

THE HISTORY OF EMERGENCE OF THE CONCEPT OF ONE PLACE ONE WAY IN OUR COUNTRY

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Abstract. In this article, from a philosophical and political point of view, transport corridors act as a means of institutionalizing its guiding vectors, and multimodal logistics centers act as "regulating valves" capable of increasing or limiting traffic along transport communications, play an important role in their regulation and, therefore, as a means of competition. Based on the above, it seems possible to define transport corridor zones as territories of mass transport flows organized on the basis of a single technical, managerial and legal infrastructure, important from the point of view of socio-economic development and promotion. and to determine national interests and the geopolitical landscape.

Keywords: transport corridors, cargo and passenger flows, transport policy, multimodal route, transport, trade routes, transport integration, transport and logistics infrastructure.

Relevance of the topic. Philosophical, theoretical and practical conditions for the formation and development of international transport corridors go back to deep historical roots. Even in ancient times and the Middle Ages, transport trade and economic corridors were formed, which were characterized by a wide concentration of cargo and passenger flows, periodicity of socio-economic ties, and the interdependence of the United States and continents.

There are many interregional trade routes in history. In particular, one of the famous historical trade routes is the Great Silk Road, which connected the countries of East Asia and the Mediterranean Sea. Chinese scholar W. Hansen, as already noted, "such routes include the "Spice Road" from India, the Spice Islands and East Africa to the Mediterranean Sea; the "Amber Road" - from the coast of the Baltic Sea to the Mediterranean Sea; An example is such a road as the "Salt Road" - from the port of Salaria to the camp of Trutn on the coast of the Adriatic Sea" [1, 320]. Of course, these views serve to reveal interesting historical facts about the cultural, socio-economic relations of ancient peoples. Each of the historical trade and economic corridors represents a transport and communication network that provides practical political, economic and socio-cultural justification and a concentrated target flow, within which economic resources, minerals and natural resources, scientific and technical



achievements, knowledge and technology, international transit - a cross-border exchange of cultures is carried out.

Existing problems with the subject. It is known that trade routes served not only to establish economic ties between societies, states and peoples, but also to cultural exchange, exchange of religious and moral values, ideas and ideologies. Trade and economic transport corridors of antiquity and the Middle Ages served as the basis and source for the formation of modern international transport corridors, created the necessary conditions for the construction of practical transport communications oriented towards modern practice, and became a unique model. Here it is necessary to philosophically clarify the concepts of "corridor" and "transport corridor". The term "corridor" is widely used by the scientific community and practitioners in various fields, since transport corridors cover many areas of knowledge: transport, logistics, history, politics, geography, international relations, technology, finance. At the same time, "transport corridor" is a new concept that arose as a result of the formation of all types of transport during the transition to new types of transport, when rail, road and air transport were formed at the beginning of the 20th century.

Russian scientist V. Dal defined this term as follows: "The concept of "road" — a road, a winding line, a route, and the term "corridor" — were used as a narrow passage from one recreation area to another to define transport communications at that time" [1, 43]. By the 20th century, many scientific discoveries based on the principles of convenience, speed, and safety in the transport system ensured the further development of socio-economic ties between countries of the world through transport.

Method of solving the problem. In recent years, the concept of "international transport corridor" has become very popular in the global scientific community. Currently, many studies are being conducted on international transport corridors. In addition, among them, an important place is occupied by the studies of scientists in the field of logistics, who consider this phenomenon from the point of view of modal transportation. However, one cannot but agree with the opinion of A.M. Gadzhinsky. "A transport corridor is a part of a national or international transport system that ensures the transportation of large loads between certain geographic areas" [1, 228]. First of all, we believe that it would be wrong to interpret transport corridors with such a brief definition. In the meantime, before setting out our views on this concept, it would be appropriate to analyze the views of a number of other scientists.

According to modern experts, "today the concept of "transport corridor" is interpreted as an air, land or sea route of movement



along a certain route, while excluding such a mandatory component as the need for transit transport” [1, 13]. “The concept of a transport corridor is broader than transit, and not every transport corridor is a transit one, since not only transit goods, but also internal and external trade routes can be transported through it” [1, 26]. A.S. Zinevich sought to take the broadest possible approach to transport corridors in his scientific views. In fact, we support the idea that the functions of transport corridors should not be limited.

It is clear that the concept of “transport corridor” is significantly influenced by international terminology, while in Russian terminology this concept means “road”, “lane”.

In modern literature there are different views and approaches to the description of "international transport corridors" as a philosophical, political and economic phenomenon. V. A. Dergachev, O. V. Vnukova, M. O. Torayeva, L. B. Vardomsky, E. M. Kuznetsova from the CIS scientists conducted a number of scientific studies on "transport corridors".

According to V. A. Dergachev, “regional transport corridors are defined as the concentration of general transport (rail, road, sea, air, pipeline) and main telecommunications lines” [1, 66].

According to the definition given by O. V. Vnukova and V. A. Nikiforov, “transport corridors are defined as a set of main transport communications of various types of transport that have the appropriate infrastructure and provide transportation in international traffic in more concentrated directions” [1, 193]. In the scientific views of O. V. Vnukova and V. A. Nikiforov, one can see the approach of transport corridors as a set of main transport communications. This approach is usually considered a one-sided approach. This is explained by the fact that transport corridors, depending on their function and nature, are intended for a wide variety of purposes.

According to one of the CIS scientists V.N. Morozov, transport corridors are “an organized set of infrastructure facilities of various types of transport that connect different countries and contribute to the increase in the volume of export, import and transit transportation, forming a describes an organizational and economically balanced connection” [1, 74]. In our opinion, we see that V.N. Morozov approached transport corridors economically.

Scientifically based proposals and recommendations. Based on the above definitions, it was established that the TT is a balanced communication model that connects countries and contributes to the increase in the cost of foreign trade and transit. It is not only part of the infrastructure, but also represents a harmonized trajectory for the development of



international communications, and we believe that its basis is the rationalization and optimization of transport and logistics processes.

From a philosophical and political point of view, transport corridors are a means of institutionalizing its guiding vectors, and multimodal logistics centers act as "regulating valves" capable of increasing or limiting movements along transport communications, play an important role in their regulation and, therefore, as a means of competition. Based on the above, it seems possible to define transport corridor zones as territories of mass transport flows organized on the basis of a single technical, managerial and legal infrastructure, important from the point of view of socio-economic development and promotion. and to determine national interests and the geopolitical landscape.

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