

The Importance of Sea Transport in the Communication System

Salimov Bakhriddin Lutfullaevich

Professor of Tashkent State Transport University

Article Information

Received: November 29, 2022

Accepted: December 30, 2022

Published: January 31, 2023

Keywords: sea transport, ship, port, ferry, canal, alternative.

ABSTRACT

The article analyzes the fact that sea routes have been leading the way for several centuries, and according to data, in modern world trade relations, sea transport makes up almost 80 percent of international trade, and the reasons for this are a number of advantages of sea transport.

INTRODUCTION

The existence of the road communication system has shown its influence all the time, everywhere. The road communication system means communication routes on land, water and air connecting regions and vehicles moving on them. Depending on their importance, communication channels can be at the national, regional and intercontinental level. It should be said that communication ways have also developed from the bottom up, from simple to complex¹. The scope of the roads, which were initially formed within the boundaries of a small area, also expanded. Some roads that appeared within a certain clan and tribe developed into intercontinental roads. But the roads did not come to this level by themselves. It was realized thanks to the hard work of many people for tens and hundreds of years. Some even sacrificed their lives for this goal.

DISCUSSION AND RESULTS

The development of the road communication system also depends on the vehicles that move in it. At first, people walked on the roads. However, as the distance increased, it became difficult to reach the destination on foot. They started to use animals like donkeys, horses and camels that were comfortable to ride². Traveling long distances, especially with horses and camels, became

¹ Салимов, Б. Л., Тошқулов, Қ. А. ЖАҲОН КОММУНИКАЦИЯ – АЛОҚА ТИЗИМИДА ДЕНГИЗ ТРАНСПОРТИНИНГ АФЗАЛЛИКЛАРИ. Results of National Scientific Research International Journal. 2022. 1(8), 293–300.

² Бахриддин Лутфуллаевич Салимов, Абдулазиз Вахоб Ўғли Воитжонов, Жавохир Хожиакбар Ўғли Маматқулов. КИШИЛИК ЖАМИЯТИДА ДЕНГИЗ ТРАНСПОРТИНИНГ АҲАМИЯТИ БОРАСИДАГИ ДИАЛЕКТИК ЁНДОШУВЛАР. Academic Research in Educational Sciences. 2022. Volume 3, Issue 11, 280-

reliable. These animals were used not only for riding, but also for carrying loads and carrying loaded carts. In this sense, horses and camels and their associated carts were considered the first means of transport. For thousands of years, these animals have happily served people in traveling to distant lands and carrying out trade relations³.

Without any exaggeration, we can say that without horses and camels, there would have been no such thing as the "Deaf Road", "King's Road", "Meadow Road" and "Great Silk Road" used by mankind in the past. Because the ancient roads, whose names we mentioned, stretched for thousands of kilometers⁴. While these were the first land vehicles, there were also river and sea vehicles. Humanity began to travel on river and sea routes much later than land routes. There was a big difference between land vehicles and river and sea vehicles. Horses and camels, the first main means of transportation on land, were not invented by humans, but they existed in nature since ancient times. The situation is completely different for vehicles on river and sea routes. Rafts, boats and ships used on these roads are all products of human thought. To put it simply, people had to create and discover the means of transport on sea routes.

As we mentioned in the previous parts of our scientific work, in the main part of human civilization, for a thousand, ten thousand, hundred thousand and even millions of years, horses and camels, carts, and boats and ships moving with oars and sails on the roads of rivers and seas were the main road communication system. However, scientific and technical discoveries and industrialization in the 17th and 18th centuries radically changed the situation in the road communication system.

It is known that the means of communication on sea routes are mainly driven by physical force and with the help of natural phenomena: rivers, sea currents and winds. As a result of scientific and technical discoveries, these tools began to be mechanized. The engines of these machines were driven by steam⁵. The first steam-powered machines appeared on the sea routes, which have been leading the world road communication system since those times. The first steam powered steam engine was built by the American Robert Fulton in 1807. The discoverer named his 40.5-meter-long, 5.5-meter-wide gunboat "Clermont". Traveling at a speed of 8 km per hour, this steamer freed sailors from the drudgery of rowing and the dependence on the wind on sea routes.

Over the years, oil-fueled steamships and electric steamships began to ply the sea lanes. The emergence of modern sea transport has led to an increase in the importance of sea routes, more cargo can be transported on these vehicles, they can reach their destinations much faster, and travel and trade have become more reliable, convenient and safe. For this, harbors were built, canals were dug, and ferries appeared at the points where the sea routes started and passed. It is difficult to imagine modern sea routes and sea transport without them⁶.

Harbors, i.e. ports, are an area of special importance in sea routes. Ports are built on the landward

285.

³ Бахриддин Лутфуллаевич Салимов (2022) ЎЗБЕКИСТОН ТАРАҚҚИЁТИДА КОММУНИКАЦИЯ ВА ТРАНСПОРТ ТИЗИМИНИНГ ЎРНИ. Academic research in educational sciences, 3 (TSTU Conference 1), 403-407.

⁴ Салимов Б.Л. Ижтимоий муносабатларнинг коммуникация ва транспорт тизими билан детерминистик боғлиқлигининг гносеологик таҳлили. Фалсафа фанлари доктори диссертацияси. Ўзбекистон Миллий университети. Тошкент. 2022, 224 б.

⁵ Бахриддин Лутфуллаевич Салимов, Абдулазиз Вахоб Ўғли Воитжонов, Жавохир Хожиакбар Ўғли Маматкулов. КИШИЛИК ЖАМИЯТИДА ДЕНГИЗ ТРАНСПОРТИНИНГ АҲАМИЯТИ БОРАСИДАГИ ДИАЛЕКТИК ЁНДОШУВЛАР. Academic Research in Educational Sciences. 2022. Volume 3, Issue 11, 280-285.

⁶ Бахриддин Лутфуллаевич Салимов (2022) ЎЗБЕКИСТОН ТАРАҚҚИЁТИДА КОММУНИКАЦИЯ ВА ТРАНСПОРТ ТИЗИМИНИНГ ЎРНИ. Academic research in educational sciences, 3 (TSTU Conference 1), 403-407.

parts of oceans and seas, and are special places for berthing, maintenance of ships, loading and unloading of cargoes, and embarkation and disembarkation of passengers. Currently, there are more than two thousand ports in the world, according to the data, the first port is "Approximately mil. av. It appeared in the Mediterranean in the 4th millennium. The current cargo turnover of large ports is 270 mln. tons and more" . As you can see, today's major harbors are very busy. There are many harbors of this size on earth. When all of them are combined, the amount of work is very large. These numbers can be easily written in writing. But it will not be enough to transport, load and unload such loads. To imagine the size of this, it is necessary to try to lift or move 25 kg and 50 kg loads at once. Then you can feel a little about the amount of cargo of millions and billions of tons⁷.

One of the other integral components of sea routes are canals. A canal is a waterway that connects one water body with another water body through short paths. Channels are divided into two types: 1. Natural channels. 2. Artificial channels. Natural channels are naturally occurring narrow straits. Straits are natural waterways between continents, continents and land, and it is a part of the sea lanes. There are well-known and famous straits such as Dover between Great Britain and France, Bosphorus in the Black Sea, Dardanelles. In particular, it is known that four hundred thousand ships pass through the Strait of Dover in a year. Now let's talk about artificial channels. As the name suggests, man-made channels were created as a result of human activity. Artificial canals are dug across land to shorten the distance between sea routes and thus connect water bodies that are far from each other. Many such canals have been built in the history of sea routes. Among them is the Suez Canal, which has a very high economic efficiency and a great social importance, which has played an important role not only in sea routes, but also in the development of world communication routes. became the way. It can be said that this channel is gaining importance in the export of the products of the developing Asian countries to the countries of the European Union⁸.

The interconnectedness of the modern road communication system is clearly visible in the activity of ferries, which are an integral part of sea routes. Ferries are floating structures on the sea that transfer land vehicles, cars and trains with passengers and cargo from one side of a sea or river to another. The positive side of this is that the cars that have crossed over to the other side will continue to move to their destinations on the highways and the trains on the railways. The world's largest ferries operate in the region. In particular, ferries operate on the 300-kilometer Baku (Azerbaijan) - Krasnovodsk (Turkmenistan) and other routes on the Caspian Sea.

CONCLUSION

It should be recognized that for several centuries, sea routes have been leading the way in many ways. According to information, in modern world trade relations, "Marine transport carries out almost 80% of international trade". It can be said that these percentages are based on very large numbers. It can be seen that the remaining 20% of international trade is carried out by land routes and air routes. After all, the importance of land roads and air routes and the potential of vehicles on them is very high. Can't both be equal to sea routes and sea transport? So, it cannot be equal. Of course, there are reasons for this. These are determined by the following: firstly, it is not necessary to spend money on the construction of sea routes. Only if there are boats and ships that can swim in it, it is possible to sail to any place; secondly, sea routes (except inland canals and rivers) do not cross the borders of any country, so no one has to pay transit fees; thirdly, sea routes have more than one alternative to reach the destination; fourthly, the operational

⁷ Салимов, Б. Л., Тошқулов, Қ. А. ЖАҲОН КОММУНИКАЦИЯ – АЛОҚА ТИЗИМИДА ДЕНГИЗ ТРАНСПОРТИНИНГ АФЗАЛЛИКЛАРИ. Results of National Scientific Research International Journal. 2022. 1(8), 293–300.

⁸ Салимов Б.Л. Ижтимоий муносабатларнинг коммуникация ва транспорт тизими билан детерминистик боғлиқлигининг гносеологик таҳлили. Фалсафа фанлари доктори диссертацияси. Ўзбекистон Миллий университети. Тошкент. 2022, 224 б.

efficiency of marine transports moving on sea routes is very high. Sea transports are able to sail very long distances without stopping, carrying a lot of cargo; fifthly, it is convenient to transport goods by sea and the possibilities of safe delivery of goods to the destination are high; sixth, in addition to international sea routes, some countries have inland rivers, canals, and lake routes, which, especially if they are adjacent to international sea routes, increase their importance and serve to further increase the amount of cargo and passenger transportation on sea routes. According to the accounting books of experts, river ships can carry more cargo than railways, and most importantly, they consume almost 6 times less power per unit of transported cargo.

REFERENCES

1. Салимов, Б. Л. Тошқулов, Қ. А. ЖАҲОН КОММУНИКАЦИЯ – АЛОҚА ТИЗИМИДА ДЕНГИЗ ТРАНСПОРТИНИНГ АФЗАЛЛИКЛАРИ. Results of National Scientific Research International Journal. 2022. 1(8), 293–300.
2. Бахриддин Лутфуллаевич Салимов, Абдулазиз Вахоб Ўғли Воитжонов, Жавохир Хожиакбар Ўғли Маматқулов. КИШИЛИК ЖАМИЯТИДА ДЕНГИЗ ТРАНСПОРТИНИНГ АҲАМИЯТИ БОРАСИДАГИ ДИАЛЕКТИК ЁНДОШУВЛАР. Academic Research in Educational Sciences. 2022. Volume 3, Issue 11, 280-285.
3. Бахриддин Лутфуллаевич Салимов (2022) ЎЗБЕКИСТОН ТАРАҚҚИЁТИДА КОММУНИКАЦИЯ ВА ТРАНСПОРТ ТИЗИМИНИНГ ЎРНИ. Academic research in educational sciences, 3 (TSTU Conference 1), 403-407.
4. Салимов Б.Л. Ижтимоий муносабатларнинг коммуникация ва транспорт тизими билан детерминистик боғлиқлигининг гносеологик таҳлили. Фалсафа фанлари доктори диссертацияси. Ўзбекистон Миллий университети. Тошкент. 2022, 224 б.