

RAILWAY PROJECT BETWEEN UZBEKISTAN AND CHINA

Omadjon Tavakkaljon ugli Kodirjonov

Andizhan state university

2nd year student of the Faculty of History

(Scientific advisor: Associate Professor Kh.M.Muminov)

ABSTRACT: The article describes the history of the China-Kyrgyz-Uzbekistan railway project and the historical importance of Uzbekistan in this project and how the railway project will benefit Uzbekistan.

Keywords: logistics, geopolitics, ocean, gulf, transit, GDP, highway, region.

INTRODUCTION

After the disintegration of the former Soviet Union, a multipolar world model emerged instead of a bipolar world. This allowed the Central Asian countries to choose their own independent development path and began to demand the development of new prospective plans. Based on its geopolitical opportunities, Uzbekistan began to build its own independent development path.

RESEARCH METHODS

This article is covered on the basis of historical methods such as scientific objectivity, historicity, logical coherence, comparative analysis, chronological consistency.

RESULTS AND DISCUSSIONS

It is known that the Republic of Uzbekistan has to pass through two countries to reach the ocean. The nearest ocean is a thousand kilometers away from Uzbekistan. Uzbekistan's lack of access to the ocean creates additional difficulties. Air travel is also very expensive. Therefore, railways are the most alternative way to solve existing problems. For this purpose, establishing close cooperative relations between the Republic of Uzbekistan, the People's Republic of China and the Kyrgyz Republic has become the demand of the time. Development of a project for the construction of a railway within these countries, if this railway is completed, Uzbekistan will have the opportunity to connect with the "largest

factory" on Earth - China - through Kyrgyzstan, and will also have the opportunity to reach the Asia-Pacific region.

If we look at the history of the China-Kyrgyzstan-Uzbekistan (China-Kyrgyzstan-Uzbekistan, CKU) railway construction project, initially in 1990, China began to build this road, and for this, it had to reset its relations with the newly independent countries from scratch. In 1997, he reached an agreement on the project with Uzbekistan and Kyrgyzstan, and this project was officially announced in 1999. But before that, the construction of some infrastructures was started. China first built a railway in 1998 and 2003 to the cities of Aksu and Kashgar, near the Kyrgyz border. By 2000, several important Chinese energy and infrastructure projects in Central Asia were launched. China launched an oil pipeline to receive oil from Kazakhstan in 2010 and completed construction of a gas pipeline in Turkmenistan in 2009. However, at this time, the agreements between China and Kyrgyzstan on the \$2 billion railway section project were still not fully resolved, as they struggled to agree on financing for the China-Kyrgyz section of the railway. This was caused by the Kyrgyz side's opinion that this project will not benefit them and therefore the project should be fully financed by China, as well as assumptions about the increase in competition and migration after the start of this railway line. Despite this, the parties continued to work on the technical and economic basis of the railway with the support of international organizations such as the European Union and the World Bank. However, it is becoming increasingly clear that China cannot do this on its own. In 2017, Uzbekistan sent railway experts to Kyrgyzstan for the first time to discuss this project, and in 2019, it offered Turkey joint support for railway construction in Kyrgyzstan [1]. Thus, the project will be gradually developed over a long period of time, Uzbekistan began to move forward with the efforts of the new leadership. The financing issue was also resolved here. According to mutual agreement, all three countries will finance the Kyrgyz part equally.

According to the design of the China-Kyrgyzstan-Uzbekistan railway line, the approximate length of the railway is 523 km: 213 km - China, 260 km - Kyrgyzstan and 50 km – Uzbekistan [2].

As part of the New Silk Road transport system, the railways of China and Uzbekistan were routed through the territory of Kyrgyzstan and then through Turkmenistan, Iran and Turkey to Europe. In addition, in the direction of Turkmenistan, it is possible to go to Azerbaijan through the Caspian Sea, to the Persian Gulf region through Iran-Iraq, and to Pakistan through Afghanistan, and to the Indian Ocean with the Karachi port of this country.

On September 14, 2022, within the framework of the SCO Samarkand summit, a tripartite agreement was signed between the Ministry of Transport, the Ministry of Transport and Communications of Kyrgyzstan, and the State Committee for Development and Reform of China on cooperation on the project of the Kyrgyz section of the "Uzbekistan-Kyrgyzstan-China" railway [3]. In addition to the quick and cheap delivery of goods from the PRC to the big economy, Uzbekistan transits the goods of the People's Republic of China by means of railways. For example, China's gross domestic product (GDP) in 2022 was 121 trillion yuan[4] or more than 18 trillion dollars in dollar terms[5], while the GDP of the European Union was 16.6 trillion dollars[6] this year. It is clear from this that if this road passes through Uzbekistan, a very large volume of cargo transit will begin on the territory of our country, and Uzbekistan will become a "land port" of Eurasia. "If the railway construction project is put into operation on time, soon 15-20 mln. tons of cargo is transported. Later, it is planned to extend this railway line to Iran," said Kyrgyz Prime Minister Temir Sariev [7].

Summarizing the above information, even more cargo can be transported through Uzbekistan, because many railway highways are planned to pass through the territory of our country. In addition, taking into account that the railway project will be continued on a large scale, our country will have the opportunity to reach several oceans at the same time through railways.

As early as 2002, the Beijing government developed a feasibility study for the future network and determined its direction. According to this plan, it is planned that the railway will pass through Arpa through Torugart pass, reach the city of reach the city of Karasuv through Ozgan district, and from there to Uzbekistan.

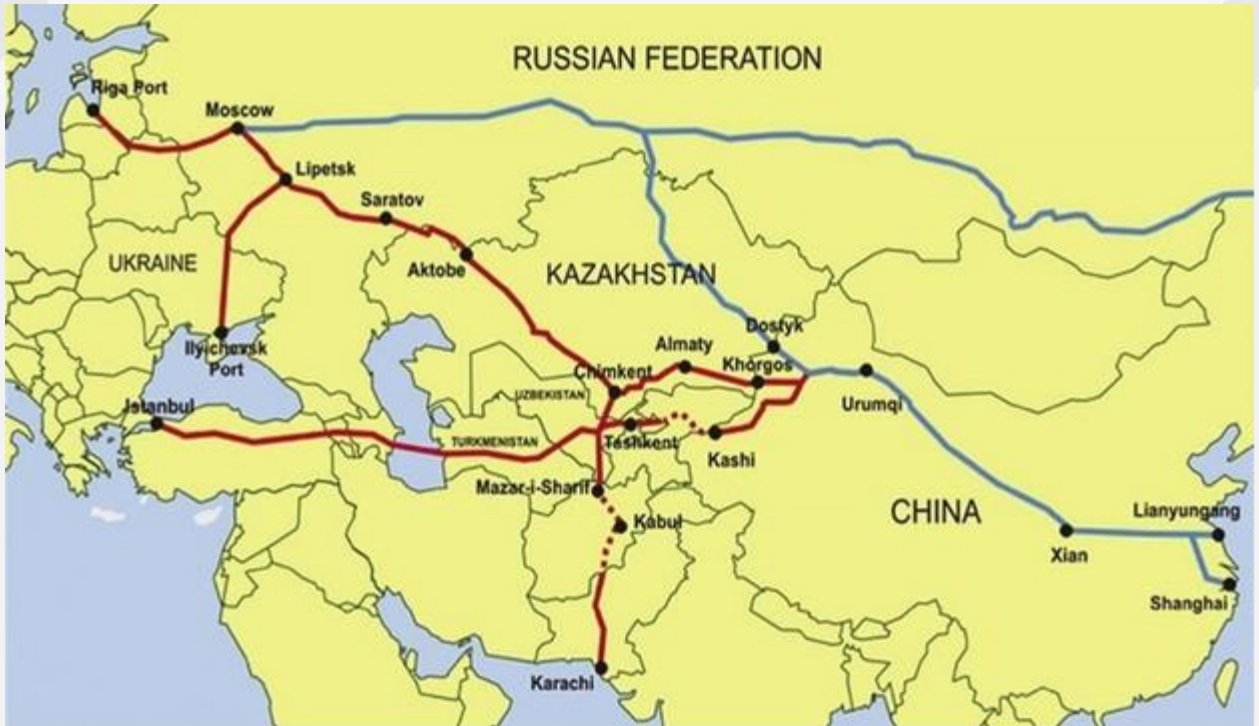


Figure 1. This map shows how Uzbekistan will reach the oceans in the future through the railway line.

It's total length should be 268 kilometers. According to estimates in 2013, the cost of this part of the project will cost 2 billion dollars, but the total cost of the construction of the China-Kyrgyzstan-Uzbekistan railway is estimated at 5 billion dollars. The head of the Cabinet of Ministers of Kyrgyzstan, Aqilbek Japarov, informed about this [8].

Until now, China has also completed other valuable projects, such as the above-mentioned oil pipelines in Kazakhstan and gas pipelines in Turkmenistan, and at that time its GDP value was 9.57 trillion dollars [9], which showed that China's economic capabilities could easily implement this project. In 2017, a tripartite working group was formed on the construction of the China-Kyrgyzstan-Uzbekistan road, three different options for its implementation were reported. In 2019, the Russian Federation allocated 200 million rubles, i.e. 3,136,364 dollars at

the exchange rate of that time, for the preparation of the technical and economic basis of this project. According to the railway project, this road should pass through Karasuv, Ozgan, Torugart of Kyrgyzstan and go to Kashgar.

The agreement on the construction of the railway was signed on September 14, 2022 within the framework of the SCO Samarkand summit between the Ministry of Transport, the Ministry of Transport and Communications of Kyrgyzstan, and the State Committee for Development and Reform of China on cooperation on the project of the construction of the railway "Uzbekistan - Kyrgyzstan - China" (on the territory of Kyrgyzstan) a bilateral agreement was signed.



The 2nd map shows the route of Korasuv, Uzgan, Torugart, Koshghar.

A total of 18 stations, 81 large and medium bridges with a length of 26.1 km, and 41 tunnels with a length of 120.3 km will be built on the line. The total length of bridges and tunnels is 146.4 km, which is 47% of the total length of the line in Kyrgyzstan [10].

With this document, all work on the development of the technical and economic basis of the railway construction project in the territory of Kyrgyzstan is scheduled to be completed in the first half of 2023. In addition, the participation of

the parties in the development of the technical and economic basis of the project, financing and distribution of costs were specified. The technical and economic basis for the construction of the 454-kilometer-long Uzbekistan-Kyrgyzstan-China railway was developed before June 1, i.e. ahead of schedule, and July 1 was also planned based on the plan [11].

The implementation of this project will reduce the distance from East Asia to the countries of the Near East and South Europe by approximately 900 km, and the time of cargo delivery by 7-8 days.

On May 18, 2023, the State Committee for Development and Reforms of the People's Republic of China, the Ministry of Transport and Communications of the Republic of Kyrgyzstan, and the Ministry of Transport of the Republic of Uzbekistan held three meetings on the next stages of the China-Kyrgyzstan-Uzbekistan railway construction project on May 18, 2023 in Xi'an, People's Republic of China. a bilateral document was signed.

This shows that, in the future, Uzbekistan will continue to connect with other countries through railways, as well as access to the oceans, and open transit trade opportunities for itself.

CONCLUSION

In conclusion, this railway project, together with the improvement of the geopolitical and economic situation of Uzbekistan, will also bring great benefits to its economy and the state budget, because of the large volume of cargo, transit duty is charged for these cargoes, and due to the quick and cheap arrival of cargo passing through this railway. By increasing the importance of using this road, it increases the geopolitical opportunity of Uzbekistan, because this railway serves to connect the Great Powers, its importance is visible in political views, and this opens the way for Uzbekistan to strengthen its position in world politics.

REFERENCES

1. Niva Yau T.Y. China Is Finally Making Progress on the China-Kyrgyzstan-Uzbekistan Railway. URL: <https://www.fpri.org/contributor/niva-yau-tsz-yan/>

2. Javier M.P. PRAVESH K.G. China-Kyrgyzstan-Uzbekistan railway back to life.
URL: <https://asiatimes.com/2023/01/china-kyrgyzstan-uzbekistan-railway-back-to-life/>
3. O‘zbekiston Respublikasi Transport Vazirligi. «O‘zbekiston – Qirg‘iziston – Xitoy» temir yo‘li qurilishi loyihasi bo‘yicha hamkorlik to‘g‘risida uch tomonlama Bitim imzolandi. URL: <https://mintrans.uz/news/ozbekiston-qirgiziston-hitoj-temir-joli-qurilishi-lojhasi-bojicha-hamkorlik-togrisida-uch-tomonlama-bitim-imzolandi>
4. China Economic Quarterly Q4 2022. URL: <https://www.pwccn.com/en/research-and-insights/china-economic-quarterly-q4-2022.html>
5. YIM bo‘yicha davlatlar ro‘yxati. URL: https://uz.wikipedia.org/wiki/YIM_bo‘yicha_davlatlar_ro‘yxati.
6. Aaron O'Neill. European Union: Gross domestic product (GDP) from 2018 to 2028. URL: <https://www.statista.com/statistics/527869/european-union-gross-domestic-product-forecast/>
7. 24.KG. На строительство железной дороги Китай — Кыргызстан требуется до \$5 миллиардов. URL: https://24.kg/vlast/251243_nastroitelstvo_jeleznoy_dorogi_kitay_kyrgyzstan_trebuetsya_do5milliardov/
8. countryeconomy.com. China GDP - Gross Domestic Product. URL: <https://countryeconomy.com/gdp/china?year=2013>
9. Macrotrends. China GDP 1960-2023. URL: <https://www.macrotrends.net/countries/CHN/china/gdp-gross-domestic-product>
10. Spot. Xitoy-Qirg‘iziston-O‘zbekiston temir yo‘lining umumiy uzunligi qariyb 500 kmni tashkil etishi mumkin. URL: <https://www.spot.uz/oz/2023/05/19/railway-construction/>
11. Муштарий О. Ўзбекистон — Қирғизистон — Хитой темирйўлининг техник-иқтисодий асосларини ишлаб чиқиш яқунланди. URL: <https://www.gazeta.uz/uz/2023/05/23/uzb-kg-china/>