

## Influence of Climate and Geographical Location on the Development of Scientific Knowledge In Europe and Asia

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**Abstract.** Does this mean that geographical factors determine the fate of a country's development? If yes, to what extent? If not, what measures should be taken to ensure long-term economic growth? We will try to shed light on these and other questions in this article. Geographically isolated countries and their common problems, it is no secret that the development of a country is significantly influenced by its geographical location and natural features.

**Keywords:** development of scientific knowledge, geographically isolated countries, economic losses, patterns of concentration, climate influence, geographic location, Europe and Asia

Many studies show a direct relationship between production volumes and the geographical location of the country. Most indicators of economic production are characterized by a simple regression dependence of the density of production volume (GDP per 1 sq. km) on geographic variables (average annual temperature, average annual precipitation, altitude, landscape "rigidity", soil category, access to the sea, etc.). So, in countries with favorable natural and climatic conditions, the intensification of agriculture provides surpluses that can be used to expand other areas of activity (for example, the use of agricultural products to produce fuel), as well as for export, and, consequently, attracting funds to the economy.

Geographically isolated countries can be divided into two groups - "landlocked countries" and "landlocked countries". Currently, there are 43 states whose borders do not have access to the oceans. Most of these states are located in Africa (15) and in Europe (14 states and 2 partially recognized states); there are 12 such states in Asia, 2 in South America.

Two of these states, Uzbekistan and Liechtenstein, themselves border exclusively on countries that do not have access to the oceans. There are also states that are completely surrounded by the territory of another: San Marino and the Vatican - by Italy, Lesotho - by the Republic of South Africa.

Ethiopia, with about 80 million inhabitants, is the largest landlocked country in terms of population; followed by Uganda (31 million), Nepal (28 million) and Uzbekistan (27 million).

The largest landlocked countries by area are Kazakhstan, Mongolia, Chad, Niger, Ethiopia and Bolivia. Lack of access to the sea can create an "island effect" that does not allow to benefit from interaction with suppliers and markets of neighboring countries. In a similar isolation are small outlying islands, which in fact "have no access to land".

Geographically isolated countries have much higher transport costs for exports and imports, the cost of energy, the cost of servicing current needs, and, as a result, many other costs. This circumstance

is often associated with a low degree of diversification of the economy - specialization in the production of only a few types of products, as well as the migration of highly skilled labor.

One of the sine qua non conditions for the development of landlocked countries is real market access, which is hindered by the ongoing escalation of customs and transit tariffs. The persistence of tariff peaks greatly complicates the diversification of exports and deeper processing of products. In addition, it is very important for landlocked countries to establish duty-free and quota-free entry procedures for their exports. However, the expansion of market access may be offset by non-tariff measures that are largely institutional in nature. Therefore, it is necessary to establish realistic, flexible and simplified rules for recording the origin of goods, which would correspond to the production potential of landlocked countries.

The responsibility for establishing well-functioning transit transport systems rests with the landlocked countries themselves. International organizations, by and large, can only provide assistance and advisory services in the organization of transit transport and trade facilitation, as well as regularly assess the course of events at the regional and sub regional levels.

Economic losses from conflicts and territorial disputes: impenetrable borders lead to slower economic growth. However, full political understanding between countries does not necessarily contribute to improving economic performance. And with the full unification of the two countries, the positive effect of increasing the territory of the common economic space may be accompanied by a slowdown in the development of trade with the rest of the world; the merger of neighboring markets without political integration leads only to a slight acceleration of economic growth.

In the case of inter-country contradictions or intra-country conflicts, the very existence of borders leads to a serious reduction in income. The damage can be significant even if the conflict is not armed. Territorial contradictions entail high international transaction costs due to the insecurity of property rights, inconsistency in actions, non-transparent procedures, as well as legal and political uncertainty affecting the behavior of economic entities.

When the conflict takes the form of a military confrontation, the costs and losses increase significantly: not only in human lives, but also in economic damage. The average loss from one civil war in the world is about 64 billion dollars a year, and the global damage is about 100 billion dollars; these figures significantly exceed the budget of international assistance programs.

According to experts, the civil war in a neighboring state reduces the annual growth rate of the country's economy by about 0.5%. And this, in particular, leads to the fact that neighboring countries increase their military spending by 2%. In addition, refugees are appearing and major trade routes are disrupted. It can be said that in a conflict, both sides pay a kind of "price", expressed in a reduction in growth rates or a recession in the economy.

The study of world development trends allows us to formulate several basic patterns related to economic geography.

1. As countries develop, the concentration of economic activity increases (with the most densely populated areas in developed countries). In the post-industrial economy, the pace of urbanization is sharply increasing.

2. Differences in the level of well-being between rural and urban areas (as well as differences among urban residents) are shrinking. However, this global trend is less pronounced in some countries.

3. Labor force migration is increasing towards "urbanization centers" and areas free from political conflicts.

4. Neither the pace of urbanization nor its relationship to economic growth is unprecedented. Today's development is subject to patterns that were once revealed in developed countries that survived the influx of population into cities. However, today the number of "migrants" is much larger.

Thus, the efforts of the world community to overcome adverse geographical conditions include:

- Today, the World Bank, the United Nations, landlocked states and donor countries joined forces to overcome the barriers to trade, economic growth and development faced by landlocked least developed countries.

- This process was initiated in 2003 by the adoption of the Almaty Program of Action<sup>2</sup>, designed for 10 years. The program encourages countries to increase transparency in transit regulation, simplify border controls, and improve administrative procedures. The document attaches particular importance to cooperation in the field of creating efficient transit transportation systems at the regional and subregional levels.

- On April 12-15, 2010, a regular meeting of representatives of landlocked countries took place in Ulaanbaatar. It was attended by about 100 delegates from 12 landlocked states, as well as representatives of donor countries, partners and international organizations<sup>3</sup>. Participating ministers and other senior officials from Azerbaijan, Afghanistan, Armenia, Bhutan, Kazakhstan, Kyrgyzstan, Laos, Mongolia, Nepal and Tajikistan discussed ways to implement the Almaty Program of Action.

- Cost of transportation and product prices. Many countries have been hit hard by the price increases that have been observed over the past few years. However, the landlocked countries suffered the hardest, with export problems and, as a result, reduced trade volumes and economic growth. In neighboring countries with access to the sea, the picture was somewhat more favorable. One of the most important components of food prices is the cost of transporting goods, and according to the established "tradition" in many low-income countries, it is much higher than in industrialized countries. Industrialized countries benefit from economies of scale. As for industrialized countries, the main problem for them is the unpredictability of customs procedures.

- Stability and predictability of supply is no less important for trade than the fast delivery of goods to their destination. Delays at customs borders increase the cost of delivery and make the situation unpredictable. This is no less a serious problem than too long a process of transporting goods.

Analyzing the above, it can be noted that in landlocked countries, such uncertainty forces companies to use more reliable but expensive modes of transport (for example, air transport), or to create significant stocks of goods, sometimes for a whole year in advance. Transportation costs are also increasing due to other factors, among which is the existence of monopolies in the field of freight transport. The collection of "help fees" in some transport corridors is also a major problem. It is estimated that roadblocks increase transport costs by 10%. Simplification and streamlining of import and export procedures can reduce the cost of transporting goods as well as consumer prices, thereby promoting trade, economic growth and investment. However, such transformations run into serious obstacles: the system of transportation of goods is controlled by influential circles interested in maintaining the existing state of affairs. Lowering import duties could also help simplify the current system, but this is not easy to do: in landlocked countries, these revenues represent a significant share

of government revenue.

The ability of the least developed countries to make better use of market access opportunities will be determined by national measures aimed at achieving the international competitiveness of their products. This task is long-term and is associated with the solution of complex interdependent issues that cannot be resolved in isolation from each other.

Concrete measures are required to help build the capacity of countries through the development of physical and institutional infrastructure, the wise use of human resources, the provision of unimpeded and enhanced market access and the correct application of appropriate policy instruments in order to increase the competitiveness of sectors of strategic importance for trade development.

Multilateral trade rules, regional agreements should complement integration efforts. In addition, these agreements should provide for conditions conducive to the adaptation of participating countries to more liberal and competitive trade regimes.

Trade preferences, established by international organizations to ensure the competitiveness of isolated economies in world markets, encourage inefficiency in production; significant transfers in the form of assistance to the population of these countries did not help either. In this case, the only acceptable strategy may be to establish relations with the richer "patron country" and at least avoid conflicts with neighboring countries.

Despite the fact that internal and external factors have a significant impact on the economic development of countries, they cannot be considered decisive and insurmountable. Successes and failures largely depend on the quality of the "state machine" and how effectively it manages economic processes.

Efficiency of economic processes management will allow leveling such negative factors as:

- 1) the presence of a conflict with a neighboring country;
- 2) low quality of transport infrastructure;
- 3) lack of natural resources;
- 4) a high degree of monopolization of the economy, in particular in export-oriented industries.

Thus, a well-functioning state machine helps to overcome the effects of geographic isolation, reduce costs to a level that allows competition in the export of goods and services, create a favorable environment for entrepreneurship, provide economic freedoms, and establish competitive prices for the acquisition of property in respect of which it will be secured. legal protection.

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