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THE ROLE OF TRANSPORT COMMUNICATIONS IN THE DEVELOPMENT OF UZBEKISTAN'S ECONOMIC COOPERATION WITH THE COUNTRIES OF THE WORLD COMMUNITY

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Abstract: *This article discusses the role of transport communications in the development of economic cooperation between Uzbekistan and the countries of the world community. The author, relying on archival data and existing scientific literature, analyzed the problem and studied the existing specific aspects of the role of transport communications in the development of economic cooperation between Uzbekistan and the countries of the world community.*

Keywords: *Uzbekistan, world community, countries, economic cooperation, transport communications.*

Transport communications of our country account for almost two-thirds of the transport routes, population and economic resources of Central Asia. It plays a decisive role in the economic and cultural development of the region. This plays an important role in bringing our republic to the ranks of developed countries and in creating a solid material base to strengthen its international reputation. Our region has the greatest opportunities in the world for the development of automobile and railway communications. That is why Uzbekistan is committed to improving new areas of transport communications, their cargo many good works are being carried out to increase transportation capacities, ensure the uninterrupted movement of transit cargo across the territory of our country, and attract investment in the sector. Uzbekistan has joined more than 30 international conventions, agreements and contracts on transport communications, and participates in a number of international programs on the integration of transport communications.

The “Uzbekistan Railways” company has been a member of the Organization of the Commonwealth of Railways (OSJD) since 1993, and is working together with the International Union of Railways (UIR), the UN ESCAP-Asia-Pacific Region, the European Union’s TACIS program TRACECA (Transport Corridor Europe, Caucasus, Asia). Agreements and contracts have been signed with the European Bank for Reconstruction and Development, the Asian Development Bank, the Japan Bank for

International Cooperation and many other countries on an equal footing. The development of transport communications in the countries of Central Asia is one of the main determinants of economic development. In the development of transport and communication sectors, it is necessary to attract investment for the repair and modernization of automobile and railway roads, the construction of new ones, the development of cooperation in the field of customs, the harmonization of 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, along with ensuring the safety of cargo transportation, also requires the fight against transnational vices such as drug trafficking. The countries of Central Asia are gradually integrating into the world economy. The volume of mutual trade with countries in other regions is steadily increasing. In recent years, the machinery and design equipment of Central Asian road builders have been radically updated. They have been supplied with equipment manufactured in a number of countries, including Japan, Germany, Finland, Sweden, and the Czech Republic. It is worth noting the work carried out to study and use the technologies of famous German companies and firms. The fact that hundreds of Uzavtoyol specialists have improved their qualifications and studied there in recent years is another indication of the scale of this work. World road builders do not need to introduce the Wirtgen groups. The products they produce, from small-sized rollers to asphalt and cement-concrete laying machines and plants, are well known on five continents. Uzbeks also have this has been cooperating with the company for almost sixteen years. The main streets of our capital, most of the country's highways, were built and are being built using the machinery of German partners.

The highway leading to the Kamchik pass was paved with cement concrete based on their new technologies. Its durability is three times greater than that of an asphalt road, and is about a quarter of a century. Currently, world transport experts are conducting many scientific studies on the high efficiency of using railway transport instead of sea transport in freight transportation. They are making recommendations that railway transport is convenient and beneficial in all respects. Promising plans for the development of transport communications are being implemented for the long term. For example, the newly built Andijan-Osh-Kashgar highway has made it possible to access China from Central Asia. The Sarakhs-Tejan-Mashhad railway opened the way to Iran's ports on the Persian Gulf. On June 17-18, 2003, the presidents of Uzbekistan, Iran, and Afghanistan met in Tehran They signed an agreement "On International Transport Routes" aimed at establishing the international Trans-Afghan corridor. This road, which leads to the Gulf of Oman, is being successfully implemented today. In the

future, we will be able to easily transport our goods to the Indian Ocean through this road. The construction of the Tashguzar-Dehkanabad-Boisun-Kumkurgan railway in a short period of time has created the opportunity for us to access the Indian Ocean through the Termez-Hairaton bridge. Japanese specialists also actively participated in the construction of the road, spending 4,584,000,000 yen on the construction of five metal bridges with a total length of 1,200 meters. These facilities were completed and put into operation in 2009. As a result of the commissioning of the 633-kilometer Nukus-Sultan Uvaystag-Miskin-Uchkuduk railway, it became possible to transport transit cargo to Russia, the Baltic States, the Caucasus, Belarus and European countries without entering the territory of Turkmenistan through Navoi, Khorezm, the Republic of Karakalpakstan. This allowed us to save a large amount of foreign exchange payments to Turkmenistan. The Kamchik highway, which was completed in accordance with the requirements of foreign criteria, is currently an important strategic transport communication. It provides access to the Xinjiang region of China via Andijan-Osh, from there to the Pacific Ocean via Kashgar, to the Middle East and Southern Europe, to the Arab countries, and from the west to the Mediterranean Sea via Turkmenistan, the Caucasus, Iran and Turkey. The heads of government of the Central Asian states discussed transport communications in the following signed more than 200 agreements. These documents are aimed at integrating the transport and communications economy and developing economic life on the basis of a single policy and mutual cooperation. Also, the fact that our country has joined more than 30 international transport and communications conventions, agreements and contracts indicates the great future of the industry and its extremely high strategic prospects.

In recent years, the machinery and design equipment of Central Asian road builders have been radically updated. They have been supplied with equipment manufactured in a number of countries, such as Japan, Germany, Finland, Sweden, and the Czech Republic. It is worth noting the work being carried out to study and use the technologies of famous German companies and firms. The fact that hundreds of Uzavtoyol specialists have improved their skills and received training there in recent years is another indication of the scale of this effort.

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