

INTERNATIONAL TRANSIT SYSTEM OF UZBEKISTAN IN CENTRAL ASIA

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Annotation: Today, the countries of Central Asia consider the development of transport and communication systems as a priority. A number of practical works have been carried out in this direction. In particular, the Galaba-Amuzak-Khushadi railway between Uzbekistan and Tajikistan has been restored. Thanks to the efforts of Uzbekistan and Turkmenistan, new railway and road bridges Turkmenabad-Forob across the Amu Darya were opened. These bridges are an important link in the Uzbekistan-Turkmenistan-Oman transport and transit route.

Key words: Central Asia, Russia-Kazakhstan-Uzbekistan-Turkmenistan-Iran-Oman-India, Pakistan and India, as well as the ports of Chokhbahar and Gwadar within the framework of the "North-South Project". In May 1993, a meeting of Central Asian countries was held in Brussels and the Caucasus, as well as the countries of the European Union on the issue of creating a transport corridor "Europe-Caucasus-Asia" - TRACECA, connecting Europe and Asia.

In Uzbekistan, much attention is paid to the formation of road and railway communications in order to increase the transit potential of the country. As a result of active measures of the Government of the Republic of Uzbekistan and the coordinated work of official ministries and departments to find alternative transport corridors for the transportation of foreign trade goods and their effective use, a network of international transport corridors has been created and is being improved. As a result of the effective establishment of cooperative relations among Central Asian countries, the region's gross domestic product could double in at least ten years. As part of the Ashgabat Agreement, Uzbekistan began to form a subregional transport corridor Russia-Kazakhstan-Uzbekistan-Turkmenistan-Iran-Oman-India. When we talk about developing regional corridors, we must mention the importance of involving Afghanistan. The completed Hairatan-Mozori-Sharif railway and the planned Mozozri-Sharif-Herot road will form a new transport corridor leading to the railways of Iran, Pakistan and India, as well as the ports of Chokhbahar and Gwadar under the "North-South Project". In May 1993 year in Brussels, a meeting was held between the countries of Central Asia and the Caucasus, as well as the countries of the European Union, on the issue of creating a transport corridor "Europe-Caucasus-Asia" - TRACECA, connecting Europe and Asia, was discussed at the meeting, and the Declaration was hereby adopted. turn, became the first step in the restoration of the Great Silk Road. In 1996, the connection of the railway networks of Central Asia and Iran in Sarah became one of the first major works in the implementation of the TRACECA project.

The implementation of the TRASEKA project not only connected Uzbekistan with European and Asian transport networks, but also increased its export capabilities. Today, Uzbekistan is not limited to active participation in the work carried out under the TRASEKA program, but also carries out other work to expand the possibilities of transport communications. Today, the countries of Central Asia consider the development of transport and communication systems as a priority. A number of practical works have been carried out in this direction. In particular, the Galaba-Amuzak-Khushadi railway between Uzbekistan and Tajikistan has been restored. Thanks to the efforts of Uzbekistan and Turkmenistan, new railway and road bridges Turkmenabad-Forob across the Amu Darya were opened. These bridges are an important link in the Uzbekistan-Turkmenistan-Oman transport and transit route.

The Mazar-e-Sharif-Khirat railway construction project will be implemented, which will serve to restore the country's economy. The development of transport cooperation with Afghanistan and the construction of new railways within the trans-Afghan corridor will provide access to the ports of the Indian Ocean and the Persian Gulf along the shortest routes in Central Asia. It connects South and Southeast Asia with European and Chinese markets.

A high-speed rail link has been launched between Uzbekistan and Kazakhstan. The Tashkent-Andijan-Osh-Irkeshtom-Kashgar highway was launched for the first time, connecting Kyrgyzstan and Central Asia with China. The construction of the Uzbekistan-Kyrgyzstan-China railway has also intensified. Its implementation will expand trade and economic ties between project participants with all other Central Asian countries and China. It should be noted that in 2019, China imported products worth more than 2 trillion.

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

At the same time, the region faces a number of problems in the field of transport and logistics. Today, transport and transit costs for countries in the region that do not have direct access to seaports are significantly high and reach 70-80% of the cost of exported products. In this regard, the initiative of the President of the Republic of Uzbekistan Shavkat Mirziyoyev to create a regional center for the development of transport and communication links under the auspices of the UN will contribute to the development of the transport and communication industry in the region. and implement a number of priority plans, including the general development of the transport and logistics complex in the region, regional programs and documents of strategic importance, the implementation of approaches to eliminating obstacles and the formation of promising transport corridors based on specific measures. It serves to implement a number of initiatives put forward by the President for 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 for transport communications. countries of Central Asia on this basis.

From this scientific point of view, our region has the world's largest opportunities for the development of road and rail communications. That is why a lot of good work is being carried out in Uzbekistan aimed at improving new directions of transport communications, increasing their carrying capacity, ensuring continuous transit traffic.

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