

LOGISTICS OPPORTUNITIES OF THE REPUBLIC OF UZBEKISTAN WHY FOR CHINA?

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Abstract:

In this article, the breakdown of relations between the United States of America, India, Pakistan, Russia, NATO and the People's Republic of China and, as a result, the increasing importance of the logistics system of the Republic of Uzbekistan for China. It will be explained how the Republic of Uzbekistan will benefit from this.

Keywords: railway, pipeline, sea routes, economic communication, export, import.

Introduction

Throughout the history of mankind, trade routes have had their important economic and political importance. For the possession of such important trade routes, wars often broke out between powerful countries, but in some cases it was more beneficial to open new trade routes than to wage war. Such a situation is typical for the People's Republic of China (PRC). At the end of the 20th century - the beginning of the 21st century, the developed countries located in Central and East Asia achieved significant economic, military, technological, scientific, and political achievements. Many countries have started to use these achievements to challenge the unipolar world model of the United States and become a global power in the case of a multipolar world model. This required giving up the waterways under the control of the United States, which is the leader in the world's oceans. Although there are several routes that are alternative to sea routes, but compared to such routes, China has undoubtedly been the safest and most convenient route through the ancient Silk Road. Central Asia, in particular, the territory of Uzbekistan is important. Of course, China, which is considered one of the largest exporters and importers of today, will take trade routes through Uzbekistan, which is also beneficial for our country.

RESEARCH METHODS

This article was written on the basis of methods of historical research such as scientific objectivity, logical consistency, comparative analysis, chronological consistency.

RESULTS AND DISCUSSIONS

It is known that after the reforms carried out by the "pragmatists" led by Deng Xiaoping in China, the Chinese economy began to grow rapidly [1]. Even after the collapse of the USSR, China's economy continued to grow rapidly, but its relations with the United States began to deteriorate. This was caused by China's support for North Korea, the US's position on the world market, and policies that are contrary to the interests of South Korea, Japan, Taiwan, and several other countries, which are considered allies of the US. The United States, anticipating that the fate of the 21st century will be decided in the Far East due to the rapid development of China's economy and military potential, began to actively militarize this region.

As of 2023, 313 of the 750 US overseas military bases are located in East Asia [2]. China perceived this as a great danger for itself. Because 60% of China's foreign trade and almost 70% of gas and oil imports pass through the Strait of Malacca [3]

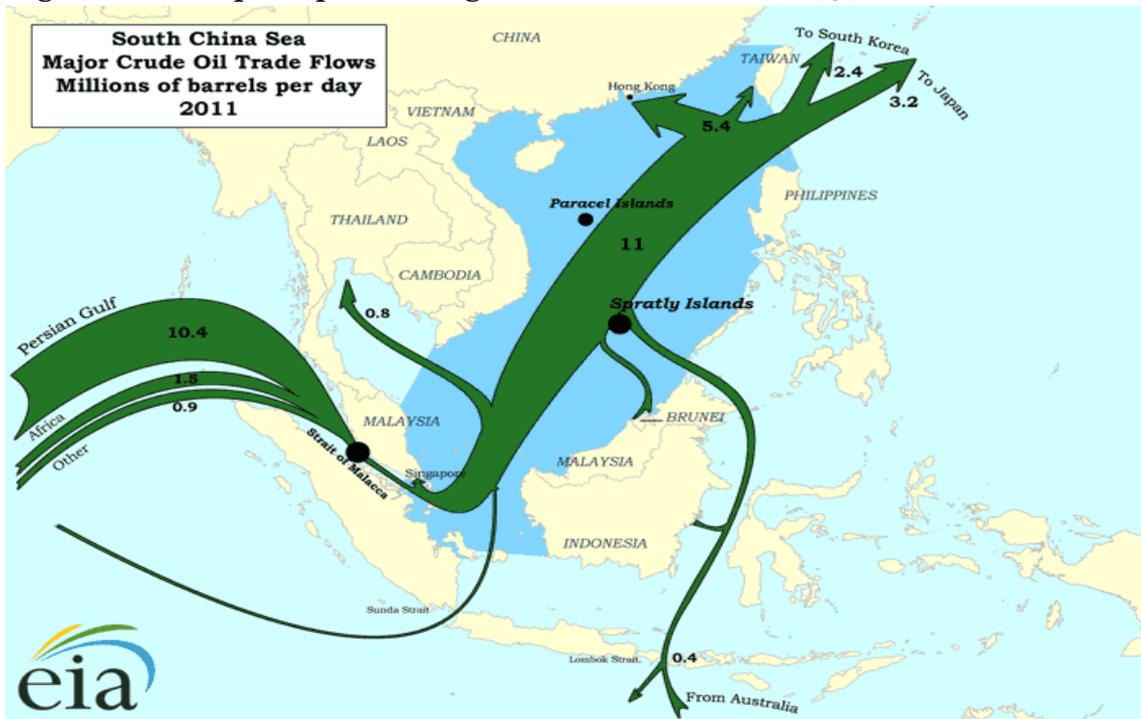


Figure 1. Map of daily oil shipments through the South China Sea in 2011

This forced China to look for ways beyond the reach of the US influence by land or sea. Among them were roads passing through Russia, Kazakhstan, Kyrgyzstan, Uzbekistan, Pakistan, and Afghanistan. By building railways to these countries, China planned to connect with Europe, the Middle East, Africa and, in the distant future, the American continent.

The route through Russia was closed indefinitely due to the Russia-Ukraine conflict that started on February 24, 2022 [4]. Due to the situation of mutual distrust between Russia and the NATO countries, the feeling of fear of the invasion of the opposite side between the two sides also blocked this direction for China.

There is also a possibility to go to the Arabian Sea through Pakistan, but this route is considered dangerous due to the war between India (Bharat) and Pakistan over Kashmir. In addition, the continuation of the railway project passing through this country will be expensive for the Chinese budget.

Taking into account that the relations between India and China have also worsened due to territorial claims during this historical period, China cannot place high hopes on the roads passing through Pakistan. Until now, border conflicts between these countries continue.

Taking into account the above reasons, the most suitable route for China is the railway through Uzbekistan and Kyrgyzstan. The China-Kyrgyzstan-Uzbekistan railway project was discussed in the 1990s, but these discussions were resolved only during the new president of the Republic of Uzbekistan, Shvkot Mirziyoyev. The cost of this road is estimated at 5 billion dollars and it is planned to be financed according to the mutual agreement of the parties [5]. The fact that this amount is equal to the value of trade between Uzbekistan and China in 2017 shows how important the road is [6]. In addition, in the future, it is possible to direct railway lines to different directions on the basis of this railway, and to transfer oil and gas pipelines through our country. This route includes the Persian Gulf, which is rich in oil and gas, the Caucasus, technologically advanced Europe, the Middle East and Africa, where it is convenient to sell Chinese goods (Fig. 2).

Compared to planned roads, this railway has many advantages in terms of price. For example, according to 2023 data, the cost of the new China-Pakistan road is estimated at 400 billion yuan or 57.7 billion US dollars [7]. This also shows that a safe, cheap, and economic way for China to reach the necessary regions passes through Uzbekistan.

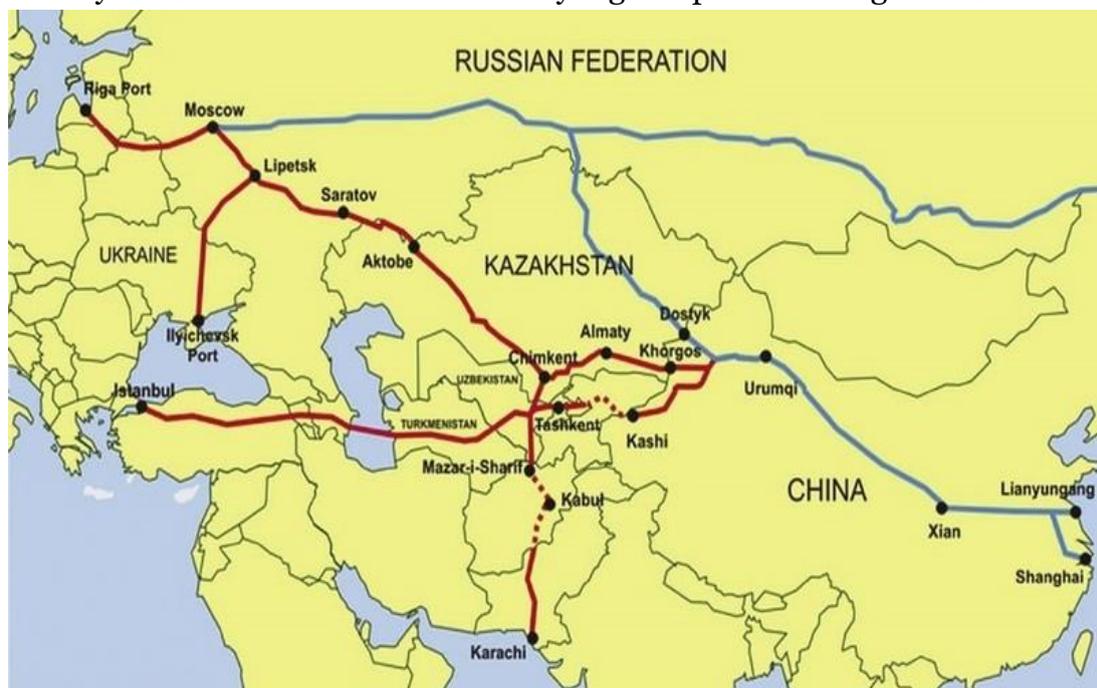


Figure 2. Map of the "New Great Silk Road" planned to pass through Uzbekistan

CONCLUSION

Of course, this railway has a great impact on the economy of Uzbekistan. This allows, first of all, to reduce the cost of product transportation, and to ensure continuous and fast delivery of products. The transit duty collected from the goods transported by railway serves as an additional income to the budget of the Republic of Uzbekistan.

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