



PROSPECTS OF DEVELOPMENT OF TRANSPORT INFRASTRUCTURE IN UZBEKISTAN

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Received: 20 th January 2022	The article discusses the current state and prospects for the development of transport infrastructure. The history of their emergence, its integration into international transport communications, foreign trade and transit cargo transportation, modernization of transport routes and the development of effective international routes for increasing transit potential.
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INTRODUCTION

To date, the role and relevance of transport infrastructure in ensuring socio-economic development in our country is increasingly manifested, and many measures are being taken to develop it. The geostrategic position of Uzbekistan determines its role in the development of the logistics potential of the region together with the countries of Central Asia and Afghanistan. The main geographical feature of the countries of Central Asia is that they do not have direct access to the World Ocean. This feature affects all spheres of life of the countries of the region - economy, national security and foreign policy. This is the main country with a central geostrategic position and one of the largest markets is the Republic of Uzbekistan. Also, this situation predetermines its very important role in the trade flows that pass through Central Asia. The practice of doing business in all developed countries shows that logistics plays a strategically important role in the organization of trade flows. To date, the elements of material and technical support for the transportation of commodities and trade in Uzbekistan are still relatively slow compared to the introduction of modern methods and technical means of logistics in the Republic. Therefore, the study of the logistics potential of Uzbekistan is a very relevant topic [1].

MATERIAL AND METHODS

With the development of the world transport infrastructure, the concept, the emergence of container terminals and the formation of more complex transport chains, the transport infrastructure is slightly changing, which leads to the harmonization of services with the participation of the types of transport [2-4].

In Central Asia, the car transport occupies a special place with its elasticity and efficiency, connects the countries that have not reached the sea with the ways of drought transports. Motor vehicles are a link between other types of transport, which is the beginning and end of any motor vehicle. Automotive parts increases market delivery and distribution opportunities, regional economic integration and global competitiveness.

RESULTS

Currently, there is a steady increase in cargo transportation by 6-7 per cent per year in Uzbekistan. Approximately 27 million tons - this is the average annual volume of international shipping, including exports 4-4, 3 million tons, while imports are 13-13, 3 million tons [5]. The largest amount of transit cargo in the total volume of transit cargo belongs to Kazakhstan and it is 32 percent. By the Russian Federation-31% , and Iran-13,8%. consisting of [6].

It is worth noting that Uzbekistan is using the main transport corridors under consideration, which carry out the transportation of foreign trade cargo efficiently, and in order to increase cargo transportation, it is necessary to develop their infrastructure. Therefore, in order to increase the volume of international cargo transportation and attract new transit cargo flows through the territory of Uzbekistan, it is necessary to continue active work on improving the quality of services provided by transport and logistics companies of the Republic.

Transport corridors are distinguished by a variety of physical and economic indicators, for example, length, and delivery time and, most importantly, transportation costs. In addition, the cost of transportation, as well as the foreign trade price of the tokens, is one of the important elements. Therefore, the main foreign trade partners are determined mainly by their geographic location. Obviously, the consumer will receive transportation costs during transportation, which is cheaper than imported by the state, which is far from the country, which can account for about 70%, which does not make the market attractive for the sale of this product. Therefore, the choice of the main foreign trade

partners is largely due to the geographical location of the countries participating in foreign economic activities. Thus, the main foreign trade partners for Uzbekistan are the countries of the army, for example, China-24%, Kazakhstan-16%, Russia-14% and Turkey-13%, where Uzbekistan exports 67% of its products [7].

DISCUSSION

Along with the active foreign trade activity of Uzbekistan, the strategic guidelines for the development of the Republic provide for the implementation of international and regional transit through one of the important national resources - internal transport communications. Taking into account the geographical location of our country, which gives the opportunity to transport the shortest cargo and passengers in all directions, the Republic is called upon to play the role of a geopolitical bridge in the relations between the countries of the region.

Uzbekistan is also participating in the largest project on the construction of the high-speed Silk Road Economic Belt Railway, which connects China's Urumchi and Tehran. The new railway connects the capital of Xinjiang-Uighur Autonomous Region with Urumchi, the capital of China Yining, Almaty of Qozog'istan, Bishkek of Kyrgyzstan, Tashkent and Samarkand of Uzbekistan, Ashgabat of Turkmenistan and Tehran of Iran.

The project will complement the existing railway network connected with Moscow in Central Asia and will also provide a large volume of trade with Uzbekistan. Admittedly, despite a number of unresolved problems and issues in this area, the country still has enough potential to implement the planned plans. For example, now Uzbekistan has the highest highway network density in Central Asia-41 km per 100 sq km. For comparison, this figure is 19,4 km to 100 sq km in Tajikistan, 17 km to 100 sq km in Kyrgyzstan, 4,7 km to 100 sq km in Kyrgyzstan [8].

To date, Uzbekistan has a sufficiently developed railway infrastructure that connects all regions of the country with each other. A number of projects for the development of railway and air transport in the Republic have been implemented, with a total length of more than 1.5 billion dollars, 695 km of highways built and reconstructed. We can say that one of the largest implemented projects is the construction of an electrified railway line Angren-Pop with a length of 124,4 km. The fact that such a transport infrastructure provides access to the Railways of all the countries of the army through Uzbekistan has greatly contributed to the growth of the country's transit potential, and this project has attracted the attention not only of the countries of the army, but also of the far and Near East. In addition, Navoi-Uchkuduk-Sultanuizdog-Nukus (341 km), Tashguzar-Boysun-Kumkurgan (223 km) railway lines were built in local directions, high - speed train between Tashkent, Samarkand and Karshi (484 km) and Samarkand-Bukhara (239 km) were set off.

CONCLUSION

In conclusion, we can say that Uzbekistan does not go out into the sea, and even its troops do not have the opportunity to go directly to the sea. On the other hand, like the whole of Central Asia in general, Uzbekistan is located at the intersection of all nodular dry-land corridors in Eurasia, which connect the East and West. While Kazakhstan has created wide opportunities for Europe-oriented Northern routes and has become the main link between China's "Belt and Road" initiative, Uzbekistan is trying to take advantage of its advantages and become a regional transport hub on its southern borders due to its proximity to Afghanistan.

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Thus, now Uzbekistan has all the opportunities to become the main transport and logistics center of the countries of Central Asia.

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