

**UZBEKISTAN AND THE WORLD TRANSPORT NETWORK**

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**Abstract:**

This article will focus on Uzbekistan and the world transport network. The author, relying on archival data, analyzed the problem based on the available scientific literature and studied the specifics of Uzbekistan and the world transport network.

**Keywords:** Uzbekistan, countries of the world, railways, transport.

**Introduction:**

Uzbekistan has every chance to become a major transit base, increasing transit flows of goods through the country. Currently, the general transport system of the republic includes about 14 thousand and 3.7 thousand kilometers of railways. The modern independent States of Central Asia have become active participants in various projects of the revival of the Great Silk Road, stimulating economic and political cooperation of the young states of Central Asia among themselves and with the developed states of Europe and the Asia-Pacific region.

One of the most priority issues for the Central Asian states is the development of transport corridors to seaports, international markets, and the construction of new alternative oil and gas pipelines. As you know, the leading countries of the region - Kazakhstan, Turkmenistan, and Uzbekistan - have a large reserve of hydrocarbons, and the diversification of energy supplies to the world market is very important.

**Main part:**

In recent decades, the geostrategic importance of Central Asia in international relations has increased dramatically, also due to the actualization of a number of international and regional processes, including security issues and the Greater Middle East ("Great Middle East"). It is also important to conduct international military and humanitarian operations in Afghanistan, during which the military and civilian infrastructures of the Central Asian countries are used, which has led to the high interest of the world community in maintaining stability in this region. However, the complication of geopolitical processes in Central Asia is also influenced by the modern complex of international relations, which is characterized by uncertainty and instability. The departure of the bipolar system into the past calls for a revision of the activities of all international institutions created in the last century. International relations of the late twentieth and early twenty-first century are also characterized by the acceleration of the processes of economic and political regionalization in different parts of the world.

It should be noted that the integration of the Central Asian countries into the world economy, their search for their own place in the international arena, inclusion in regional and world politics takes place in the context of globalization of the world economy and politics. Globalization has an increasingly profound impact on the socio-economic, military-political and other spheres of human life, including the nature of international life. By connecting all new countries, regions, and entire continents into a single network, the global economy influences the nature, intensity, and duration of bilateral and multilateral relations. However, the global financial crisis of 2008 had a significant negative impact on the global economic system, which indicates the need for a certain regulation of the market economy.

The project of the revival of the Great Silk Road, which provides for the creation of new opportunities for the development of trade relations between Asia and Europe, combining the efforts of many countries at different levels of economic development and differing in their political structure, fully corresponds to the trends of broad international and regional cooperation. At the same time, the experience of the economic crises of the last decade should certainly be taken into account in the development of the Great Silk Road strategy. Currently, the Great Silk Road has become a global brand, the name of which has been used in many national and international documents and programs. In particular, we can mention the "Silk Road Strategy Act" of the US Congress, adopted in March 1999, on the development of regional cooperation in Central Asia and the South Caucasus.

### **Results and Discussions:**

Various economic and energy projects of China to revive the "Great Silk Road", the NATO Virtual Silk Highway project aimed at reviving the "Great Silk Road", the Japanese foreign policy strategy "Silk Road" and many others.

It should be said that at the end of the 90s of the last century, in order to accelerate the development of the communication strategy of the Great Silk Road, the "Concept of forming a regional space of trust" was developed. However, at present there is a need for a new concept within the framework of international (UN) and regional (SCO) organizations, which we would conditionally call the "Concept of Broad Partnership on the Great Silk Road". This concept could be a logical continuation of the concept of forming a regional space of trust and a wider range of cooperation between countries on the Great Silk Road, including cooperation in the communication, economic, political, educational and cultural fields.

As already noted above, for the Central Asian states, the development of transport communications is extremely important from an economic, geographical and strategic point of view. It should be particularly noted the geostrategic importance of Central Asia, caused by the presence of significant raw material reserves of energy resources, the strategic interests of the leading powers and, of course, the problem of stabilizing Afghanistan.

These factors contribute to increasing the attention and activation of large states - Russia, the USA, China, India, as well as major international and regional organizations.

**Conclusion:**

Currently, Central Asia has a great transport and transit potential. The length of modern highways exceeds 320 thousand kilometers, railways - 20 thousand, oil and gas highways - 40 thousand kilometers. There are more than 100 airports in the countries of our region, 20 of them are considered international. However, the region does not have direct access to the largest sea and ocean ports in the world. Central Asian countries are involved in a number of transport projects. In particular, the Tejen-Serakhs-Mashhad railway line (Iran, Turkmenistan, Uzbekistan) with a length of 295 km, the construction of which was started in 1993 and completed in 1996. It should be noted that most of the work was done by Uzbekistan, which led to docking with the Iranian branch, access to the sea terminals of the Persian Gulf.

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