

IV. ГЛОБАЛ ВА МИНТАҚАВИЙ ИҚТИСОДИЁТ ЧАҚИРИҚЛАРИ
Глобальные и региональные экономические вызовы
Global and Regional Economic Challenges

**NEW APPROACHES TO LOGISTICS AND TRADE
COMMUNICATIONS IN CENTRAL ASIA**

Prof. (Dr.) Ibragim Mavlanov,
Institute for Advanced International Studies
University of World Economy and Diplomacy

Abstract: *In the article, the author analyses the process of Uzbekistan's strategy for international transport corridors in Central Asia. The research focus is related to New Uzbekistan Development Strategy, especially initiatives of the President of the Republic of Uzbekistan Sh.Mirziyoyev on the development of the transport and communication sector in the Central Asian region put forward at such international forums as: at the 72nd and 75th sessions of the UN General Assembly, at meetings of the Council of Heads of State of the SCO Member States, the first, second and third consultative meetings of the heads of states of Central Asia, the international conference "Central and South Asia: regional interconnectedness. Challenges and Opportunities", at the international conference "Central Asia: one past and common future, cooperation for sustainable development and mutual prosperity", at a meeting of the Council of Heads of State of the Organization of Turkic States and others. The author builds his assessments on the basis of studies of official documents of the Republic of Uzbekistan, government decrees, and decrees of the President.*

Keywords: *Uzbekistan, Central Asia, UN General Assembly, Shanghai Cooperation Organisation, Organization of Turkic States, Transport Corridors, International Trade, Trade Routes, Afghan transport corridor, Trans-Caspian International Corridor.*

The President of the Republic of Uzbekistan Sh.Mirziyoyev, in his Address to the Oliy Majlis and the people of Uzbekistan on December 20, 2022, set the most important task for 2023: increasing the export of finished products by 4 billion US dollars, which should exceed 23 billion US dollars.¹ Such a statement of the problem is the implementation of the "Development Strategy of the New Uzbekistan 2022-2026", which set a grandiose goal - "bringing the volume of exports of the republic in 2026 to 30 billion US dollars." Uzbekistan's leader sees this export policy's implementation through the prism of the development of the transport and communication sphere of Uzbekistan and Central Asia as a whole.

Therefore, from their first days as President of the Republic of Uzbekistan, Sh.Mirziyoyev systematically and consistently promotes the development of

Uzbekistan's transport and communication sphere and Central Asia. At the same time, it should be noted that the development of the transport and communication sector is not an end in itself, but a deeper and broader task: to provide logistics for the development of trade and a radical increase in exports from Central Asia to international markets and, thereby, the development of the economy of Uzbekistan and the region as a whole. That's why, wherever the President of Uzbekistan speaks, in the country or at international forums about the need to develop international trade, he always links trade issues with the development of transport communications. This, according to the deep conviction of the head of Uzbekistan, is a two-pronged task.

This task is also caused by the fact that today the countries of Central Asia, “having no direct access to seaports, incur significant transit and transportation costs, which reach 70–80% of the cost of exporting products. Due to imperfect customs procedures, carriers lose up to 40% of the time for transporting goods”.² Therefore, transport and infrastructure play an important role in the economy of Uzbekistan. In addition to traditional markets such as Central Asia and Russia, the country is increasing supplies to China, European countries, Turkey and other international markets. Therefore, wherever the President of Uzbekistan speaks about the need to develop international trade, he always links this issue with the development of transport communications. This, in his deep conviction, is a two-pronged task.

In our opinion, the step-by-step promotion of the initiatives of the President of Uzbekistan at various international forums and their implementation will make it possible to form “*a new transport flows architecture in Central Asia*”. In this regard, we should explore and understand the formation process of Uzbekistan's strategy for transport corridors in Central Asia. To do this, we will use specific events in Uzbekistan and in the international arena in recent years as informative facts, which, under the leadership of the President of Uzbekistan Sh.Mirziyoyev, an impetus was given to the development of the transport and communication sector in the Central Asian region. We will consider these events in turn.

I. Initiatives of Uzbekistan at the international level.

The President of Uzbekistan spoke at the 72nd session of the UN General Assembly on September 19, 2017. Sh.Mirziyoyev emphasized that “Today, Uzbekistan defines the Central Asian region as the main priority of its foreign policy. And this is a conscious choice” while emphasizing that “the region should

become a zone of stability, sustainable development, and good neighborliness".³ To this end, Sh.Mirziyoyev suggested "discussing the fundamental problems of the region at the High-Level International Conference "Central Asia: One Past and Common Future, Cooperation for Sustainable Development and Prosperity" in November in Samarkand under the auspices of the UN." The President of Uzbekistan also assured that "Uzbekistan is making and will continue to make a feasible contribution to the economic recovery of Afghanistan, the development of its transport infrastructure." At the same time, Sh.Mirziyoyev stated that "holding regular consultative meetings of the heads of states of Central Asia would contribute to the consolidation of this trend."

One of the key initiatives of the head of Uzbekistan - the adoption of a UN resolution on Central Asia received wide international support, and in June 2018 the UN General Assembly adopted a resolution "Strengthening regional and international cooperation to ensure peace, stability, and sustainable development in the Central Asian region"⁴. In the resolution, a special place is given to the development of transport infrastructure and transit corridors, strengthening the interaction of all modes of transport, including through the opening of new roads and railways, as well as air routes.

Cooperation within the framework of the SCO in the field of transport is being stepped up. In order to expand mutually beneficial trade between the SCO member states, and create new and improve existing transport and logistics infrastructures, the President of Uzbekistan Sh.Mirziyoyev, in his speeches at the meetings of the Council of Heads of SCO Member States, put forward a number of initiatives aimed at consolidating the efforts of the SCO members in the transport sector.

At the meeting of the Council of Heads of SCO Member States (Qingdao, China, June 10, 2018), it was proposed to consider the possibility of establishing the SCO International Transport and Logistics Association.⁵ In addition, the Qingdao Declaration of the Council of Heads of SCO Member States supported the holding in Uzbekistan of the first meeting of the heads of railway administrations of the SCO member states.⁶ At a meeting of the Council of Heads of State of the SCO Member States in Bishkek (June 2019), the President of Uzbekistan proposed to develop a Strategy for SCO Cooperation on the Development of Interconnectivity, Effective Economic and Transport Corridors.

It should be noted that the initiatives and proposals of the Head of Uzbekistan are widely supported among the SCO member states. A vivid example is the approval during the meeting of the Council of Heads of Government of the SCO States in Tashkent in November 2019 of the Concept of interaction between the railway administrations of the SCO member states, developed at the initiative of Sh.Mirziyoyev.

At the 75th session of the UN General Assembly on September 23, 2020, the President of the Republic of Uzbekistan Sh.Mirziyoyev noted that “today, the Central Asian states face an important strategic task. This is to ensure deep integration of our region into the global economic, transport and transit corridors”. In this regard, he put forward a new initiative “to establish a Regional Centre for the Development of Transport and Communications under the auspices of the United Nations.”⁷

The establishment and operation of the Center under the auspices of the UN will, in our opinion, contribute to the solution of such tasks as:

- effective and mutually beneficial use of international transport corridors together with neighboring countries, as well as the formation of a single, branched and externally integrated transport space in Central Asia to strengthen relations;
- intensification of joint efforts to develop existing and form new transport corridors, including the construction of a new railway in the direction of China-Kyrgyzstan-Uzbekistan, Mazar-i-Sharif-Herat;
- formation of reliable transport, including transit, and corridors for the supply of foreign trade goods to the largest markets of the world and the region;
- creating favorable conditions for international transportation by harmonizing and simplifying cross-border transport procedures, including border, customs, phytosanitary and veterinary control, in international transportation;
- increasing the competitiveness of the Central Asian states in the world market of transport services, improving the quality of transport services for foreign trade flows;
- attraction of transit cargo flows from third countries, etc.

In addition, the Center will also draw the attention of the world community to the initiatives of the President of Uzbekistan put forward at the international conference "Central Asia in the system of international transport corridors: strategic prospects and unrealized opportunities" in Tashkent in 2018. In particular, on the development of a Strategy for the Development of Regional

Transport Corridors in Central Asia, the adoption on its basis of a regional Program for the sustainable development of the transport system of Central Asia and the formation of the Regional Council for Transport Communications of the countries of Central Asia, which will become a coordinating structure in solving existing problems in the transport and logistics sphere.

At the 75th session of the UN General Assembly, President Sh.Mirziyoyev, also speaking about the need "to broadly involve Afghanistan in the process of economic integration in the region", said that Uzbekistan "started the implementation of major infrastructure projects such as "Surkhan-Puli Khumri" power line and construction of a railway from Mazar-i-Sharif to the seaports of the Indian Ocean".

Speaking at the international conference "Central and South Asia: Regional Connectivity. Challenges and Opportunities" On July 15, 2021, the President of the Republic of Uzbekistan Sh.Mirziyoyev proposed "the development of modern, efficient and secure transport and logistics infrastructure in Central and South Asia". According to Sh.Mirziyoyev, "a key element of the entire architecture of connectivity of our regions should become the Termez-Mazar-i-Sharif-Kabul-Peshawar railroad. Its construction project has already gained broad support, including on the part of the leading international financial institutions." As the head of Uzbekistan emphasized, "the construction of this railroad will make it possible to fully realize the transit potential of the two regions, form the shortest route, significantly reduce the time and cost of transporting goods between South Asia and Europe through Central Asia and the countries of the Commonwealth of Independent States."⁸

At a meeting of the Council of Heads of State of the SCO Member States in Samarkand on September 16, 2022, the President of Uzbekistan Sh. Mirziyoyev, speaking about the "SCO Concept for strengthening Connectivity and Establishing Effective Transport Corridors", proposed "to establish an Interregional Center for Connectivity in the city of Tashkent, with the support of the United Nations". The leader of Uzbekistan called "the trilateral Agreement on the construction of the China-Kyrgyzstan-Uzbekistan railway a historic event as a part of the summit", and he also called for "to support another strategically important project – the construction of the Termez-Mazar-i-Sharif-Kabul-Peshawar railway corridor". According to Sh.Mirziyoyev, "Implementation of these two projects shall open up the broad opportunities for strengthening the

connectivity, increasing the mutual trade and investment, and, in general, ensuring the sustainable economic growth in the space of our Organization". The President of Uzbekistan also proposed to "discuss all promising projects in the field of transport and communications at the site of the first SCO Transport Forum" in 2023 in Uzbekistan.⁹

Only the implementation of the route "China - Kyrgyzstan - Uzbekistan" will reduce the distance from China to South-Eastern Europe to 900 km, which is equal to 7-8 days.¹⁰ According to the Prime Minister of Uzbekistan Abdulla Aripov, Uzbekistan expresses "great hope for the early start of the construction of the Uzbekistan-Kyrgyzstan-China railway." According to him, this road "should become an important link in the new transport corridor from China through Kyrgyzstan and Uzbekistan, then through the newly built Baku-Tbilisi-Kars railway to the countries of Southern and Eastern Europe, the Middle East and to the ports of the Mediterranean Sea within the framework of the project "East - West"".¹¹

At a meeting of the Council of Heads of State of the Organization of Turkic States in Samarkand on November 11, 2022, the President of Uzbekistan Sh.Mirziyoyev, speaking about the Trans-Caspian International Corridor, said, "Uzbekistan transports 10 percent of its foreign trade cargo through this corridor." The head of Uzbekistan proposed that "by the end of the year, the ministers of transport should develop a detailed plan and effective mechanisms for cooperation on the basis of the Program adopted today." At the same time, Sh.Mirziyoyev stressed that "the main attention should be paid to: increasing the competitiveness of transit corridors in our region, introducing the most favorable tariffs for business, and creating a modern transport infrastructure."¹²

The importance and prospects of the Trans-Caspian International Corridor for the countries of Central Asia is also confirmed by studies initiated by the European Bank for Reconstruction and Development (EBRD) and funded by the European Commission. The EBRD study aims to identify the most sustainable transport connections between Central Asia and Europe. It also follows from these reports that "Uzbekistan is actively developing transport links with all of its neighbors" and "the route through Kazakhstan to its ports on the Caspian Sea seems to be the most stable option for cargo traveling through Uzbekistan". In addition, it is said that "Uzbekistan is currently pursuing multimodal

transportation (road and rail) from China, through Kyrgyzstan then onwards through the Trans-Afghan route or through Turkmenistan and Iran”.¹³

II. Initiatives of Uzbekistan at the regional level in Central Asia.

In Samarkand on November 10, 2017, at the international conference “Central Asia: one past and a common future, cooperation for sustainable development and mutual prosperity”, the President of Uzbekistan Sh. Mirziyoyev once again stated that “our main goal is to turn Central Asia into a stable, economically developed and prosperous region by common efforts”¹⁴ and outlined specific priority tasks to achieve this goal. Sh.Mirziyoyev highlighted the following two tasks: firstly, this is the development of trade and economic ties and the creation of favorable conditions for the growth of trade and the strengthening of cooperation; secondly, it is necessary to more effectively use the transit and logistics potential of the region and ensure the rapid development of transport infrastructure. And in order to implement them and agree on our common approaches, he then proposed “to hold an international conference in Tashkent in 2018 on the topic “Central Asia in the system of international transport corridors: strategic prospects and unrealized opportunities.”

At the first consultative meeting of the heads of state of Central Asia in Astana in March 2018, the President of the Republic of Uzbekistan Sh. Mirziyoyev noted that “In the coming years, we intend to increase the volume of mutual trade to \$5 billion.”¹⁵ At the same time, he drew attention to the fact that the most important transport arteries connecting our countries have been restored and modernized, new land and air routes have been launched, and thanks to mutual discounts, the volume of cargo transportation, primarily transit, is growing.

As priority areas for interaction between the countries of Central Asia, the President of the Republic of Uzbekistan, offering "the search for new reserves and effective mechanisms for expanding effective regional cooperation" in Central Asia, noted the importance of developing specific partnership programs in trade, economic, transport and communication areas.

At the same time, Sh.Mirziyoyev proposed “concrete mechanisms for implementing the priorities of regional cooperation”, drawing attention to the fact that “the strategic area where it is extremely important to combine joint efforts is a cardinal increase in the transit and logistics potential of the Central Asian region.” As the President of Uzbekistan emphasized at the meeting, in this matter

“the priority should be the implementation of transport and communication projects that will connect Central Asia with the largest seaports and world markets. And to implement this, Sh.Mirziyoyev proposed: 1) within the framework of the Ashgabat agreement on the international transport and transit corridor, by joint efforts to effectively use the trans-regional route Central Asia - the Persian Gulf; 2) to start the early formation of the Trans-Afghan corridor with access to South Asia, as well as the construction of automobile and railway highways China - Kyrgyzstan - Uzbekistan; 3) speed up the coordination and adopt at the next Summit of the Shanghai Cooperation Organization the SCO Road Development Program proposed by the Russian partners. At the meeting in Astana, the President of Uzbekistan also stated that “for the practical solution of these pan-regional tasks, we intend to hold an international conference “Central Asia in the system of international transport corridors: strategic prospects and unrealized opportunities” in October this year in Tashkent.”

On the initiative of Sh.Mirziyoyev on September 20-21, 2018 Tashkent hosted a high-level international conference on the development of the transport and transit potential of the Central Asian region: "Central Asia in the system of international transport corridors: strategic prospects and unrealized opportunities." ¹⁶ The conference was attended by over 500 people, including 300 foreign guests from 37 countries and 25 international organizations, financial institutions and leading transport companies.

At the conference, interest was expressed in developing a strategy for the development of transport logistics in Central Asia with the participation of the World Bank, the European Bank for Reconstruction and Development, the Asian Development Bank, and other international financial institutions. In addition, the experts discussed the possibility of developing and adopting a regional Agreement on the joint development of the transport system in Central Asia. The parties also emphasized the demand for the formation of integrated transport management systems aimed at regulating and simplifying the movement of goods and vehicles. The participants supported the initiative of Uzbekistan to create the Regional Council for Transport Communications of the Central Asian countries, whose activities will be aimed at enhancing regional cooperation in the transport, transit, and logistics sectors.

Taking into account the scale of the tasks to eliminate the problems facing the Central Asian states in the development and modernization of the region's

transport system, the parties expressed interest in adopting a regional program for the development of transport communications. In addition, a proposal was made for the consistent convergence of national legislations with international standards in order to facilitate international freight traffic, transit, and border crossing procedures, and the importance of international documents adopted at the initiative of the countries of Central Asia aimed at strengthening regional cooperation, interregional transport links and successful integration of the region into the world transport and economic relations.

At the Second Consultative Meeting of the Heads of State of Central Asia in Tashkent on November 29, 2019. Speaking about the priorities of the expanding regional partnership, the President of Uzbekistan emphasized the need to “focus on the practical implementation of tasks in the trade, economic, investment, transport, communication, and energy sectors.” In this regard, Sh. Mirziyoyev proposed to "accelerate the creation of a regional council for transport communications", justifying this by the fact that "Uzbekistan's trade turnover with the countries of Central Asia has more than doubled in recent years." ¹⁷

At the Third Consultative Meeting of the Heads of State of Central Asia in Turkmenistan on August 6, 2021, the President of Uzbekistan, speaking about common strategic interests, noted the need to "effectively use the transport and transit potential of the region". At the same time, he expressed his deep conviction that "the extensive and integrated transport system of our countries is able to become a key transit hub on the Eurasian continent". In this regard, Sh. Mirziyoyev made a proposal to "support the fullest possible loading of the existing transport corridors and infrastructure, including the ports of the Caspian Sea, large trans-border logistics centers". To this, the President of Uzbekistan also added the possibility of using in the future "the potential of the Trans-Afghan corridor Termez-Mazar-i-Sharif-Kabul-Peshawar, the China-Kyrgyzstan-Uzbekistan road and railways." ¹⁸

III. Initiatives of Uzbekistan at the national level.

It should be noted that even in the “Action Strategy for the Five Priority Areas of Development of the Republic of Uzbekistan in 2017-2021” in the section “III. Priority Directions for the Development and Liberalization of the Economy” in paragraph “3.2. Increasing the competitiveness of the national economy through deepening structural reforms, modernization and diversification of its leading industries” specifically formulated the tasks of “diversifying the structure

and geography of exports, expanding and mobilizing the export potential of economic sectors and territories” and “further development of road transport infrastructure”.¹⁹ The implementation of the Action Strategy led to the fact that the trade turnover of Uzbekistan with the countries of Central Asia from 2016 to 2019 more than doubled - from 2.5 to 5.2 billion dollars. The share of the trade turnover of the republic with the countries of the region from the total volume of trade increased from 10.2 percent to 12.4 percent.²⁰

In order to create additional favorable conditions for the further diversification of foreign trade transport corridors, increase the transit potential, as well as develop and increase the competitiveness of domestic transport and logistics companies in the foreign and domestic markets, on December 2, 2017, the Decree of the President of the Republic of Uzbekistan “On measures to improve the transport infrastructure and diversification of foreign trade routes for the transportation of goods for 2018-2022”.²¹ As part of this resolution, the “Comprehensive Program for Improving the Transport Infrastructure and Diversifying Foreign Trade Routes for the Transportation of Goods for 2018-2022”²² was approved. Within the framework of this program, systematic work is being carried out to improve the bilateral legal framework and practical implementation of international agreements, develop new transport and transit corridors and a network of logistics centers, expand the fleet of vehicles and aircraft, create conditions for the efficient transportation and handling of goods of the Republic of Uzbekistan in neighboring countries.

In order to increase the transport and logistics potential of the country, the institutional framework and regulatory framework of this industry are being strengthened. In particular, by the Decree of the head of Uzbekistan dated February 1, 2019, the Ministry of Transport was established, which is defined as a state body for the development and implementation of a unified state policy in the field of development of road, rail, air, river transport, metro, as well as road facilities.

In June 2019, the Ministry of Transport of the Republic of Uzbekistan prepared and submitted for discussion the "Strategy for the development of the transport system of the Republic of Uzbekistan for the period up to 2035".²³ This is the first strategic document in the history of independent Uzbekistan, which defines the main directions of the country's unified state transport policy for the long term. The main attention was paid to solving the issues of ensuring transport

and communication, spatial connectivity of the country's regions, and the formation of transport corridors that would provide Uzbek cargo with access to seaports in the south, east and west of the Eurasian continent. In addition, the Strategy provides for: 1) creating conditions for a sharp increase in the volume and quality of passenger and freight traffic; 2) improvement of the transport sector management system; 3) the introduction of fundamentally new approaches to the training, retraining and advanced training of transport system workers.

As a result of the measures taken, there is a certain increase in freight and passenger traffic. Freight transportation by all modes of transport in 2019 increased by 6.1% and amounted to 1.31 billion tons, and passenger transportation by all modes of transport increased by 2.7%, amounting to 6.1 billion people.²⁴ In Uzbekistan, transport accounts for 6.4% of GDP (8-12% in developed countries), 7.4% of total investment, and 29.5% of the total services market. Experts suggest that by 2030 the capacity of the transit potential of Uzbekistan will increase by 4.4 times - up to 6.04 billion tons. At the same time, the share of investments in the transport sector relative to the country's GDP should increase to \$46.7 billion.

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In his Address to the Oliy Majlis dated January 24, 2020, the President of the Republic of Uzbekistan Sh.Mirziyoyev repeatedly dwells on the need to develop transport and emphasized that “in order to timely deliver our products to domestic and foreign markets, reduce its cost, we need to develop the transport sector and logistics”.²⁶ And already in his Address to the Oliy Majlis dated January 24, 2020, the President of the Republic of Uzbekistan Sh. Mirziyoyev stated that “to date, we have taken the first practical steps to implement the project for the construction of the Trans-Afghan transport corridor, which will connect Central Asia with the Indian Ocean. Its implementation will serve to ensure stability and sustainable economic development throughout the region,” referring to the development of transport communications within the country, Sh.Mirziyoyev emphasized that “One of the important factors in the development of regions is the provision of transport links between them. We need to create an interconnected transport network that will allow us to quickly reach the capital, major cities and tourist centers from all settlements of the country.”²⁷

According to the "Development Strategy of New Uzbekistan for 2022-2026", it is planned (Goal 36) "Development of a unified transport system in conjunction with all modes of transport." To this end, it is proposed: “Improving

the attractiveness of intercity and suburban railway routes; Development of the market for transport and logistics services and infrastructure, bringing the level of electrification of railway infrastructure to 60 percent and accelerated development of the road network: Expanding "green corridors" and transit opportunities in the transport system for foreign trade, as well as increasing the volume of transit cargo turnover to 15 million tons".²⁸ It should be noted here that the volume of transit traffic of Uzbekistan in 2020 amounted to 9.1 million tons, and the total volume of international transportation of goods then amounted to 47.1 million tons, of which 13.3 and 24.7 million tons were exports and imports, respectively.²⁹

As conclusion. The facts and events of specific events and speeches of the President of Uzbekistan Sh.Mirziyoyev on transport and communication corridors in Uzbekistan and in the international arena show that the formation process of Uzbekistan's strategy for transport corridors in Central Asia is underway. The trade flows noted in the article require the sustainability of transport corridors. Therefore, Uzbekistan revised its transport strategy and implemented several important reforms listed above.

Implementing the noted steps under the leadership of Sh.Mirziyoyev, a holistic program for the development and modernization of engineering, communication and road transport infrastructure is currently being implemented in the Republic of Uzbekistan, which provides for the development of a single comprehensive strategy in the development of the national transport industry. This meets high international requirements and standards, ensuring its wide integration into international transport communications, taking into account the long-term needs of republican producers in promoting their products to regional and world markets.

At the same time, the growing export potential of the Republic of Uzbekistan and the need to expand sales markets for domestic products require the adoption of additional anticipatory measures to create favorable conditions for further diversification of foreign trade routes, the formation of alternative, most efficient transit corridors that ensure the exit of export products of the Republic of Uzbekistan to promising international markets. The leadership of Uzbekistan is well aware of the shortcomings and constantly notes that at present the existing significant transit potential of the republic is not fully utilized, the current inflexible transit and tariff policy hinders the attraction of additional transit traffic. Therefore, the task is constantly set to further improve the bilateral legal

framework and the practical implementation of international agreements on the development of new transport and transit corridors, and the creation of conditions for the efficient transportation and handling of goods of the Republic of Uzbekistan in neighboring countries.

To this end, Uzbekistan, under the leadership of Sh.Mirziyoyev, attaching strategic importance to the development of the transport industry, is taking the above-mentioned large-scale measures aimed at developing transport infrastructure at the national and regional levels and is consistently working to integrate it into the international transport system.

The analysis shows how difficult the tasks set by the President of the Republic of Uzbekistan Sh.Mirziyoyev in the field of development of transport and communication flows of Uzbekistan and Central Asia, and how the head of state has consistently, step by step, set and sets specific tasks for the modernization of this sphere. Therefore, in order to solve and practically implement them, not only further practical actions of ministries and departments, business structures but systematic and deep both fundamental and applied scientific research are needed, the result of which should be the development of strategic conceptual approaches and effective mechanisms for regional transport cooperation in Central Asia.

Summing up, it is important to emphasize the following. The President of the Republic of Uzbekistan, Sh.Mirziyoyev, systematically and constantly puts forward new ideas and initiatives for the development of traffic flows and the conceptualization of Uzbekistan's strategy for transport corridors in Central Asia. This also confirms that Uzbekistan is comprehensively striving to develop the northern, northwestern, southern, southwestern, and eastern international transport corridors, which will allow the country to gain access to the markets of European countries, Iran, Turkey, Afghanistan, Pakistan, India, China, and others.

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