



The Great Silk Road is The Road of Development

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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:

The ancient Great Silk Road connected the East and the West for several centuries. The history of this road, which was introduced to science under the name "Great Silk Road" by the German scientist Ferdinand von Richthofen in the 19th century, goes back thousands of years. There is no need to describe the economic, political and cultural significance of this road in the lives of Asian and European peoples. But the Great Silk Road, which is noteworthy in another aspect, has found its historical significance again today. No one imagined that the experiences of twenty centuries ago would be valued as the most convenient and modern factor today. Having roads leading to the four corners of the world was a longing desire not only of Uzbekistan, but also of other countries in Central Asia and the Caucasus. For this, it was necessary to restore the ancient roads inherited from the ancestors.

Therefore, 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. will be considered and the Declaration will be adopted accordingly. This, in turn, was 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 Sarakhs was one of the first major works in the implementation of the TRASEKA project.

Main part:

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

The construction project of the Mazari Sharif-Hirat railway, which will serve to restore the economy of the country, will be implemented.

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 through the shortest routes of Central Asia. It connects South and Southeast Asia with European and Chinese markets.

High-speed railway connections between Uzbekistan and Kazakhstan have been launched. The Tashkent-Andijan-Osh-Irkeshtom-Kashgar highway connecting Kyrgyzstan and Central Asia to China for the first time was launched. The construction of the Uzbekistan-Kyrgyzstan-China railway has also become active. Its implementation will make it possible to expand trade and economic relations between the participants of the project and all other countries of Central Asia 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 through Uzbekistan was launched. This route provides a short route from Turkey and Europe connecting Central Asia with Europe via the Caspian.

At the same time, there are a number of problems in the field of transport and logistics in the region. Today, the transport and transit costs of the countries of the region, which do not have direct access to seaports, are significantly large, reaching 70-80% 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 communication relations under the auspices of the UN, will help to develop the transport and communication sector in the region and implement a number of priority plans, including the general development of the transport and logistics sector in the region. regional programs and documents of strategic importance, implementation of approaches to eliminate obstacles and formation of promising transport corridors on the basis of specific measures. It serves 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 of Central Asia and the formation of a regional council on transport communications of Central Asian countries on this basis.

From this scientific point of view, our region has the greatest facilities for the development of automobile and railway communications in the world. That's why many good things are being done in Uzbekistan aimed at improving new areas of transport communications, increasing their cargo carrying capacity, ensuring continuous movement of transit cargo across the territory of our country, and attracting investment in the sector. Uzbekistan has joined more than 30 international conventions, agreements and contracts on transport communication and participates in a number of international programs on the integration of transport and communication. "Uzbekistan Railways" company has been a member of the Commonwealth of Railways since 1993, the International Union of Railways (IRU), the ESCATO-Asia-Pacific region of the United Nations, the TESIS program of the European Union, the TRACEKA (Europe, Caucasus, Asia transport route) project. is working together with Forward-looking agreements have been signed with the European Bank for Reconstruction and Development, the Asian Development Bank, the Japanese Bank for International Cooperation and banking structures of many other countries.

The development of transport communications in the countries of Central Asia is one of the main decisive parts of the development of the national economy. In the development of transport communication, it is necessary to repair and modernize roads and railways, attract investment for the construction of new ones, develop cooperation in the field of customs work, and harmonize the national legislation of the countries of the region in the field of transport and customs. At the same time, it is necessary to pay attention to security issues. Cooperation in this direction also requires combating transnational evils, such as drug trafficking, along with ensuring the safety of cargo transportation.

Central Asian countries are steadily integrating into the world economy. The volume of mutual trade with other countries is constantly increasing.

In the following years, the machine mechanisms and design equipment of the Central Asian roads were radically updated. It was supplied with equipment manufactured in several countries such as Japan, Germany, Finland, Sweden, and the Czech Republic. In particular, it is permissible to note the work being carried out on the study of the technologies of famous German companies and firms, and their use. The fact that hundreds of specialists of "Uzavtoyol" have improved their skills and studied in them in the following years is another proof of the greatness of the scope in this regard.

There is no need to introduce Virtgen groups to world travelers. From small rollers to asphalt and cement-concrete laying machines, the factories it produces are well known on five continents. Uzbeks have been cooperating with this company for almost sixteen years. The avenues of our capital, most of the highways of our country were built and are being built with the help of machine mechanisms of German partners. The highway leading to Kamchik pass was covered with cement concrete based on their new technologies. Its durability is three times longer than that of an asphalt road, and it is almost a quarter of a century.

"Virtgen" strives to introduce new ideas and improve existing technologies. When they were our guides in the production workshops with "Uzavtoyol" specialists, they witnessed it once again during their first-hand acquaintance with the new machines. For example, in the past, a paver had the most rigid dimensions. Recently, this process has been improved and an opportunity has been created to put a device of the desired width on it. Or, if earlier these machines had only a chain mechanism, now, depending on the order, wheeled ones are also prepared. This makes it convenient to move heavy machines to another place. There are many similar examples. Uzbekistan has joined more than 30 international conventions, agreements and contracts on transport communication and participates in a number of international programs on the integration of

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Results and Discussions:

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Conclusion:

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