



**THE EFFECTIVENESS OF THE USE OF MULTIMODAL TRANSPORT
CORRIDORS IN INCREASING THE ECONOMIC POTENTIAL OF THE
TRANSPORT SYSTEM IN THE REPUBLIC OF UZBEKISTAN**

Masharipov Masud Numondjonovich
PhD, Dean of the Faculty of "Economic" TSTU
masudcha@mail.ru (97)723 01 02

Bekmurodov Sardor Roziboy ugli
Student, Tashkent State Transport University
bekmurodovsardor26@gmail.com (91) 568 62 61

Hasanov Sirojiddin Nizamiddin ugli
Student, Tashkent State Transport University
sirojiddinhasanovo@gmail.com

Ozodboyeva Zebo Zohidjon qizi
Student, Tashkent State Transport University
Ozodboyeva@bk.ru (99) 989 22 88

Sattorova Sabrina Matyoqub qizi
Student, Tashkent State Transport University
s.m.sabrino4@gmail.com (93) 101 74 04

Annotation:

The article discusses the prospects for the development of interregional cooperation, the possibilities for the development of transport and communication interconnection in Central Asia, including projects for the construction of new transport corridors.

Keywords: investment activity, railway transport, international transport corridors.

Today, the transport system is a factor that determines the rate of economic development of the country, the quality of life of the population and the level of national security of each country. The state of foreign economic relations of the Republic of Uzbekistan is largely determined by the development of the country's transport system, especially the international transport infrastructure in Central Asia,





because Uzbekistan does not have direct access to water and sea routes. Due to the geographical location of the Central Asian countries, railway transportation is the main transport for transit and export-import cargo transportation.

Currently, there are 9 international railway transport corridors used by the Republic of Uzbekistan (next to XTY), through which cargo transit is carried out from Russia and Western Europe to Central and South-East Asia.

Based on the current geopolitical situation in the Eurasian region, including the Central Asian region, the rational use of international railway corridors serves as an important factor in the development of the country's economy. In addition, it will not be easy to maintain transport and infrastructure projects without intensifying economic cooperation with neighboring countries in the current political situation in the Central Asian region, including the escalation of the situation in Afghanistan, as in the rest of the world. At the same time, it should be noted that in the conditions of competition for the activation of the Republic of Uzbekistan in the region, this factor is used more by its competitors in the struggle for the region [1].

In turn, this situation requires consideration of the main trends in the development of transport infrastructure in Central Asia in general, and in the Republic of Uzbekistan in particular, as an example of regional railway development projects.

The main goal of the considered initiatives is to include the Republic of Uzbekistan in the ranks of transit countries and to create alternative multimodal transport corridors.

Improvement of the railway infrastructure, implementation of investment projects and creation of new alternative multimodal corridors are ongoing for the implementation of initiatives.

In this regard, implementation of investment projects is divided into local and regional projects. These investment projects are discussed below:

Local projects:

- Construction of the second electrified high-speed railway line on the Navoi-Bukhara route (93 km);
- Construction of a bridge connecting the "Shavot-Karauzak" railway line and crossing the Amudarya (82 km);
- Electrification of the Bukhara-Urganch-Khiva railway section (452 km);
- Electrification of the Bukhara-Kashkadarya railway section (145 km);

Regional projects:

- Construction of the "China-Kyrgyzstan-Uzbekistan" railway line;
- Construction of "Mazari Sharif - Kabul - Peshawar" railway line [2].



Laws, decrees and other normative legal documents adopted in the Republic of Uzbekistan serve to create a positive investment environment in our country, including for the railway company. At the same time, the scope of XTY projects and the desire of Uzbekistan Railways JSC to increase its competitiveness in the transport market of the Asian region require the improvement of the state of basic funds, transportation and throughput, objective assessment, and production capacity in the transport technology and quality management system [3].

In addition, a number of meetings were organized in order to increase the volume of cargo transportation along the international multimodal route “China-Kyrgyzstan-Uzbekistan-Turkmenistan-Azerbaijan-Georgia-Turkey-Europe”. This is achieved through the implementation of the above inter-republic and regional projects which includes the following positive benefits for Uzbekistan and neighboring countries:

- increase the transit and export-import potential of countries;
- create new jobs;
- growth of the economy of the southern and eastern regions of Uzbekistan;
- growth of the economy of neighboring countries and development of the transport system;
- establishment of new industrial and mining enterprises;
- reduction of transport costs and others.

Taking into account the positive experience and organization of the regional railway system, it can be noted that the construction and modernization of the XTY will create the shortest and most convenient Eurasian transport corridor, the main competitive advantage of which will be the reliability of cargo transportation and the speed of delivery.

However, in order to fully solve the issue of participation in international transport, it will be necessary to overcome the existing barriers. In particular, the strengths and weaknesses of JSC “Uzbekistan Railways” can be determined using strategic analysis methodology, including strategic management methods in the specific situation in which the project is implemented. The opportunities identified in this way will improve the technology and ensure the stability of cargo transportation. Improving the quality of transport services will also increase the attractiveness of transportation along the XTY [4].

The main problem determining the possibility of increasing the volume of freight remains the construction of a railway passing through the territories of Afghanistan and Kyrgyzstan. In order to eliminate it, railway companies, especially wagon companies, locomotive companies, road companies, etc. it is necessary to determine the volume and directions of capital investments, to determine the order and terms of technical equipment of the plots under construction and reconstruction, as well as to ensure stability and security in the countries. Determining such technical indicators





and activities aimed at infrastructure development will be the basis for calculating the necessary investment volumes.

REFERENCES

1. Ўзбекистон Республикаси Президентининг ПФ-60 сонли фармони // <https://lex.uz/pdfs/5841063>.
2. Тураева М.О. Транспортная инфраструктура стран Центральной Азии в условиях современной регионализации: Доклад. – М.: Институт экономики РАН, С. 2014. – 62.
3. Ўзбекистон Республикаси Инвестициялар ва ташқи сафдо вазирлигининг расмий сайти – www.mfer.uz.
URL: <https://mift.uz/ru/menu/transportnye-koridory>
4. «Ўзбекистон темир йўллари» Аксиядорлик жамиятининг расмий сайти - www.uzrailway.uz.
URL: https://railway.uz/uz/informatsionnaya_sluzhba/novosti/26142/.

