the European part of Russia, and then the cargo was transported by train to the main tracks and then reloaded on trains. The problem of re-loading of cotton was solved by the Orenburg-Tashkent railway, built in 1906, which reduced the flow of cargo from Fergana to Moscow from one and a half months to 18-20 days. By 1915, the railway network covering the Fergana Valley from the north and the Emirate of Bukhara from the south was built. More than 2,000 workers, mostly Russians, have been hired to service the Central Asian railway. The construction of railways was a powerful impetus for the development of economic life in Central Asia. However, large areas of Central Asia were not covered by railways. A large volume of freight was carried mainly by dirt roads.

The low quality of these roads was especially noticeable during the cotton season, when cotton was transported with great difficulty to ginneries and nearby railway stations. In the autumn, such roads become impassable swamps, from which it was very difficult to carry cargo. During its fifty years of rule in Central Asia, the Russian administration has failed to gain a credible foothold among the Muslim population. Only merchants and local officials who had become rich during this period and who had angered the population with their bribery supported the Russian government.

The local administration became the first victim of the 1916 uprising. Tsarist officials' hopes that Russia would reap great benefits as soon as it invaded Central Asia were dashed. Instead, Russia has faced many problems in Turkestan.

Overcoming these problems and benefiting from the new colony required the mobilization of large financial and human resources, as well as the concerted efforts of the central and local authorities. The only successful work of the Russian government is the establishment of a railway connection. This event covered the costs incurred in excess. The introduction of a system of cheap public credit for successful but somewhat late cotton growers has also yielded good results. At the same time, there was no effective plan to Russify Central Asia. The actions of the Russian authorities were chaotic and contradictory.

Ideological ideas prevailed over economic expediency, which resulted in damage to Russian colonialism in the Turkestan region. At the beginning of the twentieth century, there were great changes in the construction of the railway, that is, the attraction of private, mainly share capital. The Kokand-Namangan, Namangan-Jalal-Abad, Bukhara (Kokand-KarshiTermez), Troitskaya, Semirechinskaya, Altai and other railways were built at the expense of private investments. As a rule, these roads connect densely populated areas with good prospects in terms of industrial development with the main railways, some of which are relatively large - more than 100 miles.

Another group of roads was a network of mines and factories of local importance, which connected the mineral deposits and enterprises (coal, zinc, etc.) that appeared here. By 1917, more than 1,500 miles of railroads had been built in Central Asia at the expense of private companies, which had played an important role in the economic development of the region. One of the major railway constructions of the next period was the TurkestanSiberian (Turksib) railway. Turksib, with a total length of 1442 miles, was built in 1927-1931. Its completion allowed the eastern part of the Central Asian republics to be connected to Siberia by the shortest route, and as a result, the economic development of these regions of Kazakhstan, Kyrgyzstan and Uzbekistan. During 1917-1945, 639 km of new roads were put into operation on the Ashgabat railway, 491 km on the Tashkent road, 2,072 km on the Turkestan-Siberian road and 2,237 km on the Karaganda road. The railway transport of the region is considered to be the most modern among all the branches of the railways.

For example, as early as 1931, for the first time in the world, diesel locomotives were used on separate sections of the Central Asian railway. In 1974, the Central Asian Railway became the first locomotive in the Soviet Union. In 1971, electrification began on the Tashkent road. The region has its own locomotive repair and wagon repair base. During the years of independence, Uzbekistan has been paying great attention to the creation of main railway networks in order to increase the transit potential of the country.

This is evidenced by the construction in 341 km of the Navoi-Uchkuduk-Sultanuvaystog railway line in 2001 and the 220 km TashguzorBoysun-Kumkurgan railway line in 2007. In order to create a new trans-Asian corridor, in 2013 Uzbekistan launched a project to build an electrified railway on the route Angren-Pop. The new route crosses the Kamchik mountain pass and connects the center of Uzbekistan with the regions of the Fergana Valley. The project cost is \$ 2 billion. The railway line was commissioned in 2016. Thus, the Great Silk Road originates through Central Asia, namely, passing through our territories, caravans with large cargoes in transit through the lands of our state, which subsequently made it possible to achieve the development of great integration and trade between the countries of Asia and Europe.

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