
HISTORY OF RAILWAY CONSTRUCTION IN UZBEKISTAN: YESTERDAY AND TODAY

Ramatov J.S.

Tashkent State Transport University
Head of the Department of Social Sciences, Professor

Khasanov M.N.

Tashkent State Transport University
Independent researcher of the Department of Social Sciences

ABSTRACT

This article is an information-analytical and scientific approach that analyzes the evolution of the development of railway construction in Uzbekistan over the years of independence, as well as the specific pragmatism of the country's foreign and domestic transport policy and the political and social significance of future projects.

Keywords: *transport communication, railway construction, principles of foreign policy, trans-Afghan transit, transport policy.*

АННОТАЦИЯ

Данная статья представляет собой информационно-аналитический и научный подход, анализирующий эволюцию развития железнодорожного строительства в Узбекистане за годы независимости, а также конкретный прагматизм внешней и внутренней транспортной политики страны и политическую и социальную значимость будущего проекты.

Ключевые слова: *транспортное сообщение, железнодорожное строительство, принципы внешней политики, трансфганский транзит, транспортная политика.*

INTRODUCTION

The importance of transport communications in the development of the country at all times determines the relevance of scientific research in this area. Along with the prospects for railway construction in Uzbekistan, the main object of the article is the construction of transit corridors between Central Asia and Eurasia, the ongoing reforms in the field of transport. Of course, in preparing the article, the works, speeches and opinions of the First President of Uzbekistan were widely used. At the same time, the works of historians, political scientists and philosophers, as well as Internet information were used.

METHOD

In covering the research work, methods such as general interdependence, historical principles, comparative analysis, structural-functional approach and generalization were used.

DISCUSSION AND RESULTS

An in-depth analysis of the development prospects of the countries of the world is characterized by the fact that they have a transport and communication system that is convenient for economic development. Today, mankind effectively uses road transport, water transport, air transport, pipeline transport and rail transport in transit.

In the historical development of mankind, the emergence of transport communications involves a certain stage of gradual development. The development of industry has necessitated the emergence of new types of transport communications [9. 2011. -P. 321] The increase in the rate of overproduction and production of consumption creates a new approach to transport.

The development of the metallurgical industry in the industry ensured the rapid penetration of the railway transport system into our lives. It is a historical fact that the metallurgical industry is one of the areas that determine the power of the country. Historical documents testify that at the end of the 18th century the first cast-iron caterpillars appeared and the first carts were driven by horses [7. 2018. P. 6]. But although they did not fully meet the requirements of industrialization in the era of mechanization, they played a key role in the emergence of the industrial revolution.

Although the industrial revolution came to Central Asia much later, the history of the development of transport and communication systems has its roots in the distant past. In particular, the land of Uzbekistan has long been a center of trade, economic, cultural ties and connection of various civilizations that have formed on the Great Silk Road.[7. 2018. - P.16] The fact was created that in the Soviet period the transport corridors of the Central Asian republics were cross-border, which led to significant difficulties in the field of freight and passenger transportation after the formation of independent republics.

At the end of the eighties of the twentieth century, the railway system, like all spheres of life in our republic, began to experience a crisis. As a result of many years of neglect of the railway industry, many problems have accumulated [12. 2016. -P. 124]. The first President of the Republic of Uzbekistan, Islam Karimov, emphasized the shortage of local specialists in some areas during the former Soviet Union, saying in 1989: "Why are there no engineers and technicians among the local population? I think this is the real question. We should all be concerned about this issue. I won't

give other examples, but that alone should keep us all on our toes. What are we doing to educate young people, to instill in them advanced labor and mental skills? True, we do almost nothing” [5. 2011. -P. 27].

From the first days of independence, the First President put forward a course to solve these problems, first of all, to establish a training system, modernize industrial production, existing equipment and technologies on the Uzbek railways, build alternative routes, and create a unified national railway system.

After all, the development of the economy of our landlocked country will largely depend on the development of roads and railways.

Urgent legal and organizational measures have been taken to maintain the material and technical repair base of the country's railway transport, locomotive and carriage yards, and build a unified national railway network. Of decisive importance was the return of wagons or diesel locomotives that were stationed on the territory of other republics, the preservation of the reins of government by the railway network, the leading system of the country's economy.

During the years of independence, the Uzbek side carried out comprehensive reforms in the field of transport and communications, which led to the implementation of a number of new projects.

In particular, with a correct understanding of international transport policy, all regions of the country have the opportunity to connect with each other without interfering with the territory of neighboring countries. This, in turn, contributed to the development of domestic tourism and domestic freight and passenger traffic.

Uzbekistan's lack of territorial access to sea routes limits the country's access to water transport services. This requires the development of a land transport system in the country. The rail system is one of the most convenient ground transportation and communication systems in the world. Modern railways strive to meet the requirements of the transport services market and compete with road, river and air modes of transport.

Since 2015, according to the official document "One place - one road", the construction of the "Silk Road Economic Space" provides for the construction of roads and railways from western China to Central Asia and from South Asia to Europe. It should be noted that, along with China, Uzbekistan was the only country mentioned in this initiative [6. 2016. -P. 200]. In addition, in terms of the construction of the international transit corridor "China-Kyrgyzstan-Uzbekistan", proposed by the President of the People's Republic of China Xi Jinping in May 2017, a project related

to Uzbekistan within the framework of the "One place - one way" initiative, the following factors can be distinguished:

First, the advantage of geography and resources. Due to its geographical location, Uzbekistan has become an integral part of the One Place One Way initiative.

Secondly, Uzbekistan is seen as "an intermediary connecting East and West."

Thirdly, Central Asia is a country committed to good neighborly diplomacy between its sovereign states.

Fourthly, the location of Uzbekistan in the Central Asian region has had a strong influence since ancient times. In addition, Uzbekistan is a country with the richest natural resources and energy in the world [8. 2014. -P. 477]. Good neighborliness, openness, pragmatism and practicality - the most important principles of Uzbekistan's foreign policy - have been considered the most important issue in recent years. In this regard, the President of Uzbekistan said: "We are expanding mutually beneficial cooperation aimed at the development of transport communications and the effective use of the huge transit potential of our countries and the entire region" [1. 2018. -P. 380].

The implementation of this project is explained by the fact that specific agreements with the government of neighboring Kyrgyzstan are currently suspended. Representatives of the new government formed in Kyrgyzstan believe they will support this project.

The Mazari-Sharif-Kabul-Peshawar railway project, named one of the largest projects of 2021, will serve to open up new routes in the railway transport system of Uzbekistan.

The construction of the Mazar-i-Sharif-Kabul-Peshawar railway will significantly reduce the time and cost of freight transport between South Asia and Europe through Central Asia.

The new Trans-Afghan Railway will also connect the Pakistani seaports of Karachi, Qasim and Gwadar and connect the South Asian rail system with the rail systems of Central Asia and Eurasia. This will dramatically increase the transit potential of Central Asia, turning it into a bridge connecting Europe and Asia by the shortest land route.

Most importantly, the implementation of this project will create conditions for peace and stability in Afghanistan, the creation of tens of thousands of new jobs and the development of minerals.

At the same time, the fact that most of the railway route passes through mountainous terrain, the complexity of the project makes it necessary to conduct a thorough scientific and economic analysis of the project.

Representatives of international financial institutions, in particular,

OIIB Vice President Konstantin Limitovsky, EBRD Vice President Alan Pillow, IDB Vice President Mansur Mukhtor, World Bank Regional Director for Central Asia Lilia Burunchuk, ADB Director General Evgeny Zhukov and Advisor to the President of the European Investment Bank Flavia Palanza approved the initiative to implement the construction project.

The implementation of this project, in turn, will not only increase the volume of transit traffic in Central Asia and Eurasia, but also significantly reduce costs.

An important task now is to carry out comprehensive reforms in the system of training industry representatives with high professional potential for the implementation of such large-scale projects.

In order to train highly qualified personnel for the transport industry, radically improve the system based on advanced foreign experience and international standards, widely introduce innovative teaching methods and information technologies into the educational process, and further increase the scientific potential of the industry. The State University of Transport was created on the basis of the Tashkent Institute of Railway Engineers, the Tashkent Institute of Design, Construction and Operation of Highways and the Faculty of Aerospace Engineering of the Tashkent State Technical University [3. 05/04/2020] The main goal is to train specialists with creative thinking, who have a deep understanding of the priorities of the country's transport and communication policy.

In recent years, the renewed Uzbekistan, along with other sectors, has made significant progress in the field of integrated development in the field of education.

CONCLUSION

Uzbekistan has received wide recognition as a country that is steadily striving to realize new prospects for transport and communications. In the Message of the President of Uzbekistan to Parliament on December 29, 2021, he said: "Today we have taken the first practical steps to build the Trans-Afghan Transport Corridor connecting Central Asia with the Indian Ocean. The implementation of this project will serve to ensure stability and economic growth in the entire region," he said. After all, the huge creative work planned for a noble cause serves only the interests of Uzbekistan. At the same time, the successful implementation of this project is in the interests of Afghanistan and Pakistan.

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