

# WAYS TO DEVELOP INTERNATIONAL TRANSPORTATION IN THE REPUBLIC OF UZBEKISTAN

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**ABSTRACT--***The relevance of the study lies in the fact that the Republic's foreign economic relations depend on the development of international transport corridors, increasing the efficiency of international routes, and increasing export-import operations. The purpose and objectives of the study are to identify the features of the development of multimodal routes, the identification of optimal transport corridors. The subject of the study is the study of transport corridors by expanding international freight traffic. The research methodology is based on the application of comparative sampling methods, economic-analytical and export methods.*

**Keywords--** *develop international transportation in the Republic of Uzbekistan*

## I. INTRODUCTION

In recent years, extensive work has been carried out in our country to integrate into international transport corridors, to link the valley and oasis at the local level. These measures will lead to the development of both local and international shipping, as well as improved service in the railway services market.

Further development of the railway network in 2016 will be the key to ensuring the electrification of the Samarkand-Bukhara railway section and the continued electrification of the Karshi-Termez section. Completion of the construction of the 19-kilometer tunnel through the Kamchik Pass and the commencement of the Angren-Pap railroad were undoubtedly an important event of the year.

The commissioning of the road will allow rail and freight transportation between Ferghana Valley and other regions of the country.

International globalization is gaining new dimensions and quality parameters in the world, especially in transport. Such a process requires an assessment of the state, interactions and interests of all countries. This means that the development of the international trade system, as well as transport, will be an important factor for effective economic development. In recent years, the prospects for the development of cargo transported through the international transport corridors have become very important, as this issue has been recognized as a continental priority in the future.

The strategy for the development of rail transport in the Republic of Uzbekistan until 2030 is of great importance to the transit and international transport corridors, with the potential to be integrated into international transport systems. This strategy demonstrates the need for upgrading, upgrading, improving the quality of service, revising tariffs, and replenishing the locomotive fleet with modern electric and diesel locomotives in the

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implementation of freight traffic. It should be noted that today the locomotive fleet comprises 70% of locomotives, which provides high tariffs. Also, research shows that international freight traffic has nearly halved in recent years. This requires research in this area, identification of existing shortcomings and problems, and development of scientifically grounded proposals to address them.

The object of the study is the activity of JSC “Uzbekiston temir yullari” on international transportation. Large-scale work on accelerating the development of the economy, active attraction of foreign investments for the implementation of large-scale infrastructure projects, construction of modern hi-tech production facilities is underway in our country. Effective operation of the railway transport of the Republic of Uzbekistan plays an important role in the economic system of the Republic of Uzbekistan in the modernization, transition to innovative development and creation of conditions for sustainable growth of the national economy. Along with the prospects for socio-economic development and the satisfaction of citizens' needs for transportation, the creation of conditions for improving the socio-economic development of the regions depends on the condition and quality of rail transport.

In addition, the process of globalization and changes in the traditional world economic relations make the Republic of Uzbekistan a reasonable use of the potential of its unique economic and geographical position. Effective implementation of the country's transit potential will provide the economic benefit of participating in international transport activities.

Uzbekistan is an integral part of Eurasia in its geographical location, and the railway network is the largest transportation and logistics society of national importance.

Uzbekistan Railways together with other transport networks will meet the needs of the population. At the same time, rail transport is the leading element of the transport system, its share in passenger and freight transportation accounts for more than 43% of the country's transport.

The status of rail transport is determined by the ability to carry out regular traffic throughout the year, to carry the bulk of freight traffic and to ensure the movement of labor resources. The special importance of rail transport is also determined by long distances and heavy cargo transportation.

Strategy of action of the Republic of Uzbekistan on five priority directions of development for 2017-2020, approved by the Decree of the President of the Republic of Uzbekistan No. UP-4947 dated February 7, 2017, creation of conditions for radical improvement of effectiveness of reforms, comprehensive and accelerated development of the state and society, is a key document in the implementation of the country's modernization priorities.

The purpose of the strategy is to create conditions for sustainable socio-economic development of the Republic of Uzbekistan, increase the level of population mobility and product flow, strengthen economic sovereignty, reduce overall transportation costs of the economy, improve the competitiveness of the national economy, and promote progressive and innovative development of rail transport. and in combination with the development of other sectors of the economy it combines transport and country regions. An analysis of the current state of railway transportation in Uzbekistan and its development trends and sustainability are related to a number of issues.

The need for a systematic review of international shipping activities (for example, Uzbekistan Railways) is a requirement of time.

In our opinion, the following tasks are important in achieving this goal:

- study of the role of rail transport in international economic relations;
- highlighting the role and specifics of the railway network of Uzbekistan in the development of the national economy;
- study of international experience of international multimodal transport management;
- Analysis of export-import and  
ugh Central Asian railway corridors;
- justification of transit routes develtransit freight transported by Uzbekistan Railways;
- analysis of transit transportation throopment through international transport corridors of the Republic of Uzbekistan;
- development of scientific proposals and practical recommendations aimed at improving the economic efficiency of the formation of competitive corridors.
- It is recommended to introduce systems and devices to improve the safety of vehicles, to improve transportation technology to ensure the safety of cargo and reduce the delivery period;
- scientifically substantiated the need to increase the capacity of the Uzbek Railways to carry and operate the main international routes;
- It is recommended to introduce an automated transportation control system, which will modernize the railway infrastructure and improve the speed and quality of transportation;
- It is proposed to introduce information on transportation, electronic document exchange and electronic registration with the use of consignors on international transport corridors;
- It is recommended to improve the tariff policy in the field of foreign trade aimed at increasing its flexibility;
- There is a scientific justification for the need for intensification of cooperation with foreign railways and transport companies in the development of transportation on certain directions of international transport corridors.

Most of the research has been done by many local and foreign scientists, including research, abstracting, synthesis and synthesis, induction and deduction, statistical analysis, some international issues, and international multimodal and intermodal transportation. was carried out.

One of the foreign scholars who contributed to the study of the international transportation market K.Plujnikov, S.Naumenko, N.Ilovayskiy, A. Kiselev, D.Levin, V.Nikolashkin, V. Galaburda, S. Rezer, N. Tereshina, L. Levitskaya, L. Shkurina, D. Shishkin, L. Shishkina, S. Milovlavskaya and others.

Strengthening political and economic independence of the Republic of Uzbekistan and its active participation in the international community implies the high level of development of transport services. This will require increasing the transport potential, first of all, with the development of high-quality rail transport, which links the country's regions with the economic efficiency of the state as a whole.

The Republic of Uzbekistan occupies an important geostrategic position in the Central Asian region, which ensures the development of the national transport system and its effective integration with the newly created international transit corridors and routes.

Therefore, we need to actively address the issues related to the search for alternative routes that will solve the problem of transporting our foreign economic relations and securing access to the world ocean. To that end, Uzbekistan has been involved in the development of a program to expand trade through the development of transit

cooperation. Within the framework of this program, joint tasks of the Central Asian countries in the sphere of transit transport corridors development are developed. He said that these transport routes would provide them access to the sea ports and help restore the ancient trade route - the Great Silk Road - and this will be another step in the country's integration into the world economy.

The tasks faced by the railroad are to provide technical and technological renewal of production, constant search for internal resources and reserves, implementation of deep structural changes in the economy, modernization and diversification of industry.

These tasks are clearly defined in the concept of development of railway transport until 2030 and include the following:

- development and updating of rail infrastructure of rail transport, increase of efficiency of use of material and non-material resources;
- Providing conditions for the integrity of transport, independence, socio-economic growth and meeting the needs of citizens in transport, the formation of a comfortable and sustainable transport system as an infrastructure system;
- implementation of the transit potential of JSC "Uzbekiston temir yullari" on the integration of rail transport into international transport systems;
- creation of conditions for economic development and increase of labor capacity of workers;
- Reducing total transportation costs, including increasing the efficiency of rail transport;
- improving the quality and safety of transport in accordance with the requirements of the population and the economy and world standards on the basis of technological and technical development of railway transport;
- increasing the investment attractiveness of rail transport;
- ensuring a favorable environment for the rights of citizens of the Republic.

In our opinion, the basis for the implementation of the railway transport is its legal and regulatory framework, which, along with regulating the activities of railways, is enhanced through the study of foreign experience and the application of certain legal norms.

The main legal acts on international transportation include:

- International Cargo Agreement (SMGS).

***The industry-specific legislation is as follows:***

- The Law of the Republic of Uzbekistan "On Railways";
- The Charter of Railways of the Republic of Uzbekistan.

***The following documents play a major role in the main activities of railways:***

- Rules of technical operation of railways of the Republic of Uzbekistan;
- Instruction on train movement and shunting operations on railways and roads of the Republic of Uzbekistan;
- Instructions for Signaling on Uzbekistan Railways.

In addition to these legislative acts, decisions of the President of the Republic of Uzbekistan and Resolutions of the Cabinet of Ministers of the Republic of Uzbekistan have been developed.

A number of documents have been envisaged for the development of the rail transport network, including: Presidential Decree No. PPQ-1446 "On Acceleration of Infrastructure, Transport and Communication Construction in 2011-2015";

Decree No. PP-2313 dated 06.03.2015 "On the Program of development and modernization of engineering and road transport infrastructure for 2015-2019" and "On implementation of measures on ensuring structural transformation, modernization and diversification of production for 2015-2019" Of the President of the Republic of Uzbekistan Order No. PF-4707 and others.

The documents specified the main directions of the sector's development, ways to increase production capacity, qualitative implementation of the needs of the enterprise and population for transportation, renewal of railway lines, improvement and improvement of railway lines, increasing the level of electrification of railways.

Over the past period an independent and unified system of rail transport communications has been established, providing reliable and effective connection to all regions of the country, providing access to international transport networks. At present, the major part of freight and passenger transportation is in the railway sector, and the importance of the sector in the development of our economy is growing.

The role of Uzbekistan railways in the system of international transportation, being an integral part of international transport systems, is rising to a new level.

Located in the region, which has long been the site of the Great Silk Road and many trade routes, the geographically important role of Uzbekistan has created favorable conditions for the regularization of various civilizations and intercultural dialogue and cooperation.

The 346-km Tashguzar-Baysun-Kumkurgan and Angren-Pap railroads are unique facilities in the Central Asian region, and are built in complex mountainous and climatic conditions, with 1,800-meter-high mountain peaks and equipped with modern infrastructure facilities. plays an important role.

Launched in 2016, the electrified railway network Angren-Pop will be an integral and important link in the new international transit system China-Central Asia-Europe, while providing a reliable link to the Ferghana Valley with other regions of the country.

Commissioning of new railways will further develop the economic potential of the northern and southern regions of the country, the complex development of mineral resources, oil and gas, non-ferrous metals, building materials and other raw materials, and most importantly, create new jobs and employ thousands of our compatriots. allows you to

Electrification has been completed at the Marokand-Karshi railway, and the electrification of the Karshi-Termez railway is underway.

Uzbekiston Temir Yollari is paying special attention to the modernization and improvement of the rolling stock with modern, highly efficient locomotives and comfortable wagons, with the purchase of 49 modern electric locomotives and 10 passenger locomotives in recent years. The modernization of the locomotive shows that the scope of work in this area is increasing.

During the years of independence more than \$ 7.5 billion of capital investments, including \$ 2.4 billion of foreign investments, have been channeled to develop railroad communications and infrastructure.

Since its inception, Uzbekistan Railways has increased its freight by 2.1 times, the volume of passenger transportation more than doubled, and the railways has transported 1.4 billion tonnes of cargo, reaching 350 million passengers.

UNT has 75,000 highly skilled engineers and technicians, road workers, machinists, workers, workers of industrial, design and construction enterprises, social infrastructure facilities, and services for the creation of a competitive environment, the creation of a competitive environment for cargo and passenger services. The program on development of railway transport of JSC "Uzbekiston temir yullari" was adopted, aimed at improving the level and quality of rendering.

Uzbekistan Railways maintains close ties with international financial and transport organizations, and is committed to marketing policy for the nearest future, developing the central part of the Great Silk Road in our country, and adhering to the policy of timely technical preparation for increased traffic. The joint-stock company has a developed infrastructure for successful solution of tasks. It has extensive experience in the design, construction, contracting, repair and construction services, and passenger services.

Transport services play a special role in the international commodity exchange. On the one hand, it is a prerequisite for international division of labor, and on the other hand, it acts as an exporter of its products in the international market and provides its own products, namely transport services. Consequently, there are two different approaches to the role of transport in the system of foreign economic relations. In the process of international commodity exchange and international transport relations, they are mutually influenced by each other.

The development of international trade contributes to the development of transport, contributes to the improvement of its technical facilities, in turn, the scientific and technical development of transport contributes to the international commodity exchange with new markets.

1. By changing the geographical location of the population and goods;
2. Increasing the level of satisfaction of the population and entrepreneurship;
3. Transport is a part of economic activity.

Transportation is one of the keys to its logistics functions, with the use of a vehicle with a specific technology chain that includes logistics functions, including freight forwarding, handling, insurance, customs, and other operations.

From the aforementioned considerations, the impact of transport and transport communications on the political and economic state of the country can be summarized as follows.

Impact of transport and transport communications on the economic policy of the state:

- transport communications unite the population of the country and integrate the country with the international community;
- promotes successful business development in the conditions of transport market economy, mobility of millions of people;
- transport activities will create new jobs and generate demand for tens of industries;
- development of transport complex and provision of transport safety in accordance with international requirements - this is an important step towards ensuring environmental security of the country and integrating the state into the global economy;
- the transport system is an important factor in ensuring national security and national security.

It is also important to note that no foreign trade transactions can be imagined without transportation, in any case, it is necessary to deliver the goods from the seller to the customer. Therefore, the level of foreign trade relations with the transport impact on the efficiency of foreign trade. Paulo Agnolussi and David Bonilla, who studied shipping, quoted an article on the importance of elasticity of demand for shipping in the UK. It used two different methods of detection in determining the factors influencing different types of transported loads, such as autoregression and vector correlation methods.

They reviewed the periodicity of their analysis from 1956 to 1998. It studied the cost of goods, tariffs for services, distance to transport, main types of freight, exogenous changes.

According to the price factor, the price elasticity of the transport of tobacco products is higher than that of the chemical and metal products. Because the size and weight of tobacco products do not represent a large share, and the price is higher than the rest for this volume. Therefore, the share of shipping tariffs in product cost is negligible.

Another group of Russian scholars Professor NP Teryoshina and i.f.d. Professor B.M. Lapidus has the following ideas for modern transportation planning in the rail system:

Rail transport planning is very important as it accounts for 80% of total revenue. The transition to a market economy has led to a number of changes in transportation system planning, although no changes in workload have been made through this process. The major change has shifted from the centralized planning system and the method of distribution of goods by type of transport to the principles of marketing, the formation of solvency demand for freight and transport services, and the planning of operations with a clear understanding of the market situation.

Quality of transport services (speed, durability, safety, warranty) directly or indirectly influences the formation of direct commodity prices. You can either raise the cost through a high-end transport service or lower the cost through a low-level service.

The process of delivering goods in international trade includes:

- within the State of export of goods to the state border;
- From border to consumer in the country;
- Transit (via third country).

The emergence and development of economic development of interstate relations is the result of the international division of collective labor. International economic relations are one of the important factors of economic development of the country and its regions. The analysis of foreign trade of the Republic of Uzbekistan for 2015-2018 is presented in Table 1.1.

**Table 1.1:** Foreign trade of the Republic of Uzbekistan for 2015-2018

| Indicators             | <b>2015</b><br>year | %     | <b>2016</b><br>year | %     | <b>2017</b><br>year | %     | <b>2018</b><br>year | %     |
|------------------------|---------------------|-------|---------------------|-------|---------------------|-------|---------------------|-------|
| Foreign trade turnover | 26416,1             | 100,2 | 29531,0             | 111,8 | 28067,9             | 100,0 | 25286,1             | 100,0 |
| CIS countries          | 12731,8             | 48,2  | 12468,4             | 42,2  | 12471,3             | 44,4  | 9865,2              | 39,0  |
| Other                  | 13684,3             | 52,0  | 17062,6             | 69,6  | 15596,6             | 55,6  | 15420,9             | 61    |
|                        | 13599,6             | 90,5  | 15584,1             | 114,6 | 14108,7             | 100,0 | 12870,6             | 100,0 |

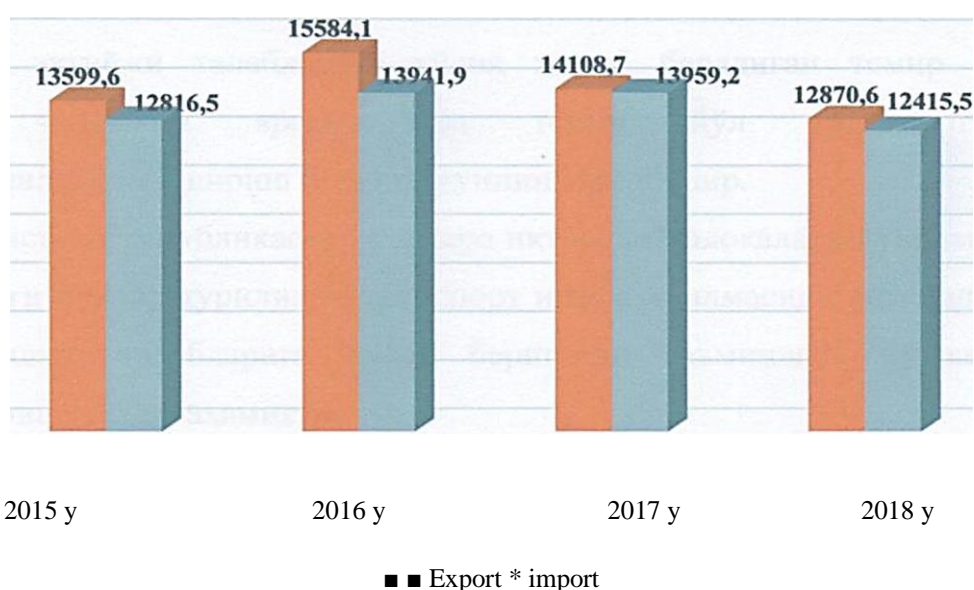
|           |         |       |         |       |         |       |         |       |
|-----------|---------|-------|---------|-------|---------|-------|---------|-------|
| countries | 7703,4  | 56,6  | 7191,6  | 46,1  | 7139,9  | 50,6  | 5546,1  | 43,1  |
| Export    | 5896,2  | 33,8  | 8392,5  | 68,5  | 6968,8  | 49,4  | 7324,5  | 56,9  |
| CIS       | 12816,5 | 113,0 | 13941,9 | 100,0 | 13959,2 | 100,0 | 12415,5 | 100,0 |
| countries | 5028,4  | 39,2  | 5271,8  | 37,8  | 5331,4  | 38,2  | 4319,1  | 34,8  |
| Other     | 7788,1  | 73,7  | 8670,1  | 62,8  | 8627,8  | 61,8  | 8096,4  | 65,2  |

Foreign trade turnover of the Republic in 2018 amounted to 25286.1 million US dollars, including exports amounted to 9865.2 million US dollars, import - 12415.5 million US dollars, the total foreign trade turnover in 2017 was 100%. , export-import figures are also 100% complete.

Foreign trade turnover in 2017 amounted to 28067,9 mln. USD, in the CIS countries - 12471.3 mln. US \$ 15596,6 mln. To other countries. US dollars with foreign trade turnover.

As an important component of international economic relations, the issues of the organization of freight traffic in the world trade are very important and relevant in the further development of international economic relations between the countries. In this case, a special role is given to rail transport in international economic activity. Its activity depends on the quality, efficiency and development of foreign economic relations.

Figure 1.1 shows the share of CIS and other foreign countries in foreign trade. As you can see from this picture, the foreign trade turnover in 2016 was \$ 29,531 million. USA. This figure is expected to be \$ 25,286.1 million by 2018. We can see that this is equivalent to US dollars.



■ ■ Export \* import  
**Figure 1.1:** CIS and other foreign countries sales, USD mln

Statistical bulletins of the Republic of Uzbekistan 2015, 2016, 2017, 2018 Analysis of export-import structure of the Republic of Uzbekistan in 2015-2018 by means of the following: the share of services export in 2016 was \$ 3150 million, in 2015 this figure was 3038; \$ 3 million. While the share of services in imports was \$ 953 million in 2015, in 2014 it was \$ 1,095.1 million.



Effective transport systems play an important role in promoting the high economic growth of all countries. In this regard, the creation of a system of rail transport that meets the needs of the economy and enhancing the competitiveness of rail transport is a modern requirement.

The Decree of the President of the Republic of Uzbekistan on the accelerated development of transport infrastructure and communication construction for 2011-2015 was an important direction in the further dynamic development of the transport sector of the republic. Implementation of structural reforms, modernization, technical and technological renovation of the sector and implementation of investment projects provided for the development of investments in the amount of \$ 15.8 billion or 9.5% more than in 2014.

The main condition for the integration of the economy of Uzbekistan into the world economy is the qualitative development of the transport sector, which ensures its competitiveness. Optimal transport conditions for foreign trade, primarily on basic items of national exports. This will help reduce costs in the economy, increase the competitiveness of the economy, and form international transport corridors.

Transport services are the basic, irreplaceable type of services in international trade.

Consequently, changes in transport services will have an impact on international trade, and the development of a particular trend in international trade will increase or decrease demand for certain types of transport.

After Uzbekistan gained its independence, the government of the country began to pay special attention to the development of rail transport. On November 7, 1994 the State Joint-Stock Railway Company “Uzbekiston temir yullari” was established on the basis of the former Central Asian railway section located in the territory of the Republic.

The main objectives of the industry are: to establish a unified railway transport network; continue electrification of the main sections of the railway; development of railway infrastructure, including modernization of railways, as well as transition to fiber-optic telecommunication system; creation of own repair base of the operating station; search for alternative transport corridors, providing access to the world market and increasing the export potential of the republic; Attraction of additional transit cargoes for transportation through the territory of the Republic.

The railway transport of the Republic of Uzbekistan has a great potential for transportation and transportation, and meets the needs of the national economy in freight and passenger transportation. Regional railway nodes have been established, providing a close and functional approach to the management of railway transport. The system of storage, repair and maintenance of the rolling stock has been improved and strengthened.

Uzbekistan Railways maintains close relations with international financial and transport organizations, and is committed to the policy of timely technical preparation for increased traffic, developing the central part of the Great Silk Road in our country, based on marketing research for the near future. The joint stock company has a well-developed infrastructure for successful solution of its tasks. It has extensive experience in design, construction, contracting, repair and construction services, and passenger services.

Rapid and uninterrupted operation of economic sectors and regions of the country largely depends on the level of provision of transport needs. Reliability, quality and cost of transportation services are increasingly important in the development of the national economy.

To date, the Republic of Uzbekistan has implemented a set of measures aimed at further development of the transport potential, which will help strengthen the political and economic independence of the country and facilitate its active integration into the world community.

Undoubtedly, the important role of rail transport in strengthening interstate relations and promoting the economic and social development of the countries of Asia and Europe is undeniable. In the context of the globalization of the economy and the rapid development of interstate markets in Euro-Asia, the role of rail transport in expanding trade relations between the European and Asian countries is also growing.

The analysis of the volume of import cargoes for the JSC “Uzbekiston temir yullari” for 2015-2018 is provided in Table 2.1.

Based on the data in Table 2.1 it can be seen that the volume of imports from the Caucasus countries such as Azerbaijan, Georgia and Azerbaijan for 2015-2018 has not changed significantly.

**Table 2.1:** Volume of import of goods for the JSC "Uzbekiston temir yullari", in tonnes)<sup>2</sup>

| The sender    | 2014 y. | 2015 y.  | %    | 2016 y.  | %    | 2017 y.  | %     | 2018 y.  | %   |
|---------------|---------|----------|------|----------|------|----------|-------|----------|-----|
| the country   | 2       | 3        | 4    | 5        | 6    | 7        | 8     | 9        | 10  |
| I             | 296     | 12898    | 49,2 | 14058    | 109  | 34525    | 245,6 | 13001    | 38  |
| Azerbaijan    | 11700   | 2397     | 20,5 | 1968     | 82,1 | 5775     | 293,4 | 7312     | 127 |
| Georgia       | 3186050 | 3820417  | 120  | 3371199  | 88,2 | 4383038  | 130   | 4149290  | 95  |
| Kazakhstan    | 192025  | 258443   | 135  | 287512   | 111  | 475093   | 165,2 | 347555   | 73  |
| Kyrgyzstan    | 139409  | 89894    | 64,5 | 90889    | 101  | 115107   | 126,6 | 116319   | 101 |
| Tajikistan    | 362171  | 336897   | 93   | 190147   | 56,4 | 2630%    | 138,4 | 197320   | 75  |
| Turkmenistan  | 3618    | 3632     | 100  | 6224     | 171  | 5527     | 88,8  | 4654     | 84  |
| Estonia       | 113740  | 200520   | 176  | 137294   | 68,5 | 92017    | 67,02 | 84583    | 92  |
| Latvia        | 36789   | 41145    | 112  | 57394    | 139  | 61437    | 197   | 51088    | 83  |
| Lithuania     | 73730   | 108638   | 147  | 93223    | 85,8 | 55615    | 59,66 | 46817    | 84  |
| Byelorussia   | 202487  | 216448   | 107  | 176667   | 81,6 | 188946   | 107   | 108364   | 57  |
| Ukraine       | 1474    | 498      | 33,8 | 462      | 92,8 | 1512     | 327,3 | 1055     | 70  |
| Moldova       | 2804126 | 2985863  | 106  | 3745666  | 125  | 4280591  | 114,3 | 4066554  | 95  |
| Russia        | 2018393 | 2427527  | 120  | 2872744  | 118  | 2732626  | 95,12 | 2274593  | 83  |
| Third country | 9171908 | 10505217 | 115  | 11045447 | 105  | 12694905 | 114,9 | 11468505 | 90  |

In particular, in 2014, Azerbaijan imported 9% more cargo than in 2015 compared to 2015. The same situation continued in 2017, with the volume of imports increasing by 45.6% compared to 2016, while the volume of imports fell sharply in 2018 to 38% in 2017.

All this demonstrates the impact of the global economic crisis on the economy of Azerbaijan. Nevertheless, in 2017 imports were 2.5 times higher than in 2016.

Similar changes were also reflected in the volume of Georgian imports. In 2016, its figures were 82.1% compared to 2015. However, in 2017, import increased by 293.4% compared to 2016. Accordingly, the volume of imports in 2018 increased by 127% compared to 2017 and amounted to 7312 tonnes.

<sup>2</sup> “Ўзбекистон темир йўллари” АЖ ҳисоботларидан олинган.

There is an increase in the volume of imports from Central Asia to Uzbekistan. Kazakhstan imported about 5 million tons of goods to Uzbekistan in 2017, up 161% from 2015. Kazakhstan imports grain products mainly from the Republic of Uzbekistan. The volume of imports to Uzbekistan in 2018 was 4.15 million tonnes, which is 233,75,000 tonnes less than in 2017 and amounted to 95%.

Kyrgyzstan also imported more goods to the Republic of Uzbekistan in 2017 than in 2016, which was 165.2%. The volume of imports in 2018 was 34,755 tonnes, up 73% from 2017. Tajikistan increased imports by 26.6% in 2017 compared to 2015, while imports increased by 1% in 2018 compared to 2017. Imports of Turkmenistan to Uzbekistan in 2018 was 75% compared to 2017.

Baltic countries also import their products from Estonia, Latvia and Lithuania, but in 2017 Estonia's imports fell by 16% compared to 2016. Latvia's imports in 2016 decreased by almost 33% compared to 2015, while in 2017, imports fell by 8% compared to 2016. This can be explained by the decline in demand for imported goods in our country and the increase in domestic consumer goods. Lithuania has consistently increased its total imports from 2013 to 2017. In 2016, imports increased 1.5 times compared to 2014. In 2016, import growth in 2015 was 7%, which is 4,443 tons more than in the previous year. In 2017, imports decreased by 83% compared to 2016 and amounted to 83%.

European countries - Belarus, Ukraine, Moldova and Russia are also actively involved in the import of goods to our country. Russia is one of our main importers and imports increased by 25% in 2015 compared to 2014 and by 14.3% in 2016. In 2017, we see a 5% drop in imports compared to 2016.

Russia, by contrast, increased imports, equated to Kazakhstan and accounted for 33.7%, which is 4.4% higher than in 2014. In 2015, the share of third countries increased by 18% compared to 2014, while the volume of imports in 2016 decreased by 5%, compared to 2015, and in 2017, compared to 2016, imports from third countries decreased to 83%.

The dynamics (dynamics) of exports for the last five years by destination countries is presented in Table 2.2. Based on the analysis of the table data, we can see that the volume of exports for the years 2015-2018 in the JSC "Uzbekiston temir yullari" almost changed.

## 2.2-жадвал

**Table 3:** Volume of export through Uzbekistan (in tons)

| The sender   | 2014 y. | 2015 y | %    | 2016 y. | %    | 2017 y. | %    | 2018 y. | %   |
|--------------|---------|--------|------|---------|------|---------|------|---------|-----|
| the country  | 2       | 3      | 4    | 5       | 6    | 7       | 8    | 9       | 10  |
| 1            | 57744   | 2372   | 4,1  | 10478   | 441, | 5143    | 49,1 | 5543    | 108 |
| Azerbaijan   | 19638   | 23218  | 118, | 27127   | 116, | 19377   | 71,4 | 9278    | 48  |
| Georgia      | 126437  | 233586 | 184, | 365985  | 156, | 297005  | 81,2 | 259188  | 87  |
| Kazakhstan   | 60908   | 32401  | 53,2 | 86047   | 265, | 196763  | 228, | 90761   | 46  |
| Kyrgyzstan   | 19488   | 9229   | 47,4 | 2449    | 26,5 | 6096    | 248, | 19774   | 324 |
| Tajikistan   | 578629  | 778213 | 134, | 447878  | 57,6 | 675621  | 150, | 215914  | 32  |
| Turkmenistan | -       | 1495   | -    | 3221    | 215, | 1432    | 44,5 | 1496    | 104 |
| Estonia      | 56201   | 20713  | 36,9 | 32931   | 159, | 13292   | 40,4 | 5218    | 39  |
| Latvia       | 3137    | 14272  | 455, | 21365   | 149, | 7242    | 33,9 | 3795    | 39  |

|               |               |               |             |               |             |               |             |               |           |
|---------------|---------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-----------|
| Lithuania     | 35119         | 11179         | 31,8        | 9025          | 80,7        | 1716          | 19,0        | 1847          | 108       |
| Byelorussia   | 76712         | 94066         | 122,        | 124277        | 132,        | 51526         | 41,5        | 75824         | 147       |
| Ukraine       | 17999         | 22846         | 126,        | 28175         | 123,        | 39618         | 140,        | 26555         | 67        |
| Moldova       | 342317        | 692474        | 202,        | 731963        | 105,        | 508785        | 69,5        | 365993        | 72        |
| Russia        | 165460        | 161843        | 97,8        | 119259        | 73,7        | 117136        | 98,2        | 112073        | 96        |
|               | 1             | 2             |             | 5             |             | 8             |             | 2             |           |
| Third country | 659430        | 974459        | 147,        | 733046        | 75,2        | 581626        | 79,3        | 464724        | 80        |
| Afghanistan   | <b>484629</b> | <b>663123</b> | <b>136,</b> | <b>711042</b> | <b>107,</b> | <b>624965</b> | <b>87,9</b> | <b>499933</b> | <b>80</b> |

## II. DISCUSSION

The tendency to decline in exports is also typical of the Baltic states - Estonia, Latvia and Lithuania. The dynamics of exports shows that the volume of exported goods to Russia has also slightly decreased. In 2018, its total volume almost doubled compared to 2015.

Consequently, when evaluating the importance of rail transport in foreign economic relations, it is important to take into account not only the data on rail transport, but also the volume of freight on mixed rail and water routes and transit.

The volume of transit cargo transported by target countries in 2014-2018 (tonnes) is shown in Table 2.3. An analysis of transit freight traffic over five years shows that transit freight flows are unstable, jumping and developing depending on the region. Only in the first three years in Central Asia, the Baltic and Afghanistan, there has been an increase in transit freight, and a slight decrease in 2016-2018.

According to the structure of Tajikistan, in 2015 the bulk of transit cargo through the Republic of Uzbekistan was Tajikistan, accounting for 40.7% of the total volume. Then comes Afghanistan's share of 25.6% of total transit.

In 2017, Tajikistan and Afghanistan were the leaders in transit, and in 2018 Kazakhstan, Estonia, Latvia, Ukraine and Moldova were the leaders. Over the past five years, the volume of transit to third countries has declined by 10 times, to Russia by 5 times, and to Ukraine by 3 times. It should also be noted that transit volumes through Kazakhstan, Moldova, Estonia, Latvia and Ukraine have increased. Rail freight is tens of thousands of names, and therefore they are grouped according to the railroad nomenclature.

There has been a decline in the use of the transit potential of the country in recent years, which indicates that the competitiveness of local corridors is declining. The reasons for this situation, in our opinion, are:

- At the same time as the geography of transit freight flows has increased, their unevenness has increased. Increasing the number of transit freight flows;

- In addition, rail corridors of other countries bypassing local railways are developing;

- The main problem in the development of international transit corridors is the range of railways. China has adopted a comprehensive 1435 mm railroad coil in Europe, Turkey, Iran, and within its borders, which will help prevent cargo overload and reduce its shipping costs. At the same time, it has announced that it will use the 1520-mm railroad range in front of the CIS.

Currently, targeted measures are being developed to develop the transport potential of the Republic of Uzbekistan, which in turn will enhance the political and economic independence of the country and ensure its rapid integration into the world community.

At present, in order to create conveniences for customers, to provide high-quality services, to create comfortable and close roads, new railways are being built in the country, major rail transit sections are being reconstructed and new routes are being created.

### III. CONCLUSION

The transport system plays an important role in the development of independent socio-economic development of Uzbekistan. The importance of transport is also important in international relations.

- Modernization of railway infrastructure and introduction of automated transportation control system, which will allow to increase speed and quality of transportation, that is to modernize railway infrastructure by introducing new modern techniques and technologies in transportation;

- Implementation of information on transportation, electronic document management and electronic registration with the use of shippers in the international transport corridors, ie new information technologies aimed at attracting clients, providing all necessary documents and opportunities for filing documents before arriving. you need to place the information on a trusted site;

- Improvement of the tariff policy in the field of foreign trade, aimed at increasing its flexibility, that is, conducting a tariff policy based on supply and demand;

- Intensification of cooperation with foreign railways and transport companies on the development of transportations on certain directions of international transport corridors, including the development of measures for the transit of goods through the joint-stock company "Uzbekiston temir yullari";

Systematic analysis of international freight forwarding (for example, Uzbekistan Railways), the development of scientific proposals and practical recommendations aimed at the elimination of existing problems and their elimination.

The practical implementation of the conclusions and recommendations will improve the international freight transport activities of Uzbekistan railways, which will improve the economic and financial performance and increase the competitiveness of the railways.

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