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SOME ASPECTS OF UZBEKISTAN'S COOPERATION WITH THE EUROPEAN UNION IN THE FIELD OF TRANSPORT AND LOGISTICS

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ABSTRACT

The article analyzes the development processes of the Republic of Uzbekistan's cooperation with the European Union and its member states in the fields of Transport – Communication, Logistics. The author analyzed the sources that these contacts are carried out within the framework of various programs and projects developed by the European Union. At the same time, it is shown that the development of relations in this direction plays an important role both in economic and investment development between the countries of the two regions.

KEYWORDS

New Uzbekistan, European Union, TRACECA, transport corridor, logistics, integration, globalisation, economic relations.

INTRODUCTION

In the 21st century, mankind has stepped on a new path of development. Global processes have accelerated and the geography of cultural dialogue has expanded.

And in turn, the constant growth of the demographic situation on Earth puts the need to create new resources and new trade routes. In response to these

calls by the world's economically developed countries, various projects are presented and efforts are made to implement them. In particular, several programs and projects aimed at developing economic, trade and cultural relations have been developed by the European Union, which unites twenty-seven countries of the European continent, and many of them are being implemented effectively. One of such important and promising programs is the TRACECA Project [1]. It aims to build a transport corridor to connect Europe-Caucasus-Asia.

RESEARCH METHODS

The research was conducted using objectivity, analysis, synthesis, comparative analysis, generalization, historical analysis, chronological methods.

RESULTS

The TRACECA project is one of the projects within the framework of the TACIS program, which includes several projects aimed at providing technical assistance to countries entering the Commonwealth of Independent States by the European Union [2].

Another notable aspect of the European Union TACIS program is that within the framework of this program there are also several more specialized special programs. The implementation of such programs in Uzbekistan is envisaged by the European Union. In particular, in order to restore the ancient Great Silk Road passing through the territory of Central Asia on the basis of modern technology, a special specialized project named TRACECA was developed. This project began its activity from 1993 year, and for its

implementation it initially raised a total of 28 million EKYU separated [3].

It is worth noting that the implementation of the TRACECA project through the implementation of the technical assistance of the European Union within the framework of the TACIS program is of promising importance in eliminating the inconvenience associated with the transport community for Uzbekistan [4]. Accordingly, the leadership of the Republic of Uzbekistan fully supports the ideas and proposals put forward within the framework of the project on major transport corridors and routes passing through the territory of Central Asia [5]. Negaki said that the project envisages the establishment of a Transcaucasian highway that leads to the Black Sea ports through the countries of Central Asia, Azerbaijan, Georgia [6].

The TACIS TRACECA program was designed to establish a transport corridor connecting Central Asia with the Caucasus and Europe through the Caspian Sea, and it was planned to build roads in 9 directions. It provides for the solution of automobile, railway, sea and trade issues. The implementation of this project has provided a wide range of opportunities for Uzbekistan to have free transit links with the South – Iran, East – China, west – Europe [7]. Currently, 20 international routes have passed through the Republic [8].

It is known that Uzbekistan is the world leader in cotton sales. The launch of the Tajen-Serakhs – Mashhad railway on May 13, 1996 on the new Trans-Asian route, which brings the countries of Central Asia to Italy, Europe and the world markets, with the ports of Iran and Turkey, was one of the serious successes achieved in this regard. Built directly with the participation of Uzbekistan, this road is convenient

compared to the Trans-Cibir highway and is close to 1500 km [9].

The launch of a transport route through Kazakhstan, Turkmenistan and Azerbaijan, which leads to the Poti and Botumi ports of Georgia, has created another convenient means of transportation for Uzbekistan, including for other countries in Central Asia, bringing it to the world market. These harbors made it possible to reach the world market through the Black Sea, through railways to Western Europe, through the Bosphorus to the Mediterranean Sea, from it to the Atlantic Ocean.

The effectiveness of the TACIS TRACECA program of the European Union can be seen from the fact that by 1996 Uzbekistan's cooperation with distant foreign countries in foreign trade relations accounted for 74%. The roads built on the basis of the TRACECA program serve for cooperation and common development. While the volume of export-import cargo carried by Uzbekistan through the Persian Gulf on the only Transcaucasian (Tashkent-Ashhobot-Bander-Abbas) route amounted to 140 thousand tons in 1996, this figure reached 285 thousand tons in the next year is evidence of the above opinion [10]. After the opening of this road until September 1998, in the framework of cooperation with Uzbekistan on the implementation of Export-import relations amounted to 470 million US dollars. 660 thousand tons of goods in the volume of US dollars have been transported. In this sense, the development and implementation of transport and communication projects is one of the important strategic areas of cooperation between the European Union and the Republic of Uzbekistan [11].

As we observe the dynamics of chronological analysis and communication of the work within the scope of this project, we can see that it is carried out on a consistent basis without taking into account the

circumstances of short stagnation in a given period of time.

The attractiveness of the TRACECA corridor for countries, the deepening of regional cooperation and the interest in developing transport are increasing year by year. We can see proof of this when, after the expiration of the period of implementation of the international strategy of TRACECA intended for 2015 year, a new program on the development of the European-Caucasian-Asian roads of TRACECA countries was developed by the European Union and other partner countries.

To date, the member states of the TRACECA have developed a strategy for the "TRACECA 2016-2026 year" and are implementing it step by step.

The Uzbek side is also involved in the implementation of this ten-year strategy. Because increasing the competitiveness and attractiveness of this transport corridor will help to further liberalize foreign trade and reduce the barriers to the movement of traffic along the entire transport Corridor, which in turn will have a positive impact on the economy of our country.

The Ministry of transport of Uzbekistan stated that TRACECA will also support the projects developed for the digitization and optimization of logistics of the Transport Corridor "Europe-Caucasus-Asia" [12]. At the meeting held in Tashkent on March 2, 2020, the officials of the Ministry of transport of Uzbekistan and the Secretary General of the TRACECA Asset Asavbayev discussed the issues of the Republic's participation in the projects implemented in the TRACECA digitization Corridor [13]. The scope of digitization includes the provision of transport Security, the improvement of the order of crossing borders, the optimization of logistics centers and ports and the use of a holistic system of border control.

In December 2017, the Government of Uzbekistan approved the program of diversification of foreign trade routes for cargo transportation in 2018-2022, which will pay attention to the development of transit routes through the Caucasus and Turkey to European countries.

It should be noted that special attention is being paid to the development of transport and infrastructure communications within our country, the creation of a transit corridor system, the adoption of new and effective directions that lead to the existing major international and prospective markets. The strategy of action on five priority areas of development of the Republic of Uzbekistan in 2017-2021 adopted on the initiative of President Shavkat Mirziyoyev[14] and in the new strategy of development of Uzbekistan for 2022-2026 is defined as one of the important areas of carrying out an active investment policy for the promotion of transport and logistics infrastructure. In this context, participation in the Project "One Space, One Road" creates a great opportunity to realize the strategic goals of our country[16]. On November 25, 2021, president of the Republic of Uzbekistan Shavkat Mirziyoyev received the delegation headed by the president of the European Commission vice-President Margaritis Sxinias[17]. The sides discussed the state and prospects for the development of bilateral relations. At the same time, it was noted that important joint programs are being implemented in the field of education, security, fight against terrorism and drug trafficking.

With the technical support of the European Commission, 35 projects are being implemented in the fields of business and Tourism Development, transport Logistics, border management, combating illegal circulation of narcotic drugs, security and other areas.

CONCLUSION

Another priority direction of Uzbekistan's foreign policy is the development of cooperation with the European Union. In recent years, it has been cooperating with this organization in various fields, including the development of the transport-communication system. For more than a quarter of a century, these relations have yielded positive results and through this transport corridor Uzbek products are exported to world countries. The TRACECA project serves to connect Asian countries with the European region through the Caucasus through a transport corridor. Work is underway on new projects that will serve to further develop and increase the attractiveness of this transport corridor.

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