

EFFECTIVE USE OF “SHOHRAH”

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В статье анализируется история развития и необходимость эффективного использования транспортной артерии, названная в истории “Шохрахом”, которая служила для экономических и других связей стран Центральной Азии, в том числе Узбекистана с центром цивилизации расположенной на юго-западе Азиатского континента, и предлагается некоторые идеи для плодотворного использования её для экономического процветания республики.

The article analyzes the history of development and the necessity of effective use of the transport artery, called in history "Shokhrakhom", which served for economic and other communication of the countries of Central Asia, including Uzbekistan, which is the center of civilization located in the southwest of the Asian continent, and are offered some ideas for its fruitful use for the economic prosperity of the Republic.

Ушбу мақолада Марказий Осиё, жумладан, Ўзбекистон таракқиёти учун катта аҳамиятга эга бўлган, Осиёнинг жанубий - ғарбида жойлашган цивилизация маркази билан алоқа қилишга хизмат қилган, тарихда “Шохрах” номини олган транспорт артериясининг ривожланиш тарихи ва ундан самарали фойдаланиш зарурлиги ҳақида фикр билдирилади ҳамда республиканинг иқтисодий таракқиёти учун ундан унумли фойдаланиш борасида айрим ғоялар таклиф этилади.

Research methods. The article analyzes and synthesizes the largest transport artery in history, called the "Great Silk Road", "Shohrah", using the methods of scientific abstraction. As a result of the use of the systematic method of analysis, it is necessary to use Shohrah effectively in the further development of Uzbekistan. Using the method of logical analysis, it is indicated that areas of Uzbekistan should focus on the development of economic relations in the future. The study also used methods such as observation, comparison, economic-mathematical analysis, dialectical analysis, statistical grouping.

Results and discussion. The article discusses the origins of the Great Silk Road, which played an important role in human development, and the system of roads that connected the countries of that time, known as the Shahrah, which was of great importance in ancient Eastern civilization and the ancient world, its importance and possibilities of its use at the present time are considered. It states that these roads were

established in the ancient Assyrian Empire, and later united the Achaemenid Empire, which was ruled most of the world at that time, into a system, which was effectively used by the Roman Empire, the Hellenic states after Alexander the Great, the Arab Caliphate and others. It is then said that it has been serving humanity as part of the Great Silk Road. When the Russians occupied most of Central Asia, the system became insignificant. In addition, the optimal and promising direction of Uzbekistan's access to the world ocean transport system depends on Shohrah. The main directions of Uzbekistan's foreign economic relations related to Shohrah are outlined.

Conclusion. Rehabilitation and development of the Shohrah transport artery is one of the important directions in the development of Uzbekistan's foreign economic relations. There are opportunities to develop economic ties to the South and South-West, relying on the Shohrah transport artery and it is necessary to further develop them.

Keywords: Shahrah, transport artery, “Great Silk Road”, civilization, World Ocean, economic relations, caravan routes, “TRACECA”, main routes.

Introduction

There were three main centers of human civilization recognized by modern science: Ancient China, Ancient India, and Ancient Egypt and Mesopotamia (between two rivers). It is believed that the oldest, most important and strongest of these was the third. This civilization, which began in present-day Egypt and Iraq, was expanded throughout the third, second, and first millennia BC, encompassing the entire Middle East, North Africa, Southern Europe, Asia Minor, the Caucasus, and the Central Asian region also laid the most basic foundations.

For almost three thousand years, the Shohrah transport artery, which created this civilization, has made a huge contribution to the development of socio-economic and other ties between the regions, including the development of Central Asia. After the Russian occupation of Central Asia, the importance of this artery diminished and began to serve only in trade. At present, independent Uzbekistan can effectively use this transport artery.

Materials

This topic, chosen for research, has been little studied for some political and other reasons, including that the Russian Empire was “forgotten” in order to maintain and consolidate its dominance in Central Asia and some historians and economists, including Dyakova I.M., Mamleva L. A. Kuzmichev A. D., Nikitin S. K., Neronovoy V.D., Svinitckaya I.S., Tavrovskiy Yu. V., Hansen V. et al. [1,2,3,5].

Methods

The article analyzes and synthesizes using the methods of scientific abstraction to analyze the "Great Silk Road", a large and very important part of it, the largest transport artery in history, called "Shohrah", which served mankind for a long time. The

importance of this transport artery for modern Uzbekistan and how it can be used in the development of the republic is defined, the main ways of its use are shown. As a result of the use of the systematic method of analysis, it is necessary to use Shohrah effectively in the further development of Uzbekistan. Using the method of logical analysis, it is indicated that areas of Uzbekistan should focus on in the development of economic relations in the future. The study also used methods such as observation, comparison, economic-mathematical analysis, dialectical analysis, statistical grouping.

Results

While the waterways through the Mediterranean served well for the economy of the western part of this civilization to function as a single organism (later they were the economic basis for the emergence of the great Roman Empire as an integrated transport infrastructure), the eastern part of this civilization was united by great caravan routes. The core of these caravan routes was formed during the Achaemenid period (even earlier, during the Assyrian Empire, which was considered the "first empire" in human history, ie in the eighth to seventh centuries BC) and was called the "Shahrah" and connected the major cities of that time and formed caravan routes (see Figure 1). Not only royal couriers but also trade caravans traveled from one country to another, carrying goods for trade. The states formed in Central Asia at that time were also able to establish political, economic, cultural and other ties with other states in this way. For example, the religion of Zoroastrianism, formed in the Khorezm region, influenced the entire civilization through the Median state, including the worldviews of Greek philosophers.



Figure 1. The main roads that existed during the Achaemenid Empire [8].

The ancient states of Central Asia were provided by this civilization, stood on their feet and developed as an integral part of this civilization. The influence of Chinese and Indian civilization on Central Asia began much later, and at that time this influence was relatively slow.

In his fifth and eighth books of "History", Herodotus wrote about the roads connecting the separate parts of the Achaemenid Empire, and gave information about

which cities these roads passed through. The historian Darius wrote with delight and enthusiasm about how fast the couriers traveled on these roads and how well the postal service was organized: "There is no faster in the world than these couriers: how cleverly the postal service is organized in Persia! It is said that horses and people were released along the entire route, with a separate horse and man on each daily journey. Neither the snow, nor the darkness of the night, nor the cold winter, nor the rain prevented every runner from crossing the marked path. From one courier to the next, he passed on information to the next as if a fire was burning in a Hellenic feast in honor of Hephaestus, a cavalry mail that the Persians called "angareyon" [1,5,6].

Central Asian traders traveled these routes through the Median capital, Ecbatana, to the Assyrian capital, Nenia and to the west to the Mediterranean, Egypt, and Asia Minor.

In the ancient world, "Shohrah" was so popular that these words were used when one wanted to achieve something quickly, easily, and intelligently. For example, the Greek mathematician Euclid said to the Egyptian king Ptolemy: "There are no royal paths in geometry."

In the second and first centuries BC, the road artery, known as the "Shahrah", later expanded to the easternmost parts of Asia under the name "Great Silk Road". In the second century BC, thanks to the efforts of Chinese tourists, scientists and emperors, the importance of the Shahrah increased after the discovery and construction of the Great Silk Road, that is, when China entered Central Asia. Because these roads began to serve to connect East Asia with the Mediterranean countries, and the flow of goods and people passing through these roads increased even more. Chinese tourists knew that many goods, including silk, were not available in Central Asia and the West, so they had to sell them and buy non-Chinese goods, including horses (Emperor U-di, who needed pedigree horses for his army). Zhang Qian, who was sent by the emperor as an ambassador to the Fergana Valley (he saw it in Central Asia in 138-126 BC) and realized that they could benefit greatly from it, and as a result they bought and sold these goods (see Figure 2).

The Great Silk Road, which was established in the second century BC, ran from the Chinese city of Xi'an through Lanzhou to Dunhuang, then to Yorkent, then across the Pamir Mountains through the Fergana Valley to Bactria, then to Parthia, India, the Middle East and the Mediterranean. The Great Silk Road played an important role in the development of economic and cultural ties between the peoples of China, Old Asia, the Caucasus and Central Asia, including the spread of various innovations. Silk was a major commodity on this transcontinental route, but military equipment, horses, melons, fruits, gold, leather, carpets, and cotton fabrics were shipped from Central Asia to China, while porcelain, sweets, cosmetics tea and rice were shipped from China to Central Asia.



Figure 2. The Great Silk Road [9].

The Shahrah (later the Great Silk Road) served not only for the Achaemenid Empire, but also the Alexander the Great, the Hellenistic states, the Roman Empire, the Arabs, the Mongols and the Turks. However, the great geographical discoveries of the 15th and 17th centuries were important factors not only in the migration of major trade routes from land to sea, but also in the eventual migration of the center of human civilization from these lands to the northwest.

As a result of the declining economic importance of these roads, the Central Asian states sank into depression during the 16th and 19th centuries, and were eventually conquered by the Russian Empire. In the second half of the 19th century, Russian strategists were well aware of the importance of this road (because Central Asia was united with West Asia only by Islam), were able to eliminate the position of the roads leading to the south. As a result, Central Asia has become dependent on Russia not only politically, but also economically, culturally, spiritually and otherwise.

Efforts to revitalize these ancient trade routes connecting the West with the East began in 1998 with an international program called TRACECA. The goal of this program was to create roads as an alternative to the routes passing through Russia, which connected Europe with East Asia, and to connect Europe with East Asia through the south of the Caucasus and Central Asia. Some progress has been made in implementing this program (for example, the opening of the Siraxs-Tedjen railway). However, we believe that there is still a lot of work to be done [2.].

One of the important strategic tasks facing the Uzbek government is to use the potential of Shohrah. To understand the importance of this path, it is expedient to analyze the main directions of the republic's foreign economic relations with other countries, shown in Figure 3. We are talking about such routes, ie types of land transport, which are not yet able to cope with air transport, providing large-scale and relatively cheap foreign economic relations. On the map we see that these directions

are eight. Of course, all these areas need to be developed, but it is also necessary to identify priorities and work on the development of economic and other ties in these areas.



Figure 3. The main directions of foreign economic relations of Uzbekistan
Source: Developed by the author.

Approximately several cities in Uzbekistan were selected for these routes. The city of Tashkent is the starting point for the first route. For the next 150 years, this northern route was the main route connecting Uzbekistan with the outside world, with access to the outside world through Russia. So far, the infrastructure required for foreign economic relations is very well developed in this area and remains the most important in terms of the volume of economic relations.

The city of Urganj can be identified as a starting point for the second route, as there is no significant trade and economic center in the western part of the republic, including Ustyurt. This north-western route also operates in parallel with the northern direction, but its position is relatively low, as the main economic center of Uzbekistan is located in its eastern part.

The importance of these two routes will remain in the near future, as foreign economic relations should be developed as much as possible, but they have one major drawback - these routes allow Uzbek entrepreneurs to enter the EU via Russia, thus maintaining transport dependence on Russia which in turn causes transportation costs to be relatively higher. This, in turn, is an overload on the Uzbek economy.

The next route is currently the most dynamic, leaving Uzbekistan to the outside world, primarily to East Asia. The city of Tashkent is the starting point for this direction

as well. The fourth line is operating in parallel with the previous one, but its starting point is the city of Andijan, located in the east of the Fergana Valley, which has great trade and economic potential. The importance of this route is more important than ever, as this road is the cheapest, most convenient way to enter the Chinese market and has a bright future. The government of Uzbekistan is working to develop this area. However, a significant disadvantage of the third and fourth routes is that as Uzbekistan enters the world market through these routes, it is very likely to become a raw material dependent of the huge Chinese economy.

The starting point for the fifth route is Termez, the largest trade and economic center in the south of Uzbekistan. This route provides the shortest route to the huge and fast-growing Indian market in the south and to the world ocean (via Pakistan's largest port city of Karachi). This may be the most important direction for the Uzbek economy in the future, but there are currently two obstacles far behind the two giants of the continent (the EU and China). However, experts predict that in 20-30 years, India will become a global economic giant. So, we need to work on the development of this area now.

The starting point for the next three routes is the city of Bukhara, located in the south-western part of the country, with a relatively large trade and economic potential. As we can see from the map, the sixth direction is to enter the Persian Gulf through the eastern regions of the state of Iran, which is more stable and economically rapidly developing than Afghanistan. The Government of Uzbekistan is partially working on these three areas. For example, on November 23-24, 2010, the First President of the Republic of Uzbekistan I.A. Karimov visited Qatar and reached some agreements with the heads of government of this country. In addition, economic ties with Iran are developing, visits to Saudi Arabia and Iraq by land are developing and economic ties with Turkey are growing by land.

The seventh route will provide access to the markets of South-West Asia and further Africa. Currently, politically unstable Iraq and Syria are major obstacles to the development of this direction, but recent changes increase the chances of developing this direction as well.

The eighth route is the cheapest and fastest way to enter the EU market (including the fast-growing Turkish and Iranian markets) is the direction that allows bypassing Russia's transport arteries (which is an alternative to the first two routes and undermining its monopoly and reducing transport costs).

The next two routes correspond to the main routes of the "Shahrah" (the nuclear part of the "Great Silk Road"), which for centuries has served to conduct foreign economic relations of Central Asian countries. In short, we believe that the restoration of Shohrah roads, namely, the development of foreign economic relations in the seventh, especially the eighth direction on the map, is one of the priorities of the Government of Uzbekistan in the external world.

One of the most effective ways to increase the volume of foreign economic relations is to create free economic zones. Therefore, it is expedient to establish customs and trade zones in Bukhara or Kashkadarya or Surkhandarya region with a focus on Shohrah. Of course, many factors must be taken into account in the creation of free economic zones, but first of all, it is necessary to take into account geopolitical

factors, that is, low-cost and as soon as possible and large-scale access to world markets. The free economic zones established in this region provide fast and cheap access to world markets through the world ocean. As mentioned above, the city of Bukhara has every opportunity to become the most convenient gateway to Uzbekistan's "Shohrah".

Discussion

Uzbekistan is one of the countries that is moving forward. The quality and outcome of this development will of course depend on many things, including with which countries it currently has closer economic ties. These economic ties, in turn, have a great impact on the transport arteries and the directions chosen for the development of economic relations with other countries. For example, what if Uzbekistan develops economic cooperation based on old transport arteries, or transport arteries formed during the colonial period or rapidly develops economic ties with China, which is rapidly developing and intending to become a vassal state in Central Asia?. Or what can we do if we bring Afghanistan and Central Asia into our sphere of influence and strengthen economic cooperation with Pakistan, which is trying to compete with its rival India in all respects? Or what results can we achieve if we pay more attention to the ancient, Shohrah transport artery, which has had economic ties for centuries. I think it is time to think about it.

Conclusion

The following conclusions can be drawn from the above ideas:

- For three thousand years, the famous transport artery "Shohrah", which created a civilization in the South-West Asian region, has made a significant contribution to the development of socio-economic and other ties between the countries. In particular, it has had a very strong impact on the development of Central Asia.

- The countries formed in Central Asia during the ancient world, first of all, had the opportunity to establish political, economic, cultural and other relations with other countries through the routes that form the transport artery "Shohrah".

- The ancient states formed in Central Asia were formed from the Egyptian-Mesopotamian civilization, which stood on its own two feet and developed as an integral part of this civilization. The influence of Chinese and Indian civilization on Central Asia began much later and its influence was relatively weak at that time.

- After the discovery and construction of the "Great Silk Road" transport artery, that is, the emergence of China in Central Asia, the importance of "Shohrah" increased. Because these roads began to serve to connect East Asia with the Mediterranean countries, and the flow of goods and people transported through these roads increased even more.

- The strategists of the Russian Empire were well aware of the importance of the Shohrah transport arteries and were among the first to invade Central Asia. They built railways in Central Asia and connected them to Russia's transport system. eliminated. In this way they managed to preserve their empire for a long time.

- In the near future, it is necessary to use as efficiently as possible the transport artery, which is of great importance for the development of Uzbekistan, serves to communicate with the center of civilization in southwestern Asia, historically called "Shohrah".

“Restoration and development of the Shohrah system is important as one of the most significant directions in the further development of foreign economic relations of our country. Relying on Shohrah, there is an opportunity to develop economic ties to the South and South-West and this opportunity should be used.

- We believe that the restoration of the Shohrah transport artery, namely, the development of foreign economic relations on the third, seventh and eighth routes on the third map, is one of the priorities of Uzbekistan's access to world markets.

- Many factors must be taken into account in the establishment of free economic zones on the roads of the Shohrah transport artery, but first of all, it is necessary to take into account geopolitical factors.

Thus, in order to adapt the rapid economic development of Uzbekistan to the long-term strategy of the country, it is necessary to take large-scale and effective measures to work on the use of existing opportunities of "Shohrah".

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