

PROBLEMS IN THE DEVELOPMENT OF THE TRANSPORT SYSTEM IN UZBEKISTAN AND THEIR SOLUTIONS

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Annotatsiya

In this article describes the state of Uzbekistan's transport system, existing transport corridors, reforms implemented in the system and existing problems in the system. Also, proposals and recommendations were developed to eliminate existing problems in the transport system of Uzbekistan.

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Central Asia is a unique region in terms of logistics. Especially, the geographical location of Uzbekistan does not allow direct connection with sea routes. To enter the sea route, it is necessary to cross at least two national borders. Therefore, diversification of transport routes is important for Uzbekistan. This situation can be explained by a number of factors:

firstly, Uzbekistan is located in the central part of Central Asia and has a common border with the countries of the region: it borders Kazakhstan in the north and northwest, Turkmenistan in the southwest, Afghanistan in the south, Tajikistan in the southeast, and Kyrgyzstan in the east;

secondly, the central position of Uzbekistan in the Central Asian region determines its important place in the processes of the region;

thirdly, Uzbekistan is also important due to its geographical location and developed system of transport communications;

fourthly, the highway network in Uzbekistan has a high density - 41 km per 100 km²; (for comparison: in Tajikistan - 100 km² - 19.4 km, in Kyrgyzstan - 17 km per 100 km², in Kazakhstan - 4.7 km per 100 km², in Turkmenistan - 2.8 km per 100 km²);

fifth, land and air connections of the region, as the geopolitical center of Central Asia, modern Uzbekistan has unique opportunities for international transit;

sixth, the development of international transport corridors and the formation of a sustainable strategy will ensure the economic security of Uzbekistan.

As a member of more than 70 international conventions and bilateral agreements on transport communications, Uzbekistan participates in international programs for their integration. The implemented transport projects are aimed at developing the transit potential of the country. Today, 99 routes for foreign cargo transit pass through the territory of Uzbekistan.

The development of Uzbekistan's transport system is aimed at strengthening competition with transport carriers of neighboring countries, active integration into the world transport system, and implementation

of the policy of approaching the transport and communication system of neighboring countries. This step will increase the efficiency of transport and transit potential of Uzbekistan and strengthen the activity of international transport corridors passing through the territory. The geostrategic location of Uzbekistan, the development of the transport-logistics system with neighboring countries (railway transport, automobile, aviation and pipeline transport) are the main factors determining trade and economic cooperation with the member states of the Shanghai Cooperation Organization (SCO) and the Eurasian Economic Union (EEU).

For this purpose, Uzbekistan is implementing large-scale targeted programs, road maps and practical measures aimed at qualitative and rapid development of the transport-logistics system.

Sh.M. Mirziyoev, in his speech at the meeting of the Council of Heads of State of the Commonwealth of Independent States, stated that "the development of an effective integrated transport system in the sphere of transport and communications and the full use of the huge transit potential of our region is a strategically important direction."

The issue of searching for alternative transport corridors connecting Uzbekistan with other regions is still on the agenda today. The country is trying to integrate into the international transport and communication systems after reconsidering its foreign economic activities.

It should be noted that Uzbekistan has managed to diversify its foreign trade routes in recent years. At first, only the international railway to the north was used, but in the second half of the 1990s, it became possible to go to the Persian Gulf through the city of Tejen (Turkmenistan) and to use the Iranian sea port of Bandar-Abbas.

The road to Eastern China was opened through Kazakhstan. In addition, in recent years, logistics companies of our country have been sending cargo containers to the ports of the Mediterranean Sea, including Turkey. In this case, the South Caucasus ("Baku-Tbilisi-Kars") transport corridor is optimally used.

The use of alternative transport routes serves to expand trade relations with foreign partners. Despite this, Uzbekistan continues to look for more acceptable options to enter the world markets.

Uzbekistan is interested in several international transport corridors. These include the trans-Afghan railway highways leading to the seaports of Iran and Pakistan, the China-Kyrgyzstan-Uzbekistan railway, and the Baku-Tbilisi-Kars transit corridor.

By the end of 2021, transit traffic through Uzbekistan in the multimodal route "China - Kyrgyzstan - Uzbekistan - Turkmenistan - Azerbaijan - Georgia" increased by 1.7 times (compared to the corresponding period of 2020) and amounted to 134.7 thousand tons. The accession of the Turkish side to the signed 5-way Protocol on the organization and development of this multimodal route was achieved.¹

A number of positive results were achieved regarding the construction of the "China-Kyrgyzstan-Uzbekistan" railway. In particular, a tripartite "Roadmap" was signed for the works to be carried out in 2022, Project offices were established, and the Kyrgyz and Chinese sides carried out the first expedition along the route in their territory. In order to develop transportation in the direction "Uzbekistan-Turkmenistan-Iran-Oman", discounts of up to 70% were obtained for the transportation of foreign trade goods of the republic through the territory of Turkmenistan and Iran. As a result, total international cargo transportation between Uzbekistan and Iran increased by 3.4 times to 1.08 million tons.²

Currently, the activation of Trans-Eurasian transport corridors is observed. They connect the major subjects of world trade - European countries, China and India. Uzbekistan is trying to take advantage of

¹ <https://mintrans.uz/uz/2021yilnatijalari>

² Same resource.

this situation. For this, first of all, it is necessary to diversify transport routes, that is, not to be limited only to sea or land routes. The current transport policy of Uzbekistan is based on the same logic. In the southern direction, there are a number of projects that meet the interests of Uzbekistan. In particular, the transport routes to Bandar-Abbas and Chobahor seaports of Iran, the route to the Indian Ocean through the Iranian city of Khaf using the possibility of the "Mazari-Sharif - Herat" railway (the construction of this 600-kilometer transport corridor will benefit not only Central Asian countries, but also neighboring Afghanistan economically benefits).

Uzbekistan also has high hopes for the trans-Afghan railway "Mazari-Sharif-Kabul-Peshawar" that goes to the port of Gwadar in Pakistan. If this project is implemented, the regions of Central and South Asia will be connected by the shortest route. As a result, the way to enter the markets of Pakistan, India, South-East Asian countries will be opened for our country. In recent years, practical measures have been taken to implement transport projects in the conditions of mutual trust and friendly environment in Central Asia. In addition, scientific research is being carried out in the following priority directions for the improvement of the regional transport communication system and the development of transport corridors of international importance: creation of smart roads and alternative transport corridors with high economic profitability and optimal potential, universal for countries and regions with different standard railway track widths. , justifying the economic importance of combined railway tracks, determining the synergistic effect obtained as a result of the integration of the transport systems of the countries, among them³.

In 2017, the new Turkmenabad-Forob railway and road bridges crossing Amudarya were opened. This made it possible to increase the volume of cargo transportation by 2.5 times. Bridges passing through the Amudarya River allow direct transportation of cargo from Asian and Tinchokean regions, South Asian countries to the Caspian Sea, and then to the Black Sea and Mediterranean regions, Europe, the Caucasus, and the Near and Middle East countries. Also, these bridges are an important link of the Uzbekistan-Turkmenistan-Iran-Oman transport-transit route..

Today, the transport corridors that Uzbekistan is interested in are actually part of the international logistics system. These large projects meet the economic interests of our country. The development of the transport system in our country is the main factor in the employment of the population, the reduction of production costs, the rational distribution of products and the improvement of the standard of living. Investment in the transport system stimulates the economy of the country and the economic development of individual regions. These in turn lead to lower transport costs in the final product cost, increased competitiveness, access to new markets, labor mobility and increased integration and cooperation of production.⁴.

As a result, the improvement of the quality of modern highways, railways and airports, the increase in the efficiency of the use of existing industrial capacities, and the improvement of the transport management system will have a positive effect.

How high the country's scientific and technical potential is is interrelated with the development of innovative infrastructure. Today, any enterprise, including transport enterprises, requires the development of a concept in the form of "management of innovative processes - management of innovative activities". It is desirable that this concept be based on the following: creating conditions that encourage the search for and assimilation of news; based on the activity of the economic entity, to determine the priority directions of the management of innovative activities; focusing all innovative activities only on satisfying the needs of the consumer; reduce the number of levels in management in

³ Zohidov A.A. Improving the effective management mechanism of the Central Asian transport system: Iqt. doctor of sciences. Doc. dis. - Tashkent, 2018. - 249 p.

⁴ Shcherbanin Yu. A. Transport and economic growth: relationship and influence // Eurasian economic integration. 2011. -№ 3 (12), - P. 66.

order to speed up the "research - production - implementation" process; to minimize the period of development and implementation of innovations; solving innovative issues and carrying out the organization of work, etc⁵.

As a result of the measures taken to develop the transport complex and continued within the framework of the Development Strategy, the demand for transport services across the republic is increasing day by day. In order to meet this demand in a timely manner, it is necessary to strengthen the reform of the transport sector based on today's requirements. Today, despite the reforms carried out by the government of our country in the field of transport, there are a number of problems in terms of types of transport. In particular,

spiritual and physical obsolescence of equipment and technologies in the transport system;

distribution of functions on the main management processes in the transport system is not organized at a reasonable level, therefore its efficiency is low;

limited opportunities for the population to use air transport (ticket prices on domestic and international routes are quite expensive);

airports and other structures of the national airline are not profitable;

low efficiency of railway transport;

the level of railway electrification is not at the level of today's requirements;

lack of public transport;

low level of competition in alternative directions;

insufficient development of intermodality, transport and logistics services;

the fact that contracts concluded without fully covering national interests in the first years of independence continue to be used in the procurement of transport spare parts;

lack of up-to-date cargo clearance at customs offices, etc.

We consider it appropriate to pay attention to the following measures to eliminate these problems in time:

in order to improve the quality and efficiency of the transport system, to promote and effectively manage the integration process of motor transport enterprises and logistics centers;

study the strengths and weaknesses of competitors based on marketing research in the transport services market;

identifying and eliminating cases of corruption in the process of issuing permits, licenses and various privileges to small businesses and business entities engaged in transportation activities;

to assist interested agencies in gradually updating the vehicle base of parks with competitive modern equipment and vehicles;

ensuring impartiality of contracts, deals and agreements concluded with foreign countries, companies and firms regarding the development of the transport system, etc.

In conclusion, it can be said that by timely implementation of these measures, it will be possible to develop the transportation system of Uzbekistan at the level of today's requirements.

⁵ Kholiarov N.A. Methodological foundations of ensuring economic security in the field of road transport. Monograph. - Tashkent, 2020, - 172 pages.

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