

The Uniqueness of The Central Asian Transport System

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Abstract. The analysis of the data of foreign countries shows that in recent years the investment activity of the states in the field of transport has increased in most countries. Therefore, in this article, the foreign, especially Asian, experience of the transport system was studied.

Keywords: Transport system, Central Asia, Great Silk Road, China, India, Iran, Kyrgyzstan, regional integration in the field of transport.

1. INTRODUCTION

Since the Central Asian region has been located in the area where the trade routes between Eastern and Western countries have crossed for a long time, the formation of transport communications in the region also goes back to long historical periods. Over the centuries, the formation of ancient trade routes such as "Lazurite Road", "Great Silk Road", "Yung Route" through Central Asia led to the region of the ancient Chinese Empire, Roman Empire, Russian Principalities, India, Greece, Iran and several European countries. allowed to participate in trade relations between the countries as a transit area. However, these trade routes functioned only as a result of the unification of caravan routes of international importance in the region, and were not formed as a separate system.

The formation of the modern transport system of the Central Asian region took place mainly in the middle of the 19th century, due to the laying of the first railway in the region and the construction of highways in place of the old caravan routes.

2. COMPARATIVE ANALYSIS OF INTERNATIONAL TRANSPORT CORRIDORS

Each of the historical stages of regional transport system development is associated with transport projects launched based on the economic policy of the countries at that time and the influence of foreign interests. The development of the regional transport system can be conditionally divided into the following 8 stages:

The first stage (the period from the 2nd century BC to the 16th century AD) is the formation and development of the "Great Silk Road". It is known from historical literature that long before the creation of the "Great Silk Road" there were mutual exchange routes in the regions of the Ancient East and Central Asia.

The second stage (the period from the 16th to the 19th century) is the period of decline in the importance of the "Great Silk Road". After the great geographical discoveries, Central Asia's transit opportunities fell sharply. Trade relations were carried out only with neighboring regions based on their local importance. By the time of the Khans, the internecine wars in Central Asia also hindered the development of the transport system. But despite this, during this period, transport links with such large countries as China, India, Iran and Russia were preserved.

The third stage (the period from the 19th century to the 20th century) - projects related to Tsarist Russia (initial regional integration in the field of transport). After the annexation of Central Asia to the Russian Empire in the 19th century, the construction of the main transport and communication projects was aimed at ensuring military presence on the borders of the empire. These processes partially strengthened integration in the region.

The fourth stage (1917-1990 years) - the development of transport projects in the northern direction (the period of development of regional integration in the field of transport). During the period of the former Union, the transport system of the region developed somewhat. In particular, 320,000 km of highways were built, more than 20,000 km of railway tracks were laid. These strengthened cooperation between the countries of the region and other former Union states. But all projects were aimed at Russia. In particular, 9 out of 11 existing Central Asian railway magistracies are directed to Russia. Also, in 1990, 65% of Uzbekistan's exports within the Union were raw materials (cotton, non-ferrous metals, natural gas, agricultural products) and 23% were finished products. For the countries of the region, there were no alternative transport corridors leading to the foreign market. For this reason, after the 1990s, the stage of implementation of large transport projects in the region began.

The fifth stage (1990-2000 years) - global transport projects in the Central Asian region (Table 1.1). Initially, in 1992, the Tashkent-Almaota-Toldikurgan-Dostlik-Alashankou-Urumchi railway was put into operation. This route provided access to the Chinese ports of Tianjin, Shanghai, Qingdao and Lianyungang.

The construction of a large part of the railway from Tejan to the Iranian border was carried out by Uzbekistan. However, due to the efforts of the Iranian leadership to politically monopolize this road, the Uzbekistan side did not consider this road as the only road that gives access to the sea. In this regard, since the first years of independence, a number of transport projects have been implemented to create a unified railway system in Uzbekistan. In particular, in 1993-1994, along with the construction and commissioning of a new railway line in the direction of Uchkuduk-Miskin-Tortkol-Sultan-Uvaystog, which will be exported to Europe through

Kazakhstan and Russia, along with the reconstruction of the A-380 highway along the Amudarya along this railway and the construction of roads in new directions construction has gained great importance for the country's economy.

Table 1: Comparative analysis of international transport corridors implemented and planned in the region

Projects	Year of offer	Completed year	Opportunity
China			
"China - Kyrgyzstan - Uzbekistan"	1996	-	-
"Western China - Western Europe"	2003	2009	+
"Uzbekistan - Turkmenistan - Iran - Oman"	2003	2009	-
Railway and road from Kashgar to Afghanistan via Badakhshan (Tajikistan).	2010	-	-
Corridor 6 on the initiative of MOMIH and ADB	1997	+	+
"Kashgar - Gwadar" economic corridor	End of 1990	+	+,-
Iran			
"North-South" railway corridor	2000	2009	+
transport corridor "Uzen - Qizil qiya - Bereket - Etrek - Gorgan"	2007	2009	+
Kazakhstan - Turkmenistan-Iran		2014	+
Russia			
Development of trans-Asian direction	End of 1990	+	+
"Russia - Kazakhstan - Kyrgyzstan - Tajikistan" railway	2013	-	-
Afghanistan (Tajikistan)			
Dushanbe-Ashkhabad railway through the territory of Afghanistan	2013	-	-
USA (India)			
New Silk Road	2011	-	-
EU			
TRASEKA (Europe - Caucasus-Central Asia)	1993	-	-

Note: * 2009 / +/- the year of the completion of the construction work continues, stopped;

** +/- commodity price availability yes / no.

Also, in 2004, the Tashguzar-Dehqonabad railway, and in 2005 the Boysun-Kumkurgan railway sections were opened for train service. The Tashguzar-Boysun-Kumkurgan railway, commissioned in August 2007, is of strategic importance for the region as part of the establishment of a single railway system in the country. The importance of this railway for our country was described by the first President of Uzbekistan as follows: "For us, this railway is not only a transport core of strategic importance, but also serves as the main factor that creates conditions for the stable economic development of the southern Kashkadarya and Surkhandarya regions of our country. at the same time, it is inevitable that it will play a major role in ensuring the employment of the population and improving its well-being"

The sixth stage (2000-2011) is the period of diversification of transport projects of regional countries (the beginning of regional disintegration). In 2001, Uzbekistan began the construction of the 223-km Tashguzar-Boysun-Kumkurgan railway network, which bypasses Turkmenistan. This route connected the central regions with the southern Surkhandarya region through the Hisar mountains and brought the railway line to the city of Termiz. With this, Uzbekistan prepared to connect its railway infrastructure with Afghanistan's first 75 km railway. In 2011, this road connected Khairaton port with Mazari-Sharif. This route is considered to be one of the most important routes to South Asia in the future. In 2011, the PRC financed the construction of a railway and a parallel highway from Kashgar to the port of Gwadar (Pakistan).

This route can be considered as the eastern part of the Central Asian transport network. Because the "China-Kyrgyzstan-Uzbekistan" railway project, which has been promoted since 1998, allows connecting the regional transport system with this network.

The seventh stage (2011-2017) is the development of disintegration in the region. In recent years, the countries of Central Asia have been promoting projects that are against the interests of some countries of the region. These actions lead to the weakening of cooperation in the field of transport between the countries of the region. Such projects include "Turkmenistan-Afghanistan-Tajikistan" and "PRC-Kyrgyzstan-Tajikistan-Afghanistan-Iran" railway projects. These initiatives are projects that geographically bypass Uzbekistan, and their implementation may have a negative impact on the republic's transit capabilities. Also, the "RF-Kazakhstan-Kyrgyzstan-Tajikistan" railway project, which is planned within the framework of the CIS, is being formed as a new route connecting the north and the south. This route also bypasses Uzbekistan and is not in the country's interests.

The eighth stage (from 2017 to the present) is the period of warming of cooperation in the field of transport between the countries of the region. The beginning of this period is related to the reforms carried out in the foreign policy of Uzbekistan, in particular, it is explained by the initiatives put forward by the President of the country Sh. Mirziyoyev during his visit to the neighboring countries and the agreements reached based on them.

The development of the regional transport system has wavy trends, and the specific aspects of each stage can be observed (Table 2).

Table 2: Specificity of the development stages of the Central Asian transport system

No	Steps	Brief description of the stage
	<i>The first stage (the period from the 2nd century BC to the 16th century AD)</i>	- Formation and development of the "Great Silk Road".
	<i>The second stage (the period from the 16th century to the 19th century)</i>	- The period of decline of the importance of the "Great Silk Road".
	<i>The third stage (the period from the 19th century to the 20th century)</i>	Projects related to Tsarist Russia (initial regional integration in the field of transport)
	<i>The fourth stage (1917-1990)</i>	The development of transport projects in the northern direction (the period of development of regional integration in the field of transport)
	<i>The fifth stage (1990-2000)</i>	Global transport projects in the Central Asian region
	<i>Sixth stage (2000-2011)</i>	period of diversification of transport projects of regional countries (beginning of regional transport disintegration)
	<i>Seventh stage (2011-2017)</i>	The development of disintegration in the region
	<i>The eighth stage (from 2017 to the present)</i>	The period of warming of cooperation in the field of transport between the countries of the region

In particular, the 1st stage is characterized by the emergence and development of the first transport corridors in Central Asia. In the 2nd stage, the decline of the importance of the Great Silk Road and the crisis of transport links were observed as a result of the inter-khanate war in Central Asia. In the 3rd stage, as a result of the implementation of transport projects in the Central Asian region by Tsarist Russia, the initial transport integration processes were formed in the region. In the 4th stage, it is distinguished by the implementation of transport projects mainly in the northern direction by the former Union. At this stage, a unified transport system of the region was formed. But the main transport corridors were directed to Russia, and all transport projects were aimed at transporting the region's natural resources. In the 5th stage, as a result of the emergence of independent states in Central Asia and their efforts to integrate with the international community, the process of implementing global transport projects began. At the 6th stage, when the transport projects of individual countries were periodized, the uniqueness of each stage was revealed. In particular, in the first stage, the role of the Great Silk Road was important for Central Asia, and later, by the 20th century, there were efforts to restore this road. But in the last

stages, the projects planned to bypass the countries are playing a negative role from the point of view of the interests of Uzbekistan.

Today, the current problem in regional transport communications is the lack of a common vision of what the interaction model should look like. Some experts note that it is necessary to work only based on the transport capabilities of the "locomotive" countries, while another group of experts emphasizes that each country of the region should work independently in the development of the transport system, but without conflicting with regional interests.

3. ANALYSIS FOR REGIONAL TRANSPORT SYSTEM

Based on the above analysis, it should be noted that the regional transport system has fulfilled a specific purpose at each stage, and therefore it can be considered as a separate system. For example, in the 4th stage, it can be seen that the transport system of the region is relatively well integrated and focused on one goal (although this goal does not fully correspond to the economic interests of the countries of the region). Today's regional transport system can be described as a poorly integrated and inefficiently managed transport system. In turn, this system does not meet modern requirements, is not directed to a single goal and cannot provide the expected result.

One of the main factors that have a positive effect on integration in the field of transport is interstate trade relations. However, despite the great potential for the development of interstate economic cooperation in the region, in recent years (2010-2017), negative development trends of trade relations between the states of the region have been observed (Table 3).

Table 3: The share of the countries of the region in the total foreign trade turnover of the Central Asian countries

	Percentage of States (%)		
	2000 year	2010 year	2017 year
Kazakhstan	2.7	2.7	2.7
Kyrgyzstan	27	26	22
Tajikistan	30	10.3	16.3
Turkmenistan	3.1	5.6	3.5
Uzbekistan	16.3	12	10
TOTAL	15.8	11.3	10.9

This table shows that the mutual trade turnover has increased over the past years, but the share of Central Asian countries in the foreign trade of most countries is decreasing. In particular, in 2015, compared to 2000, the share of the volume of mutual trade in the external turnover of the countries of the region decreased from 15.8% to 13.4%. [1]

Currently, the level of dependence of Kyrgyzstan, Tajikistan and Uzbekistan on the Central Asian countries can be assessed relatively high in trade and economic relations, but the tendency of this indicator to decrease is observed in these countries as well.

In Table 1.3, it can be seen that the volume of mutual export is only 8.2% of the gross export of the countries of the region, and the volume of mutual import is 5.2%. For comparison: these indicators are 55-60% in the European Union. Of course, the development and integration of the transport system in the region has a positive effect on the development of economic relations.

The lack of development of internal trade in the region is directly related to mutual transport connections. That is, today the level of use of mutual transport services of the Central Asian countries is not equally distributed. In turn, due to the limitations of the railways, which are considered the most efficient in terms of cost and time, the transport system of Kyrgyzstan and Tajikistan hardly participates in internal trade (Table 4).

As can be seen from the table, the level of direct dependence of the international transport of some countries of the region on other countries of the region is high, while in others it is low. For example, Kazakhstan is relatively highly dependent on the transport system of Uzbekistan in the region. It should be said that if the Kazakhstan-Turkmenistan-Iran railway develops, this indicator may change in favor of Turkmenistan. Tajikistan is obliged to carry out transportation only through Uzbekistan.

Table 4

Kazakhstan		Uzbekistan		Kyrgyzstan		Tajikistan	
Russia	69%	Kazakhstan	35%	Kazakhstan	49%	Uzbekistan	100%
Uzbekistan	20%	Tajikistan	31%	Uzbekistan	51%		
Kyrgyzstan	6%	Turkmenistan	16%				
China	4%	Afghanistan	16%				
Turkmenistan	1%	Kyrgyzstan	2%				

In addition, the historical interdependence of the mutual transport systems of the Central Asian countries, as well as the large transit potential of the region are the main factors of the development of the regional transport system and mutual integration in this regard.

In 2015-2017, the share of border countries in international cargo transported through the territory of Uzbekistan has an unstable trend (Table 5).

Table 5: The share of border countries in international cargo transported through the territory of Uzbekistan (2015-2017 years, %)

	Kazakhstan		Turkmenistan		Kyrgyzstan		Tajikistan		Afghanistan	
	Auto	Railway	Auto	Railway	Auto	Railway	Auto	Railway	Auto	Railway
2015										
2016										
2017										

Today, the countries of Central Asia have transport connections with each other in the directions listed in Table 6.

Table 6: Interdependence in the implementation of international transportation by Central Asian countries

Uzbekistan			
Western direction	South direction	North direction	East direction
- through Turkmenistan to Europe through Iran, the Caucasus or Turkey; - To Europe through the countries of Kazakhstan and Russia	-Turkmenistan and (in the future through Afghanistan and Pakistan) to the Persian Gulf and Arab countries and to the ports of Pakistan; - Turkmenistan, Iran, India, Asia and the Pacific Ocean	- Through Kazakhstan to Russia, the Baltic states and Europe	- through Kazakhstan to China, Korea and Japan; - Through Kyrgyzstan to China (project)
Kazakhstan			
- via Russia to the Baltic countries and Europe; - Through the Caspian Sea to the Caucasus countries and Europe.	- via Uzbekistan to Tajikistan, Turkmenistan, Afghanistan and the ports of Iran and Pakistan; -Through the Caspian Sea to Iran, the Persian Gulf.	- to European countries through Russia.	- to Asian and Pacific countries through Russia; -Through China to South-East Asian and Pacific countries
Kyrgyzstan			
- via Uzbekistan to Turkmenistan, Iran, the Persian Gulf; - Through Kazakhstan to the Caspian Sea and Caucasus countries	- via Uzbekistan to the ports of Afghanistan and Pakistan; -To India and seaports via China	- Russia and European countries through Kazakhstan.	- through China to Asia and the Pacific Ocean; -Through Tajikistan to Southeast Asia and the Pacific Ocean.
Turkmenistan			
- through the Caspian Sea to the Caucasus and Europe; -Arab countries through Iran.	-Through Iran to the Persian Gulf and Arab countries.	- to Kazakhstan and Europe through Uzbekistan; -To Europe through Kazakhstan.	- to China and Asian countries through Uzbekistan; - Through Kazakhstan to China.
Tajikistan			
- Through Uzbekistan to Turkmenistan, Iran, Turkey and Europe.	-Afghanistan to the ports of Pakistan.	- via Uzbekistan to Kazakhstan and Russia.	-Through China to Asian and Pacific countries.

The attempts of the countries of the region to launch the corridors that bypass each other have a direct negative impact on the level of interdependence of the transport systems of the region. In particular, the countries were

highly connected in 1990-2000, and as a result of the transport projects implemented in 2001-2017, this indicator fell to a medium level (Table 7).

Table 7: Comparative analysis of the trend of changes in the level of interdependence in the transport sector of Central Asian countries

Periods		
Until 2000	Until 2020	Until 2025
Dependence of Uzbekistan on Tajikistan		
High	Medium	Low
Dependence of Tajikistan on Uzbekistan		
High	High	High
Dependence of Uzbekistan on Kyrgyzstan		
Low	Low	Medium
Dependence of Kyrgyzstan on Uzbekistan		
Medium	Medium	Top
Dependence of Uzbekistan on Kazakhstan		
High	High	Medium
Dependence of Kazakhstan on Uzbekistan		
High	Medium	low
Dependence of Uzbekistan on Turkmenistan		
High	Medium	Medium
Dependence of Turkmenistan on Uzbekistan		
High	Medium	Low
Dependence of Kyrgyzstan on Kazakhstan		
High	High	Medium
Dependence of Kazakhstan on Kyrgyzstan, Tajikistan		
Low	Low	Low
Dependence of Kazakhstan on Turkmenistan		
High	Medium	Medium
Dependence of Turkmenistan on Kazakhstan		
Medium	Medium	Medium
Dependence of Tajikistan on Kazakhstan		
High	High	High
Dependence of Tajikistan on Kyrgyzstan		
Low	Low	Low
Dependence of Tajikistan on Turkmenistan		
High	High	High
Dependence of Kyrgyzstan on Turkmenistan		
Medium	Medium	Medium
Dependence of Kyrgyzstan on Tajikistan		
Low	Low	Low
Dependence of Turkmenistan on Kyrgyzstan, Tajikistan		
Low	Low	Low

In particular, it can be seen that Kazakhstan and Turkmenistan have completely reduced their dependence on the transport system of other countries of the region. Also, the launch of the "Angren-Pop" railway has reduced the dependence of Uzbekistan on the transport communications of neighboring countries for domestic transportation by railway. In addition, the optimistic implementation of the planned transport projects can be the basis for forecasting that this trend will continue in the near and medium term. Taking into account the existing objective conditions, it should be noted that there are no drastic changes in the level of dependence of only Kyrgyzstan and Tajikistan. In addition, the existence of enclave regions is the main factor in maintaining the high level of dependence of the transport systems of the countries of Uzbekistan, Kyrgyzstan and Tajikistan.[2]

In order to determine the integral level of the regional countries' dependence in the field of transport, the following indices were set: 1 for high dependence, average dependence-0.5, low dependence-0.

The results of the analysis based on this methodology showed that the degree of dependence of Kazakhstan and Turkmenistan is quite low, and in this regard, the degree of dependence of Uzbekistan has decreased relatively (with the launch of the Angren-Pop railway) (Table 1.8).

It can be predicted that there is a possibility of relatively easing this dependence in the future in Kyrgyzstan (in the case of the completion of the Uzbekistan-Kyrgyzstan-China railway), and that a high level of dependence will remain in Tajikistan (taking into account that the projects promoted by Tajikistan are not promising).

Table 8: The level of integrated transport dependence of the countries of the region and its changing trends in recent decades and in the near future

States	Index of interdependence of countries in different periods		
	until 2000	until 2020	until 2025
Kazakhstan	2	1.5	1
Turkmenistan	1.5	1	0.5
Uzbekistan	3	2	2
Kyrgyzstan	2	2	1.5
Tajikistan	3	3	3.5

As can be seen from the table, the level of interdependence of Central Asian countries has decreased in almost all countries (Tajikistan is an exception). This downward trend is related to the launch of alternative corridors that bypass each other, and in this regard, Turkmenistan has the lowest indicator - 0.5, Kazakhstan - 1.

In turn, it is worth saying that these alternative corridors can lead to the diversification of routes to sea routes, increase competition and increase the volume of transit cargo passing through the region in the future.[3]

At the same time, such policies of states can cause mutual conflicts, disagreements and lead to disintegration, that is, it can be observed that the factors that should create conditions for economic integration (trade relations, enclaves, interdependence of transport communications, etc.) have the opposite effect.

4. GENERAL DESCRIPTION OF THE TRANSPORT SYSTEM OF CENTRAL ASIAN COUNTRIES

Central Asia is one of the regions that has its place on the world map, its area is 4 billion km² and its population is more than 60 million people. The region is historically located in a geostrategic area where land transport routes intersect, and has direct access to major macro-regions such as Southeast and South Asia, the Middle and Middle East, the Caucasus, the Russian Federation, and the European Union, while serving as a kind of natural bridge between them. is coming

On the other hand, the region does not have direct access to sea routes, and this factor is to some extent an incentive for the further development of railways and highways by the Central Asian countries.

Experts say that in the new century, the development of the world economy, the flow of products and services is mainly formed in the USA-Europe-South-East Asia regions, named as the "triangle". Export-import relations between the countries of this "triangle" are carried out mainly in two directions - by sea and by land. Although sea routes are cheap and convenient, they take longer than land routes. The importance of land routes in the flow of goods and services between the countries of Europe and South-East Asia, which are currently emerging as the main world trade center, is increasing. One of the main factors determining the transport potential of the region is the increase in the demand for the transport corridors of the Central Asian countries in the transportation between these countries.[5]

The transport sector of Central Asia plays the role of a "locomotive" in terms of economic development and social security in the region, that is, those employed in this sector make up 2-5% of the total working population of the region and 3-9% of the total GDP of the countries of the region.

Today, the countries of Central Asia are participating in the process of transport-transit international cargo and passenger transportation in the following directions:

- Traditional railway and road system passing through the territory of the Russian Federation;
- Trans-Caspian railway and highway transport-transit corridor;
- The system of railways and highways passing through the territory of the Islamic Republic of Iran;
- A system of railways and highways passing through the territory of the People's Republic of China in the eastern direction;
- A system of railways and roads running south through the territory of the People's Republic of China, Pakistan and India.

The total length of railways in Central Asian countries is more than 22 thousand km. The length of public highways in the region is about 190,000 km, of which 66,000 km are highways, in particular, 27,000 km are used for main international transportation. The length of public railways in the region is more than 23,500 km, of which 5,500 km (23%) are electrified (only Kazakhstan and Uzbekistan have electrified tracks). Every year more than 3.5 billion tons of cargo are transported in railway and road transport communications of the Central Asian countries.

According to experts' forecasts, if the planned transport corridors are fully operational, by 2030 the total amount of cargo transported through the countries of the region will be 176 billion dollars.

At the same time, the specific aspects of the transport system of Central Asian countries can be explained as follows:

diversification of transport corridors, that is, in recent years, the launch and design of new alternative corridors in the southern, western and eastern directions;

in annual containerization of cargo transportation;

the difference in some technical standards, i.e. the difference of the railway track width standard from the standard of other regions;

is the establishment of a system of logistics centers and terminals. At the moment, there are more than 100 logistics centers and specialized transshipment terminals in the region, which are able to store or transship 350-400 million tons of cargo.

It is known that the transport system of Central Asia differs from the transport system of some neighboring regions not only from a legal point of view (national laws regulating passenger and cargo transportation), but also from the technical point of view of existing transport communications. For this reason, in order to carry out the transcontinental transportation process, first of all, the demand for the activity of terminals and logistics centers, that is, cargo reloading centers and storage warehouses, increases. However, at a time when land transport routes formed through Central Asia are becoming more important in the process of cargo transportation between the European and Asian macroregions, the potential of existing logistics centers in the region is limited.[4]

For example, due to the differences in existing technical standards between the Central Asian and Chinese railways, cargo from South-East Asia to the Dutch port of Lianyungan or the Russian port of Nakhodka is reloaded using the Alashankau railway terminals.

The transport system of Central Asia is a set of national transport systems of the countries of the region of the Republic of Uzbekistan differs from that of other neighboring countries. In 2018, a single Ministry of Transport was established in Uzbekistan, in addition, the management of each type of transport network, policy in this field is entrusted to the respective joint-stock companies and committees. For example, the railway sector is regulated by the joint-stock company "Uzbekistan Railways", and the road transport sector is regulated by the Agency of Road and River Transport of Uzbekistan and the State Committee of Highways.

The main tasks of the agency are the development of regulatory legal documents on the organization and improvement of road transport, the development of the concept of the national program for the development of road transport, the formation and implementation of a unified investment, scientific, technical and social policy in the field of road transport, the formation of the market for road transport services. and cooperation in development; protection of the rights and interests of carriers and customers, organization of training and upgrading of personnel in the field of road transport, implementation of international cooperation in the field of road transport.

The State Committee of Highways of the Republic of Uzbekistan carries out a uniform technical policy in the field of highways, implements control over the quality of construction, reconstruction, repair and maintenance of highways, introduces innovative technologies and modern standards in the field of design, construction, reconstruction, repair and maintenance of highways. engages in activities such as

Transport is of great importance in the economy of Uzbekistan, accounting for 9% of the GDP.

The total length of the country's railways is 4303 km, of which 1353.5 are electrified. Currently, the country's railway transport fully meets the domestic needs of the national economy in the transportation of goods and passengers.

The cargo turnover of railway transport of Uzbekistan is 66% of the cargo turnover of all transport types in the republic (except pipeline transport) and 80% of export-import cargo. Today, on average, 70 million tons are transported annually on the railways of Uzbekistan, of which 24 million tons (35%) are export-import and transit cargo. It should be said that in recent years, the volume of transit transported through Uzbekistan has a tendency to decrease, and the average volume of transit cargo transportation by railway is about 7.1 million tons in a year. The indicator of passenger transportation is 21.1 million people. Since 2016, a unified railway system has been launched in Uzbekistan, that is, the launch of the "Angren-Pop" railway, which connects the Fergana Valley with other regions of the country, is expected to serve not only for domestic transportation, but also as a motivating factor for increasing the transit capabilities of Uzbekistan in the future.[6]

Road transport is one of the important elements of the national transport system of Uzbekistan, its total length is 184 thousand km. 42,676 km of existing highways in the republic are public highways, so 3,981 km are roads of international importance. Currently, there are 35 logistics centers serving transit cargo across the republic, which provide the opportunity to process, load, store and service more than 70 million tons of cargo every year. Today, 76% of domestic transportation and 6-7% of transit cargo transportation in the country is accounted for by road transport. Annually, on average, about 1.5 billion tons of cargo (of which 2.2 million tons are international cargoes) and 7.8 billion tons. A passenger is being transported.

of the Republic of Kazakhstan has been transferred to the authority of the Ministry of Development and Investments of the Republic of Kazakhstan, and the following 4 committees under the Ministry are competent

bodies in the field of transport: Transport Control Committee, Transport Control Committee, Transport and Communication Roads Committee, Civil Aviation Committee, Highways Committee.[7]

Transport is of great importance in the country's economy, accounting for 8% of GDP.

The total length of railways in Kazakhstan is 14,500 km, of which 4,216,000 km are electrified. On average, more than 14 million passengers and more than 330 million tons of cargo are transported on the country's railways per year.

The country's railways are connected with the outside world mainly in three directions, namely through Azerbaijan (Aktau-Port-Boku), through Russia (Aktau-Port-Makhachkala), and through Turkmenistan (Aktau-Port-Turkmanbashi). The volume of cargo transported on railways is about 240 billion tons/km.

Road transport, which is considered an important element of Kazakhstan's transport system, is of great importance in determining the transit potential of the country. The total length of existing highways in Kazakhstan is 128,300 km, of which 97,400 km are public roads, in particular 23,500 km are national roads, 13,300 km are international roads, and the remaining 62 7 thousand km are roads of local importance. On these roads, 1667 million tons of cargo and more than 18 billion passengers are transported annually.

The state of wear and tear of the country's highways is 33%, which has a negative impact on the cargo transportation process. Today, 62% of the internal cargo transportation carried out in road transport of the Republic of Kazakhstan is accounted for by road transport.

in the Kyrgyz Republic is managed by the Ministry of Transport and Roads and conducts policy in this area. This ministry includes a number of branch offices and enterprises, including automobile, water transport, and the state enterprise "Kyrgyz Temir Jolu". Transport is important in the country's economy, accounting for 4% of GDP.

The total length of the country's railways is 424.6 km and consists of two parts that are not connected to each other: 323.4 km in the north, 101.2 km in the southern regions. There are two railways connecting the country with the outside world, one of which leads north through Kazakhstan, and the other can lead south through Uzbekistan.

The share of railways is 5.5% of the total internal cargo transportation in the republic, in particular, in 2019, 34,209,000 tons of cargo and 756,584,000 passengers were transported by this type of transport.

Road transport is the only transport communication that supports the economy in Kyrgyzstan, connects the northern and southern parts of the country, and now its total length is 34 thousand km, of which 18,810 thousand km are public roads, and 4,163 thousand km are international roads. 95% of the total cargo transportation and 97% of the passenger transportation carried out in the republic are accounted for by this transport. On average, 30 million tons of cargo and 630 million passengers are transported by road transport in one year. The geographical location of Kyrgyzstan is complex, and the main part of the country's territory is mountainous. High mountains separate the transport systems of the southern and northern parts of the republic, which were formed separately from each other. Transport communications in the country work seasonally. In winter, traffic jams on highways connecting the northern and southern parts of the country have a serious impact on the country's economy.

As shown in the diagram, the description of the regional transport system as an inefficient system does not give the expected result (uncompetitiveness of the transport services, which are shown to have a share of only 1% in Europe-Asia transport, etc.) h.zo) and the lack of formation of the legal framework is explained by the lack of multilateral regulation of the existing mechanism.

5. CONCLUSIONS

As any system has its own purpose, the main goal expected from the Central Asian transport system is to increase the regional transit opportunities, improve transport and trade relations between the countries of the region. In order to achieve this goal, it is necessary to improve the regional transport system regulation mechanism, and in turn, for the effective operation of this mechanism, it is necessary to harmonize the national and regional interests of the states in the field of transport.

REFERENCES

- [1] Uzbekistan - Kyrgyzstan - China" railway is fully and successfully launched.
- [2] As a result of the development of the "Kazakhstan - Turkmenistan - Iran" corridor.
- [3] Western Europe - Western China" automobile corridor is fully operational.
- [4] In the long term, when stability is established in Afghanistan and the "Trans-Afghan Transport Corridor" is fully completed (taking into account that only 10% of the railway has been completed in the Afghan section of the project (Termiz-Mazari Sharif), it can be assumed that this situation will last for at least another 10 years from 2020).
- [5] Transport potential of Central Asia: prospective projects and development, " Uzbekistan-Central Asia ", October, 2007.
- [6] It was calculated by the author based on the information from the official websites of Central Asian countries.

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