



History of Transport Infrastructure in Central Asia

Abdusalomova Sevara Rahmonkulovna

Master student of the National University of Uzbekistan

Abstract: *The collapse of the USSR and the subsequent formation of independent states with their own borders and customs led to the collapse of transport communications and a sharp increase in the problem of transit cargo delivery throughout Central Asia. The problem of developing and creating railway lines in the Central Asian region has become particularly acute. After all, valuable raw materials must be delivered to the place where they are needed. The ability to use the advantages of the geographical location of the Central Asian countries with maximum efficiency allows building modern infrastructure here and raising the standard of living of the population. And if they can diversify the directions of sale of mineral raw materials as much as possible, the mining industry will become a reliable source of savings for the general economic growth of the countries. The integration of the Central Asian republics into the world market system also solves the most important political problem. This article analyzes infrastructure issues in the region.*

Keywords: *Central Asia, transport, infrastructure, cargo transportation, transit transportation.*

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In Central Asia, the interests of Russia, the United States, European Union countries, China, Turkey, Iran and other countries collide, emphasizing the importance of the development of railway transit transport corridors here, both for the foreign policy of some countries of the region, and for the broad economic helps to understand perspectives. In the development of international relations in general, railway transport is one of the most important areas of social material production, which is of strategic importance in the economic and political development of states. The restoration project of the Great Silk Road, an ancient highway, promoted by the world community in the early 1990s, is the result of the desire of many countries of the 20th century to develop economic and political cooperation with the young independent states of Central Asia and the developed countries of Europe and the Asia-Pacific region. on the contrary, he tried to implement the promising idea of Euro-Asian transit.

Central Asia is the largest block of the post-Soviet space after Russia, one of the richest regions in the world in terms of mineral resources, and the potential of this region is directly related to the presence of developed transport links. The difficulties of the Central Asian countries in entering the foreign market outside the former Soviet Union were aggravated by their lack of international relations.

For many decades, the USSR was a rigid, closed system divided into large networks and national-territorial subsystems. All of them complemented each other economically. As a result, the all-Union economic mechanism related to the common transport infrastructure of the USSR developed. At the same time, the instability of the region, the depth of integration of the Central Asian republics into the national economic complex of the former Soviet Union, the high interdependence

of their national economies and the Russian economy create the necessary conditions for maintaining and further developing existing relations. Their implementation depends on a whole set of economic and political factors, including the foreign economic policy of foreign partners.

Significant work is being done in our country to adapt railway transport, which has a unique place in the country's economy, to world standards, as well as to develop railway transport.

In particular, the Decree of the President of the Republic of Uzbekistan No. PF-5647 of February 1, 2019 "On measures to radically improve the state management system in the field of transport", No. PQ-4143 of February 1, 2019 "On organizing the activities of the Ministry of Transport of the Republic of Uzbekistan" Resolution No. PQ-4230 dated March 3, 2019 "On measures to radically improve the cargo and passenger transportation system" Resolution No. PQ-4703 dated May 4, 2020 "On measures to fundamentally improve the personnel training system in the transport sector" It is of particular importance in the implementation of the tasks defined in its decisions and other regulatory legal documents related to the field.

In the study of the history of railways in the Central Asian countries, the use of transport communications in the Central Asian region is to study the policy of forming a new system of modern international relations in this region. It is modern international relations that influence the creation and development of railway transport infrastructure in Central Asian countries after independence.

It covers the countries of Central Asia (Kazakhstan, Uzbekistan, Tajikistan, Kyrgyzstan, Turkmenistan), where there are railway transport links connecting the countries. After independence, great attention was paid to the development of railway transport in the Republics of Kazakhstan, Tajikistan and Uzbekistan. It is necessary for a complete historical and political analysis to involve the materials of other countries that affect the development of the railway transport infrastructure of the Central Asian countries.

It became relevant due to the collapse of the USSR and the emergence of new independent Central Asian states. Nevertheless, some aspects of the problem are presented in scientific-historical, economic, theoretical literature on geopolitics, legal literature.

The creation of transport systems for the needs of a single large state in Central Asia and its importance for modernity require special research. Therefore, in the research, brief information about the creation of railway infrastructure after the Soviet era is given [1]. It reveals the main stages of creation and development of this type of transport in Central Asia, its place and role in the political and economic life of Central Asia. In this regard, the Soviet literature was partially used in this study. The collapse of the USSR Russian historiography followed the ideas of Western authors at the initial stage and explained that the problems in Central Asia arose as a result of "the main global catastrophe - the collapse of the USSR, its economic and political system, the inability of any industry to function normally in the conditions of chaos" [2]. In 1999, Yu.A. Shcherbanin's monograph "Globalization: international exchange and transport" studied in detail a wide range of railway transport problems related to the processes of globalization of world trade [3].

In the second half of the 1990s, publicists considered the oil and gas potential of Central Asia, the importance of the railway transport system in the post-Soviet era, and turned to the problems of railway transport development. Since the early 1990s, studies on geopolitics have been published[4]. After the collapse of the USSR, great attention was paid to the development of transport in the Central Asian countries. In the works of A. S. Panarin, V. A. Kolosov. According to K. I. Zubkova, V. V. Razuvaeva and other authors, the relations between the CIS countries are the basis for determining the international relations in this region of Eurasia [5].

Today, railway transport has a special place in the transport and communication system. This industry is the largest natural monopoly in our country, and its effective operation in market conditions has a significant impact on the progress of all economic reforms being carried out in our country. "Currently, - said the President of the Republic of Uzbekistan, Shavkat Mirziyoyev, - considering that more than 60 percent of goods and more than 75 percent of passengers are delivered to destinations in our country by rail transport, how important is this sector for the development of our economy? and it is necessary to know that he occupies a great position [6]. In the past period, the establishment of an independent and integrated railway transport communication system, which reliably and effectively connects all regions of our country, provides access to international transport networks, was undoubtedly the biggest historical achievement in this direction. These did not happen by themselves. in order to feel it more deeply, it is important to study the history of its construction, its place in the economic and social life of the society, and to make appropriate conclusions by correctly assessing the importance of railway transport to the economic life of the country.

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