

PROSPECTS OF EXPANDING OPPORTUNITIES FOR USE OF INTERNATIONAL TRANSPORT CORRIDORS OF UZBEKISTAN

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Abstract

The article talks about the transport communication system of various types of transport with the appropriate infrastructure, designed for international transport in the directions of high flow activity of the international transport corridor (corridor), modernization of the economy in Uzbekistan, comprehensive support for exports. measures to support and encourage, to ensure a stable increase in the volume of exports, to further diversify foreign trade routes, to create additional favorable conditions for the formation of alternative, most effective transit requires the development of measures. Corridors that provide export products of the country to prospective international markets are analyzed.

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Introduction.

In fact, the international transport corridor (Transport Corridor, ITC) is a high-tech transport system that concentrates public transport (rail, road, river) and telecommunications in common areas. It is also an important element of cargo transportation between different countries. These routes connect different continents and countries, creating the shortest route for transporting goods and resources. The interaction of different types of transport, such as cars, railways, sea and river ships, as well as aviation, allows efficient transportation of goods over long distances. International transport corridors offer many options for cargo delivery depending on the type of goods, urgency and seasonality.

Today, the following are recognized as the main international transport corridors:

Trans-Siberian railway - connects Russia with East Asia and Europe.

The Northern Sea Route provides access to Arctic resources and the shortest route between Asia and North America.

The Baltic and Black Sea transport corridors connect Russia, Europe and the CIS countries.

Trans-Asian Railway (TARA) - connects China, Kazakhstan, Turkmenistan, Iran and Azerbaijan.

The Trans-Caspian International Transport Route (TITR) passes through the Caspian Sea and connects Central Asia, the Caucasus and Russia with Europe and the Middle East.

The Transatlantic Route (TAM) connects West Africa with Europe across the Atlantic Ocean.

The International Transport Corridor (ITC) is a high-tech transport system that combines public transport (rail, road, river) and telecommunications in common areas.

It should be noted that the network of North-East Asian transport corridors, together with the Trans-Siberian railway and the TRACEKA transport corridor, is an alternative to the South and North Sea Eurasian trade routes. At the same time, it makes a great contribution to the development of the economy of the countries passing through the territory of the national part of the SRC. This contribution is manifested in the following direct effects arising from the formation of national sections of transport corridors:

- development of competition between different types of transport used for transportation of different types of cargo, which leads to the improvement of the quality of the provided transport and logistics services and/or the emergence of new types of services;
- to ensure transport links with foreign countries (both neighboring and without common borders), which creates stable transport and logistics channels for the delivery of goods in order to develop foreign trade and transit potential of the state;
- to improve the possibilities of using transport within the country, which, in turn, creates favorable conditions for the growth of domestic trade;
- a transport infrastructure will be formed that will unite the economic space of the country through which the ITC will pass, help the economic development of the regions and diversify production within the country, as well as help the emergence of new market relations between previously unconnected enterprises;
- reducing the cost of transporting goods, which ultimately helps to reduce the cost of the final product for the consumer.

Literature review and methodology.

The primary objective of any ITC is to aggregate interstate traffic flows. The formation of the international transport-logistics infrastructure and the elimination of administrative and legal barriers at the national level serve the purposes of increasing the speed of cargo and passenger transportation, reducing the cost of transportation, and developing various types of transport used in interstate and national cargo transportation. The full realization of the potential of a particular transport system can be achieved by coordinated use of various resources of all countries participating in the transport system. In addition to the important role of the ICRC in the development of the world economy, the ICRC is also of great importance for the national economic development of the countries through the territory of which the national parts of the ICRC pass.

Happily, our President Sh. Mirziyoyev is carrying out systemic reforms aimed at liberalizing and modernizing the national economy, ensuring its stable development and consistent integration into world economic relations, in particular, the formation of international transport and logistics infrastructure.

According to the data, at the end of 2019, Uzbekistan's foreign trade turnover was 42.2 billion dollars, and in 2020, due to the pandemic crisis, this figure decreased by 13.1% (compared to 2019) to 36.3 billion dollars. Meanwhile, ADB forecasts GDP growth of 5.8 percent in 2021 as reforms spur growth in agriculture, industry and services.

Currently, transportation of foreign trade goods of Uzbekistan is carried out along the following main transport corridors:

Corridor 1 - ports of the Baltic states (in transit through Kazakhstan and Russia) - in the direction of Klaipėda (Lithuania), Riga, Liepaja, Ventspils (Latvia), Tallinn (Estonia);

Corridor 2 - in the direction of EU countries, through Belarus and Ukraine (in transit through Kazakhstan and Russia) - border crossings of Chop (Ukraine) and Brest (Belarus);

Corridor 3 - with access to the Black Sea to the port of Ilyichevsk in Ukraine (in transit through Kazakhstan and Russia);

Corridor 4 - in the direction of the Transcaucasian Corridor with access to the Black Sea, known as TRASEKA Corridor (in transit through Turkmenistan, Kazakhstan and Azerbaijan);

Corridor 5 - to the port of Bandar Abbas in Iran with exit to the Persian Gulf (in transit through Turkmenistan);

Corridor 6 - to the east through the Kazakhstan-China border (Dostik/Alalshankou) to the eastern ports of China, as well as to the ports of Nakhodka, Vladivostok and others in the Far East;

Corridor 7 - to Chinese ports that go to the Yellow, East China and South China seas (in transit through Kyrgyzstan);

Corridor 8 - in connection with the solution of the Afghanistan problem, new prospects are opening for the development of southern alternative transport corridors for transit through the ports of Bandar Abbas, Chahbahar (IRI), Gwadar and Karachi (IRP) of Iran and Pakistan.

The European Union's system of special preferences for sustainable development and effective management (GSP+) was adopted for our country. This provides additional opportunities to increase the volume of trade between the European Union and Uzbekistan. The reason is that taxes on a number of important export products such as textiles, clothing and plastic products will be removed, which will serve to expand the economic opportunities of our people.

The projects promoted by the initiative of the head of our state, first of all, give a strong impetus to attract investors from the EU countries. It also created a solid basis for diversification and rapid development of trade and economic relations between Uzbekistan and the countries of the European Union.

The biggest goal of the route was the development of transport corridors capable of connecting North-South and West-East transport corridors in Central Asia.

However, there are still factors that have a negative impact on the development of transport communications in the region. According to the experts of the international company Boston Consulting Group, despite the fact that Central Asia is a region with great transit potential in the world transport system, the problems observed in the mutual cooperation of the countries of the region in the use of existing communications prevent their effective use. Most of the problems arise as a result of the lack of a single strategy among the countries of the region. In addition, problems such as transport isolation of the region, lack of diversification of transport routes, unstable situation in Afghanistan remain relevant.

According to the calculations of the Institute of Central Asia and the Caucasus at Johns Hopkins University, the isolation of transport seriously limits the economic growth of the countries of Central Asia. This contributes to the 20% lag behind the development of maritime countries. At the same time, the volume of GDP in terms of purchasing power parity decreased to 57%. The main losses are at the expense of Uzbekistan.

Discussions.

The active development of the foreign economic relations of the Republic of Uzbekistan largely depends on the solution of the existing problems in the development of foreign trade transport facing the whole of Central Asia. Academician V. Bartold: "The future of Turkestan depends on its position in world trade. "The commercial importance of Turkestan depends entirely on the development of railways and the restoration of the importance of land trade along with sea trade."

After the collapse of the USSR, the number of landlocked countries reached 29, and the Republic of

Uzbekistan occupies a special place in this list, as it is one of only two countries that are separated from the world ocean by at least two countries.

Before independence, Uzbekistan could carry out its foreign economic relations through three seaports - Ilyichevsk (access to the Black Sea), St. Petersburg (access to the Baltic Sea) and Vladivostok (with access to Far Eastern ports).), the corresponding distances from the republic were 3000, 4300 and 8000 km, which significantly increased the cost of transporting goods. However, during the years of independent development of our country, due to the purposeful policy of its leadership, the situation in this direction has changed radically.

In conclusion, in order to increase the transport and logistics potential of our country, the institutional foundations and regulatory legal framework of this sector were strengthened. Importantly, the Ministry of Transport was established as a state body for the development and implementation of a unified state policy in the field of development of automobiles and railways.

As a result, the development of a network of new transport-transit corridors and logistics centers, the expansion of the fleet of motor vehicles and aircraft within the framework of the implementation of the "Complex Program for the Improvement of Transport Infrastructure and Diversification of Foreign Trade Routes of Cargo Transportation for 2018-2022" , systematic work is being done to create conditions for efficient transportation and processing of goods from Uzbekistan to neighboring countries.

In addition, the "Strategy for the development of the transport system of the Republic of Uzbekistan until 2035", which provides for the creation of conditions for increasing the volume and quality of passenger and cargo transportation, and the improvement of the transport system, has been developed, and the network management system, as well as the training, retraining and introduced fundamentally new approaches to professional development.

Decree No. PF-5647 of the President of the Republic of Uzbekistan dated February 1, 2019 "On measures to fundamentally improve the state management system in the transport sector" is planned to develop a draft of the Law of the Republic of Uzbekistan on "Transport" is aimed at determining specific ways of implementing the unified state transport policy, unifying all types of transport into a single transport network and using effective transport and logistics systems.

As a result of the active measures of the Government of the Republic of Uzbekistan and the coordinated work of interested ministries and agencies on finding alternative transport corridors and their effective use in the transportation of foreign trade goods, a wide network of international transport corridors was created and improved.

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