



IMPORTANCE OF TRANSPORT IN THE INTERNATIONAL ECONOMIC RELATIONS OF UZBEKISTAN IN THE CONDITIONS OF GLOBALIZATION

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Abstract: This article is discussed joint efforts to develop the transport and transit potential of Central Asia and the development of measures in this regard. Taking into account the importance and urgency of developing Central Asia as a single region from the first days of his presidency, President Shavkat Mirziyoyev pursued an active regional policy, created a favorable political environment in Central Asia, and established constructive and mutually beneficial relations. In our country, special attention is paid to the further development of transport infrastructure and increasing the volume of transit traffic. It is known that Uzbekistan has long been known as a country on the Great Silk Road, which connects West and East. Today, this ancient road is being redesigned and connected nations. At present, the modernization and renewal of our country, the formation of a qualitatively new, modern structure of our economy, the integrated development of our regions are closely linked with the improvement of transport and communication systems. To address the above problems, strategic directions for the reform of the transport system have been identified and work has begun to create a single national transport system in the country. The development of all sectors of the industry - rail, road, air transport. Urgent tasks have been set to increase the competitiveness of roads and railways in Uzbekistan.

Key words: Transport and logistics, rail, aviation, highways, trade corridors, TRACECA.



INTRODUCTION. In the modern world integration process, it is impossible to imagine the life of nations and their development without vehicles. Road, rail and air transport, which are considered the achievements of modern science and technology, connect the peoples of all continents. The experience of countries with high economies in the world shows that achieving international competitiveness and accessing to world markets, firstly, it is connected with the implementation of consistent reforms in the economy and the development of transport infrastructure.

It is known that the Central Asian region is an integral part of the world transport and communication system. In this region, Uzbekistan is working hard to modernize the transport complex and open new international routes.

The Government of the Republic, in consider of the importance and urgency of developing Central Asia as a single region, pursuing an active regional policy, creating favorable political atmosphere in Central Asia, with countries in the region it has set itself the task of establishing constructive and mutually beneficial relations with the countries of the region in all areas, including in the field of transport, which is one of the priorities of Uzbekistan's foreign policy.

In addition, in the Application of the President to the Supreme Assembly of Uzbekistan on January 24, 2020, he emphasized, "The biggest issue for the delivery of our products to external and internal markets, to reduce their cost - is to develop the transport and logistics sector"[2].

LITERATURE ANALYSIS AND METHODOLOGY. Various scientists have conducted many studies within this topic. Examples of such studies include the works of A. Kasyanov, A. Volodin, M. Volodina, E. Mekhdiyev and other scientists. In particular, in his research, E. Mekhdiyev provided information on the construction and use of the "Eurasia" transport corridor connecting China and Western Europe through Uzbekistan. A. Kasyanov emphasized that the Baku-Tbilisi-Kars railway is an important link of this "East-West" transport corridor. He expressed his views that this project will play an important role in



establishing regular cargo transportation from Turkey and Europe to the countries of Central Asia, China and Iran.

RESULTS. Following these aims, the government of Uzbekistan is actively involved in international road projects directly related to Central Asia in order to comprehensively increase the economic power, transport and communication potential of the country.

It should be noted that today all the necessary conditions are being created in our country for the further development of transport and transit potential. Improving the capacity of the transport system, and eliminate the problems for crossing the territory of Uzbekistan. Therefore, this will play an important role in the development of international transport corridors in Central Asia.

In order to implement key issues of regional development, in November 2017 Samarkand hosted the international conference, “Central Asia: One past and common future, cooperation for sustainable development and mutual prosperity”. Addressing the conference, President Shavkat Mirziyoyev spoke about the latest trends in the development of regional cooperation in all relevant areas and initiated a number of proposals on Central Asia[4]. One of the key initiatives of the Head of Uzbekistan — the adoption of the U.N. resolution on Central Asia has triggered international support for its implementation.

On June 22, 2018, the UNO General Assembly adopted a resolution on “Strengthening regional and international cooperation for ensuring peace, stability and sustainable development in the Central Asian region” initiated by President Shavkat Mirziyoyev[3]. Fifty-five countries on four continents co-authored the document and the resolution was supported by all UNO member states. The resolution envisages the development of sustainable, best-value infrastructure supporting transport and transit corridors and the strengthening of links between all modes of transport, including by opening new roads and railways, as well as flight routes, as well as the implementation of transport and transit agreements encompassing Central Asia.



Establishing new transport and transit corridors in Central Asia to provide additional freight, creating a system of international logistics centers by studying foreign experience in the field of transport and logistics, forming methods for the effective use of foreign ports for the development of the transport and logistics potential of the region, and issues such as the creation of a single integrated hub in Central Asia, which will serve as an important transit route connecting the countries of South and Southeast Asia, Europe, the Middle East, are of great importance for our region.

According to sources, the length of railways in Central Asia is 22,000 kilometers. Kazakhstan has the largest and most widely used railway system. It accounts for 66 percent of the region's railways and 84 percent of all freight traffic. About 18 percent of the railways in the region pass through the territory of Uzbekistan, and about 11 percent of all traffic falls on the country. Turkmenistan owns about 12 percent of the region's railways and provides 4 percent of all traffic.

In 1993, in the capital of Belgium adopted the Brussels Declaration with the participation of Azerbaijan, Armenia, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan. The document marked the beginning of the EU-funded TRACECA interregional technical assistance program for the development of a transport corridor from Europe to Central Asia through the Black Sea, the Caucasus and the Caspian Sea.

In 1990s, a new Trans-Asian railway – the Tejon-Sarahs-Mashhad was opened, allowing Central Asian countries to enter the world market through Iran and Turkey. In recent years, planned measures have been taken in Central Asia to implement transport projects in an atmosphere of mutual trust and friendship.

The Navoi International Intermodal Logistics Center, which connects Uzbekistan with major logistics centers in foreign countries, including Frankfurt, Milan, Brussels, Vienna, Zaragoza, Oslo, Basel, Dubai, Tehran and Shanghai, is developing rapidly.



On June 22, 2016, the Angren-Pap railway line was put into operation. This road, being an important link in the railway corridor “China-Central Asia-Europe” will provide China's access to the countries of Central and South Asia in the shortest possible way and will contribute to the development of the economy of Uzbekistan[3].

In February 2017, the air connection between Tashkent and Dushanbe resumed after a 25-year hiatus. In March of this year, high-speed trains on the route Tashkent - Almaty, additional flights of national carriers were launched[7].

In September 2017, the Dustlik checkpoint on the Uzbek-Kyrgyz border was resumed, which is a landmark event in the history of the Uzbek and Kyrgyz peoples. This event will give impetus for the development of multilateral cooperation between the two countries[7].

In 2017 new railway and automobile bridges were opened – the Turkmenabat-Farab across the Amu Darya River, which made it possible to increase the volume of cargo transportation by 2.5 times. Bridges across the Amu Darya open a direct access of freight traffic from the states of Asian-Pacific region, South Asia to the Caspian Sea and further to the Black Sea and Mediterranean regions, the countries of Europe, the Caucasus, and the Middle East. In addition, bridges are important links of the transport corridor Uzbekistan-Turkmenistan-Iran-Oman[7].

The work on the construction of the Uzbekistan-Kyrgyzstan-China railway has been intensified. This transport project is relevant in the SCO space, as China, Kyrgyzstan and Uzbekistan are members of this organization, moreover due to this transport project, trade and economic relations will grow and expand not only between the project participants, but also between all the countries of Central Asia with China. The railway will provide the opportunity to transport goods from China through Kyrgyzstan and Uzbekistan to Eastern Europe and the Middle East, thereby becoming one of the shortest routes for transporting of Chinese goods to Europe and also will allow the transport-logistical infrastructure of the Central Asian countries to develop.



In February 2018, the Tashkent-Andijan-Osh-Irkeshtam-Kashgar automobile corridor was opened, which allowed road haulers from Central Asia directly to enter China for the first time. In March 2018, the Jartepa checkpoint on the border of Uzbekistan and Tajikistan was opened, connecting Samarkand with Penjikent. The activity of eight automobile and one railway checkpoint "Amuzang" has been restored. The commissioning of the restored section of the Uzbek-Tajik interstate railway line Galaba-Amuzang-Khushadi will play an important role in the development of transit traffic and will create conditions for the opening of additional opportunities for access to Turkmenistan and Afghanistan. Uzbekistan has made a great contribution to the development of Afghanistan. In 2011, the first railway in Afghanistan, the "Hayraton-Mazari-Sharif" was built. In the long term, the sides will implement a project for the construction of the Mazari-Sharif-Herat railway line, which will make a significant contribution to the economic reconstruction of Afghanistan. The railway line will definitely increase the trade turnover and transit potential of Uzbekistan and our country will have a direct access to Iranian ports, including Bander Abbas and Chabahar.

The development of cooperation with Afghanistan in the field of transport and construction of new railways within the "Trans-Afghan" corridor in the future will provide Central Asia with the shortest access to the ports of the Indian Ocean and the Persian Gulf, and will connect South and South-East Asia with the markets of Europe and China.

The countries of our region have recently intensified their efforts to increase their transport capabilities of international importance. Today, a number of international transport projects are being laid across Central Asia.

"Eurasia" transport corridor is planned to be built and launched during 2018-2023, which will connect China and Western Europe. The highway will pass from Beijing via Astana, Moscow and Minsk to Berlin. According to some forecasts, by 2050, 20 million tons of cargo and 37 million passengers will be transported through the highway annually[10].



Another project is “Western Europe – Western China”. The China-Kazakhstan section began operating in 2016, which will become the shortest route to Europe with a transportation period of from 10 to 12 days. Full-scale launch of the project is not expected until 2030. The corridor will run along the route St. Petersburg- Moscow-Orenburg-Aktobe-Almaty-Khorgos[10].

In 2017 representatives of Afghanistan, Turkmenistan, Azerbaijan, Georgia and Turkey signed an agreement on the creation of the transport corridor “Lapis lazuli”. It is supposed that railway and automobile routes will connect the city of Torgundi (Afghanistan) with Ashgabat, the port of Turkmenbashi on the Caspian Sea. The corridor will further pass through the Caspian Sea to Baku, then through Tbilisi to Ankara with branches to Poti and Batumi, further from Ankara to Istanbul, Kars in Turkey with further access to the transport system of Europe[1].

In May 2018, a container train traveled along the route China-Kazakhstan-Turkmenistan-Iran. The total travel time along the railway route was about 2 weeks, which is on average twice as fast than by sea. It is believed that by 2022 the volume of cargo transportation by rail will be 15 million tons per year[11].

The project is designed to provide transport links between China and Europe. The key link in the East-West transport corridor is the Baku-Tbilisi-Kars railway line. This project will play a key role in establishing regular shipments of goods from Turkey and Europe to the countries of Central Asia and China, as well as to Iran[9].

Uzbekistan is interested in participating in this project. According to the decree of the President of Uzbekistan “On measures to improve the transport infrastructure and diversify foreign trade routes for carriage of goods for the period from 2018 to 2022,”[5] measures are being taken to implement pilot transit of foreign trade goods via the Baku-Tbilisi-Akhalkalaki-Kars railway line with access to ports.

According to some information, the opening of the transport corridor was planned for 2020. This transport corridor will connect the port of St. Petersburg with the Iranian ports of



Bender-Abbas and Chahbahar, across which the sea branch reaches to the Indian port of Mumbai[8]. Importance for Central Asia is that the transport corridor will simplify the transport of goods from Central Asia, passing through Iran to the countries of the Persian Gulf. The corridor will be able to provide transit of 3-5 million tons of cargo annually.

This transport corridor is of great importance for Uzbekistan. During the SCO summit in Qingdao in June 2018 President of Uzbekistan Shavkat Mirziyoyev said that Uzbekistan supports the construction of the railway lines Mazare Sharif - Herat, China - Kyrgyzstan — Uzbekistan, and the development of the trans-regional corridors Central Asia-Persian Gulf, North-South and East-West[6].

CONCLUSION. The Republic of Uzbekistan has already supported the One Place, One Way project. The country's involvement in this initiative is important in achieving the priorities of sustainable economic development, the implementation of important transport and infrastructure projects that can have a positive impact on the whole of Central Asia. The role of our country in the "One Place, One Way" initiative is one of the priorities for further deepening comprehensive strategic cooperation between the countries around this project. In this sense, the construction of the Uzbekistan-Kyrgyzstan-China railway will benefit all participants: it will stimulate trade, create new jobs, attract tourists and generate transit revenue. For the first time in Central Asia, the Kashgar-Irkeshtam-Osh-Andijan-Tashkent highway, which allows drivers in Central Asia to travel directly to China, shows that this project is promising.

In particular, China is one of Uzbekistan's leading trade, economic and investment partners. In 2018, the trade turnover between the two countries increased by 35% to \$ 6.42 billion. There are 1,121 enterprises with Chinese capital operating in Uzbekistan. In 2018, 344 enterprises were established, which is twice as many as in 2017. The total value of Chinese investments in the Uzbek economy exceeds \$ 8 billion.



As can be seen, Uzbekistan is not only interested in the implementation of modern international transport projects, but also remains one of the initiators of practical efforts in this direction. In time, this initiative will inevitably pay off.

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