



**O'RTA OSIYODA TEMIR YO'L TRANSPORTI KORIDORLARI
VA BUYUK IPAK YO'LINI QAYTA TIKLASHNING TAHLILI**

Muxamedova Ziyoda Gafurdjanovna,

Texnik fanlari doktori (DcS), Toshkent davlat transport universiteti,

“Yuk-transport tizimlari” kafedrası professori

e-mail: mziyoda@mail.ru,

+998 90 329 83 00

Yakupbayev Xamid Maratovich

Toshkent davlat transport universiteti, “Yuk-transport tizimlari”

Kafedrası tayanch doktorant (PhD)

e-mail: xamidjon19962303@gmail.com

+998900061836

Yuldashova Guzal Mels qizi

Toshkent davlat transport universiteti **Talabasi**

e-mail: guzaluldashova497@gmail.com

+998991261869

***Annotasiya** Maqolada Markaziy Osiyo temir yo'l transporti AQShning “Yangi Ipak yo'li” strategiyasi doirasida ko'rib chiqilgan. Ipak yo'li harbiy, siyosiy va iqtisodiy jihatdan muhim bo'lib, Qozog'iston terminali va Xitoy-Qirg'iziston-O'zbekiston yo'nalishi kabi yo'laklarni qayta tiklash imkoniyati mavjud. Xususan, mamlakatimiz bu yo'lakda muhim rol o'ynaydi. Maqolada transport yo'laklarini o'rganish uchun infratuzilma ko'rsatkichlarining tahlili, adabiyotlarni ko'rib chiqish va loyihalarning amaliy o'rganish metodlari ishlatilgan. Tadqiqot ushbu yo'laklarni rivojlantirish imkoniyat va muammolarini aniqlab, Markaziy Osiyo strategiyasiga hissa qo'shishni maqsad qiladi hamda temir yo'l transportini optimallashtirishga intiladi.*

***Kalit so'zlar:** Markaziy Osiyo mintaqasi, Yangi Ipak Yo'li strategiyasi, temir yo'l koridori*

**A REVIEW OF RAILWAY TRANSPORT IN CENTRAL ASIA FOR
CORRIDORS AND THE REVIVAL OF GREAT SILK ROAD**

Mukhamedova Ziyoda Gafurdzhanovna

Doctor of Technical Sciences (DcS), Tashkent State Transport University,

Professor of the Department of Transport and Freight Systems,

ORCID: 0000-0002-1825-2447

e-mail: mziyoda@mail.ru,



TANQIDIY NAZAR, TAHLILIY TAFAKKUR VA INNOVATION G'OYALAR



+998 90 329 83 00

Akhmatov Navruz Bakhtiyorovich

Doctoral student (PhD) of the Department of Freight Transport Systems

e-mail: axmatov.navruz@bk.ru

+998946206166

Yuldashova Guzal Mels qizi

Tashkent State Transport University TF-7r group student

e-mail: guzaluldashova497@gmail.com

+998991261869

Annotation. *The article examines railway transport in Central Asia within the framework of the US "New Silk Road" strategy. The Silk Road has become important from military, political, and economic perspectives, with opportunities to revive corridors such as the Kazakhstan terminal and the China-Kyrgyzstan-Uzbekistan route. In particular, our country plays a key role in this corridor. The article uses methods such as analyzing infrastructure indicators, reviewing literature, and conducting practical studies of projects to study these transport corridors. The research aims to identify opportunities and challenges for developing these corridors, contribute to the development strategy of Central Asia, and strives to optimize railway transport in line with the modern geopolitical landscape.*

A comprehensive analysis of data collection methodologies employed in studying these corridors is also included to ensure the reliability and validity of the findings. Employing a multifaceted methodology, including quantitative analysis of infrastructure metrics, case studies of specific projects, literature review synthesizing existing knowledge, and comparative analysis drawing parallels and contrasts, this study explores opportunities and challenges in enhancing these corridors, aiming to contribute to the broader strategy's rejuvenation in Central Asia. By analyzing current conditions and proposing improvements, the research seeks to optimize railway transport, aligning with the Silk Road's historical significance in the contemporary geopolitical landscape.

Keywords: *Central Asian region, New Silk Road strategy, railway corridor.*

KIRISH. Asrlar davomida Osiyo va Yevropani bog'lab turgan tarixiy Ipak yo'li keng geografiyani qamrab olgan turli yo'nalishlarni o'z ichiga olgan. (Qish 2022). Ushbu noyob yo'l savdo, farovonlik va bilim almashishni osonlashtirdi, madaniy integratsiya va ma'lumot almashishni kuchaytridi. Ipak yo'li bo'ylab amalga oshirilgan savdolar ta'sirida kichik qishloqlardagi e'tiqod, bilim va g'oyalarga keng yo'l ochib berildi. Dastlab, turli sabablar tufayli, ya'ni, ta'minot va talablar natijasida Ipak yo'li oxir-oqibat siyosiy o'zgarishlar va dengiz transportidagi yutuqlar tufayli ahamiyatini yo'qotdi. (Frankopan 2017). Dengiz transportidagi yutuqlar, masalan, paroxodlar va konteynerlashtirish, 18-20-asrlar orasida yuk tashish harajatlarini qariyb 80% ga qisqartirdi (Jeks va Pendakur, 2010), global savdo yanada samarali hisoblangan dengiz yo'llariga o'tishi sababli Ipak yo'lidan foydalanishning



pasayishiga olib keldi. Ammo Markaziy Osiyodagi tabiiy resurslar o'rganilgach, "Ipak yo'li" tashabbusi quruqlikka chiqmagan mamlakatlar uchun global ahamiyatga ega bo'ldi. Bu ulkan mintaqadagi keng ko'lamli siyosiy o'zgarishlarga qo'shimcha ravishda, harbiy tashkilotlar va ularning ishonchli vakillarining faoliyatidagi siyosiy beqarorlikka sezilarli hissa qo'shdi, bu esa Ipak yo'li kabi tashabbuslarning rivojlanishiga bevosita to'sqinlik qilmoqda.

AQShning "Yangi Ipak yo'li" strategiyasi Markaziy va Janubiy Osiyoda savdo-iqtisodiy hamkorlikni rivojlantirish va savdoni erkinlashtirishga qaratilgan. Asosiy maqsad, boy resurslarga qaramay, jahon miqyosida eng kam integratsiyalashgan mintaqalar qatorida qolayotgan Markaziy Osiyo respublikalarini iqtisodiy yuksaltirish edi (Zimmerman 2015). Strategiya mintaqada iqtisodiy o'sishni yuksaltirish salohiyatiga ega edi. Biroq, geosiyosiy sharoitlar va pandemiya tufayli amalga oshirish harakatlari sezilarli darajada sekinlashdi.

Temir yo'l transporti Markaziy Osiyo barqarorligi uchun juda muhim, chunki dengizga chiqish imkoni yo'qligi sababli dengizga chiqish imkoni yo'q davlatlar iqtisodlari savdoda asosan unga tayanadi. Temir yo'l tarmoqlari xavfsizroq, tejamkor va kechikishlarga kamroq moyil bo'lib, Ipak yo'lining tiklanishiga hissa qo'shib, mintaqaviy va xalqaro savdoni osonlashtirish uchun ulkan salohiyatga ega (Karimova 2022). Mavjud temir yo'l tarmog'i barcha iqtisodiy jihatdan muhim hududlar va poytaxtlarni bog'laydi, bu esa temir yo'l transportini boshqa transport turlariga qaraganda ustuvor qiladi (Kulipanova 2012). Biroq, Markaziy Osiyo mamlakatlarida Ipak yo'lining tiklanishi uchun tegishli koridorlarni aniqlash bo'yicha tadqiqotlar yetishmaydi (Barisitz 2017). Ushbu maqolada O'zbekiston, Qozog'iston, Qirg'iziston, Tojikiston va Turkmanistondagi koridorlar ko'rib chiqilib, kelgusida rivojlanish uchun salohiyatga ega bo'lgan koridorlar ko'rsatilgan.

Bu masalaning keng qamrovli ekanligini hisobga olgan holda, Ipak yo'lining tiklanishi bilan bog'liq muammolarni hal etishning ilmiy asoslarini yaratish zarur. Bunday yondashuv transport geografiyasi, iqtisodiy ta'sir tahlili va geosiyosiy xavflarni baholashni o'z ichiga olgan multidisipliner asosni o'z ichiga olishi kerak. Tadqiqot usullari ham sifat, ham miqdoriy tahlillarni, masalan, ekspert suhbatlari, siyosat tahlili, GIS yordamida fazoviy tahlil va ekonometrik modellashtirish kabilarni o'z ichiga olishi kerak. Ushbu keng qamrovli metodologiya potentsial temir yo'l koridorlarini ishonchli baholash imkonini beradi, Ipak yo'lining tiklanishi ham iqtisodiy, ham geosiyosiy jihatdan to'g'ri bo'lishini ta'minlaydi.

ADABIYOTLAR SHARHI

Markaziy Osiyoning strategik ahamiyati butun dunyo e'tiborini tortdi, bu mintaqada transport tarmoqlarini yaratish va kengaytirish bo'yicha hamkorlikdagi sa'y-harakatlarga olib keldi. Ushbu adabiyotlar sharhi mazkur tarmoqlarning nozik evolyutsiyasini, dastlabki hamkorlikni, Xitoyning infratuzilmasini rivojlantirishni, Yevropa tashabbuslarini, duch keladigan muammolar va zamonaviy global kontekstni o'rganadi, xususan, Xitoyning "Bir kamar, bir yo'l" (OBOR) tashabbusiga e'tiborni qaratadi.





I. Ilk hamkorlik (1950-1960 yillar)

(Otsuka va boshq. 2017) tadqiqotidan boshlab, 20-asr o'rtalarida Xitoy Xalq Respublikasi (XXR) o'z temir yo'l tizimini Markaziy Osiyo orqali Sovet Ittifoqi bilan bog'lash harakatlari boshlanganiga guvoh bo'ldi. XXRning g'arbiy provinsiyadagi Sinsyan bilan temir yo'l aloqasiga e'tibor qaratilishi muhim burilish nuqtasi bo'lib, Temir yo'llar hamkorligi tashkilotining (Gorski 2016) tashkil etilishiga olib keldi. Ushbu dastlabki hamkorlik mintaqaviy hamkorlik uchun zamin yaratdi va kelajakdagi rivojlanish uchun asos yaratdi.

II. Xitoy infratuzilmasini rivojlantirish (1985-1992)

Otsuka va boshqalar tomonidan olib borilgan tadqiqot natijasida Xitoyning infratuzilmasini rivojlantirish borasidagi sa'y-harakatlarning batafsil tahlili va XXR hamda Sovet Ittifoqini bog'laydigan temir yo'l liniyasining qurilishi haqida batafsil ma'lumot paydo bo'ldi (2017). Ushbu tadqiqot 1990 yilda mintaqaviy integratsiyani rag'batlantirgan holda yuzaga kelgan muammolar va yakuniy aloqalar haqida tushuncha beradi. (Shu 1997) "Yevropa Osiyo quruqlik ko'prigi" ning kengroq qarashlarini yoritib beradi, bu temir yo'lning transkontinental savdoni osonlashtirishdagi ahamiyatini ta'kidlaydi.

III. Yevropa Ittifoqi tashabbuslari (1990-yillar)

Yevropa Ittifoqining 1990-yillardagi faol roli TRASEKAning keng qamrovli tekshiruvi (Teimuraz Gorshkov 2001) tomonidan o'tkazilgan tadqiqotda ta'kidlangan. Yevropa Ittifoqi tomonidan moliyalashtirilgan ushbu tashabbus yo'l tizimlarini takomillashtirish va quruqlikdagi transport yo'laklarini barpo etishga qaratilgan bo'lib, Yevropa va Markaziy Osiyo poyezd tarmoqlarini bog'lash bo'yicha ulkan maqsadga hissa qo'shadi. Tadqiqot ushbu tashabbusning geosiyosiy oqibatlari va uning mintaqaviy dinamikaga ta'sirini ta'kidlaydi.

IV. Qiyinchiliklar va to'siqlar (1990-yillarning oxiri - 2000-yillar)

Yevrosiyo Bojxona ittifoqining (Eurasec) ta'siri tufayli TRASECA sekinlashishi (Lúcio Vinhas de Souza 2011) da ko'rib chiqiladi. Ushbu tadqiqot Eurasec tomonidan qo'yilgan geosiyosiy muammolarni ochib beradi va shu bilan Yevropaning shuhratparast tashabbusi oldida turgan to'siqlarni har tomonlama tushunish imkonini beradi. Ushbu davrda Xitoydagi advokatlarning qat'iyatliligi (Shu 1997) o'rganilib, mintaqaviy muammolarga qaramay, Yevrosiyo quruqlik ko'prigini ilgari surish bo'yicha davom etayotgan sa'y-harakatlarni namoyish etadi.

V. Xitoyning strategik qarashlari va "Bir kamar, bir yo'l" tashabbusi (2013-yildan boshlab).

Prezident Si Tszinpinning 2013-yilda Ipak yo'li iqtisodiy kamari (SREB) va 21-asr dengiz ipak yo'li (MSR) to'g'risida e'lon qilgani, shuningdek, keyingi "Bir kamar, bir yo'l" (OBOR) tashabbusi batafsil o'rganiladi (Foo, Lean va Salim 2020) tadqiqoti. Ushbu tadqiqot Xitoyning uzoq muddatli global quvvat o'zgarishini va OBORning global savdo va aloqani rivojlantirishdagi rolini, xususan, Ipak yo'li jamg'armasini tashkil etishga alohida e'tibor qaratadi.





VI. Global Istiqbol va muammolar

(Vang va Vang 2022) Yaponiyaning Xitoyning Janubi-Sharqiy va Markaziy Osiyodagi ta'sirini muvozanatlash borasidagi sa'y-harakatlarini o'rganib, global istiqbolni taqdim etadi. Ushbu qiyosiy tahlil infratuzilmani rivojlantirishning ko'p qirrali jihatlariga urg'u berib, mintaqadagi geosiyosiy dinamikani tushunishni teranlashtiradi. Markaziy Osiyo transport tarmoqlari evolyutsiyasi tarixiy hamkorlik, mintaqaviy tashabbuslar va zamonaviy global strategiyalarning murakkab o'zaro ta'sirini aks ettiradi. Ilk hamkorlikdan tortib, zamonaviy geosiyosiy dinamikagacha bo'lgan ushbu chuqur tahlil Markaziy Osiyodagi aloqalar landshaftini shakllantiruvchi omillarning nozik tushunchasini beradi.

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