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STATE OF TRANSPORT AND LOGISTICS SERVICES IN THE REPUBLIC OF UZBEKISTAN

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Abstract. *The article examines the issue of the transport logistics system and its development, analysis and statistics of cargo handling of national carriers. Directions for improving transport and innovative solutions in the logistics business. The volume of international cargo transportation and incentives for the volume of transport and logistics services have increased. The main types of the problem of achieving technical re-equipment and modernization of the transport complex as a whole. Obtaining high economic efficiency and safety, ensuring the availability of transport services, guaranteeing social stability, the development of interregional relations and the national labor market, as well as the uninterrupted nature of the provision of transport services.*

Annotatsiya. *Maqolada transport logistika tizimi va uning rivojlanishi, milliy tashuvchilarning yuklarni qayta ishlash tahlili va statistikasi masalasi ko'rib chiqiladi. Logistika biznesida transportni takomillashtirish va innovatsion echimlar yo'nalishlari. Xalqaro yuk tashish hajmi va transport hamda logistika xizmatlari hajmi uchun rag'batlantirish ko'paydi. Umuman olganda, transport kompleksini texnik qayta jihozlash va modernizatsiya qilishga erishish muammosining asosiy turlari. Yuqori iqtisodiy samaradorlik va xavfsizlikka erishish, transport xizmatlarining mavjudligini ta'minlash, ijtimoiy barqarorlikni kafolatlash, mintaqalararo munosabatlar va milliy mehnat bozorini rivojlantirish, shuningdek, transport xizmatlarini ko'rsatishning uzluksizligi.*

Аннотация. *В статье рассматривается проблема транспортно-логистической системы и ее развития, анализ и статистика грузоперевозок национальных перевозчиков. Направления совершенствования транспорта и инновационные решения в логистическом бизнесе. Объем международных грузоперевозок и стимулы для увеличения объема транспортно-логистических услуг. Основные виды проблем достижения технической переоснащенности и модернизации транспортного комплекса в целом. Достижение высокой экономической эффективности и безопасности, обеспечение доступности транспортных услуг, гарантирование социальной стабильности, развитие межрегиональных связей и национального рынка труда, а также бесперебойный характер предоставления транспортных услуг.*

Keywords: *logistics, cargo turnover, volume, development, transport, economy, integration, roads, regions, transit, transportation.*

Kalit so‘zlar: *logistika, yuk aylanmasi, hajm, rivojlanish, transport, iqtisodiyot, integratsiya, yo'llar, mintaqalar, tranzit, transport.*

Ключевые слова: *логистика, грузооборот, объем, развитие, транспорт, экономика, интеграция, дороги, регионы, транзит, перевозка.*

Introduction. Strategy for the Development of New Uzbekistan, and the adoption of specific measures to eradicate them within the framework of the implementation of the Strategy "Uzbekistan – 2030". As the main goal, it provides for further growth of the level and quality of life of the population on the basis of increasing the competitiveness of the economy and creating a state convenient for people. Today, in the context of a decrease in the growth rate of the world economy, increased competition in the domestic and foreign markets of the republic, increasing requirements for the quality of products and services provided, the country's transport complex is

an integral element of the economic security of transport, which is understood as the state of protection of the vital interests of the individual, society and the state in the transport sector from internal and external threats, as well as the state of protection transport complex against these threats [1].

The Cabinet of Ministers of the Republic of Uzbekistan obliged to develop a program for the formation of the transport and logistics system of the Republic of Uzbekistan until 2030 [2].

1.1. Formulation of the problem

In general, the national interests of the Republic of Uzbekistan in the transport sector consist of:

• meeting the needs of the individual, society and the state in a modern range of transport services;

• achievement, through technical re-equipment and modernization of the transport complex, of high economic efficiency and safety, ensuring the availability of transport services at a level that guarantees social stability, the development of interregional relations and the national labor market, as well as the uninterrupted nature of the provision of transport services;

•bringing the transport system of Uzbekistan to the level of international standards, which is a necessary condition for the implementation of the transit potential of the transport complex, the development of export-import services, the prevention of transport crimes, including terrorism, ensuring military security and strengthening the position of the Republic of Uzbekistan on the world stage [2].

1.2. Research purposes

A number of consistent measures are being taken in the country to further develop the transport and logistics system, attract investment in improving transport infrastructure, and create a healthy competitive environment in the cargo transportation market.

The implementation of major transport infrastructure projects has made it possible to solve the problems of ensuring the interconnectedness of the country's regions and diversifying transport corridors.

Data and Methodology. To date, the length of public roads is 42,371 km (including roads of international importance - 3,834 km), public railways - 7,400 km (including electrified railways - 3,145 km), air routes - 26 thousand km, operated inland waterways - 550 km (of which 280 km with guaranteed dimensions of navigable channels).

There are only 77 checkpoints on the state border in the republic that are open for international traffic, including 48 on highways, 17 on the territory of border railway stations, 11 at airports and 1 in the river port.

Over the past three ears, a number of measures have been taken to improve the infrastructure of border checkpoints, increase the efficiency of customs control, in particular, due to the reconstruction of the Yallama and Olot border checkpoints, their capacity has increased by 4 times, the Single Window customs information system has been launched, which meets international recommendations and risk management criteria.

There are 16 large multimodal logistics centers in the republic with a total annual cargo handling capacity of 10.7 million tons.

In 2017-2024, there was a trend of steady growth in cargo transportation indicators.

The volume of international cargo transportation increased by 1.8 times and in 2024 amounted to 59.6 million tons (of which 16.6 million tons by road, 43.0 million tons by rail, and 83 thousand tons by air).

According to the World Bank's 2023 report, in the Logistics Performance Index, Uzbekistan rose to 88th place among 139 countries (99th place in 2018), ranking 5th among the CIS states and 2nd among the Central Asian states.

The main problems and their solutions:

At the same time, the following main problems remain in the transport and logistics system that need to be solved in the near future:

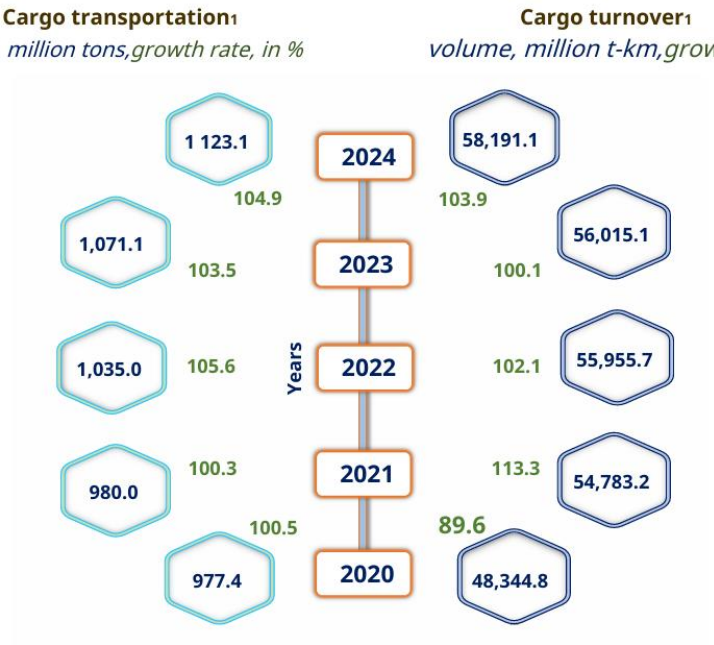
- Inefficiency of systems and long delivery times for goods to foreign markets, the presence of certain barriers on foreign trade routes that provide access to international and regional markets, in particular, restrictions caused by economic sanctions, difficulties in obtaining visas and other permits, lack of full-fledged data exchange between border, customs and other regulatory authorities (lack of mutual recognition of control results);
- high share of transport and logistics costs in the cost of export-import operations, non-competitiveness of prices for the services provided (tariffs, fees, rental rates for warehouses, etc.);
- low throughput capacity of transport infrastructure facilities and border checkpoints, as well as the lack of full use of the country's existing transit potential (in 2024, the volume of transit cargo traffic amounted to 13.9 million tons, and according to international experts, due to the launch of large regional projects, it is possible to bring the volume of transit cargo traffic to 23 million tons);
- Low level of presence of 3PL and 4PL operators in the logistics services market. Currently, the bulk of transport and logistics operations in the country are carried out in the 1PL format (all logistics processes are carried out by the manufacturer itself) and 2PL (cargo transportation and warehousing services are provided on an outsourcing basis), only a few companies provide a limited range of services in the 3PL format (provision of the entire package of logistics services).
- Insufficient level of development of the network of logistics centers, low integration of existing logistics facilities in the country into international supply schemes, insufficient level of automation of warehouse processes;
- low level of digitalization in the transport and logistics sector, non-compliance of the system of training, retraining and advanced training of personnel with modern standards and requirements. The lack of qualified professional personnel in this area has a negative impact on the quality of services provided.

A prerequisite for integration into the world economy is the qualitative development of the transport complex with optimal conditions for foreign trade, which can lead to cost reduction, increase in the competitiveness of the national economy and international transport corridors, the mandatory characteristic of which is a high level of transport security. There is a group of important economic and political issues for the country, in the solution of which transport plays its special role. Among them, first of all, is the task of effective use of the potential economic and political opportunities inherent in the strategically important location of Belarus in Europe.

In the context of the growing processes of globalization and transnationalization of the economy, the formation of a single world market of goods, capital and technologies, as well as the intensification of international communication, the rapid growth of transport services, the transformation of intra-Belarusian transport communications into an organic part of international transport routes can bring the republic huge economic and political benefits [3,4].

Thus, in the current conditions, the creation and successful functioning of international transport corridors can become a serious factor in positioning the Republic of Belarus in the world community, strengthening its political influence, both in Europe and in the world as a whole [5-9].

Comparative analysis. Transportation of goods in the Republic of Uzbekistan for the period from January-September 2020 to the same period in 2024 recorded an increase in cargo transportation indicators. In the transportation of goods, the share of road transport prevails among the observed modes (1,021.7 million tons). 55.9 million tons of cargo were shipped by rail. 45.5 million tons of gas were pumped through pipeline transport. A relatively low indicator of cargo transportation was recorded in air transport – 9.0 thousand tons (see Fig. 1) [3].



1)The graph and further data for 2020-2023 are provided with clarifications.

Figure 1. Volume and growth rates of cargo transportation and cargo turnover by all modes of transport (for January-September, growth rates compared to the corresponding period of the previous ear)

From 2020 to the present, there has been a steady increase in the provision of transport services for the transportation of goods in the republic. The demand for transport services is characterized by the volume of goods transported and the transport work performed (tonne-kilometers). The largest share in the volume of cargo transportation is occupied by road (about 70%) and rail (about 30%) transport (Fig. 2). Road transport plays a significant role in the transportation of goods and passengers. In January-September 2024, the volume of freight turnover of road transport increased by 1,365.4 million t-km and amounted to 16,856.0 million t-km, or increased by 8.8% compared to the same period in 2023 [3].

In January-September 2024, 1021.7 million tons of cargo were transported by road, and the volume of cargo transportation, compared to the same period in 2023, increased by 5.1%. For the corresponding period of 2023, there was an increase in the volume of cargo transportation by 4.1%, for the same period in 2022 and 2020, the growth rates were 106.2% and 102.0%, respectively, in January-September 2021, a decrease in the volume of cargo transportation by 0.7% was recorded.

High growth rates of road freight turnover were recorded in January-September 2021 - 120.2%, a decrease was noted in January-September 2020 - by 1.6%. Compared to the corresponding period of 2023, in the period under review, there is a change in the share of some modes of transport in the total volume of cargo turnover, namely: pipeline and air transport remained at the level, rail transport reduced its flows by 1.3%, while an increase in the share of road transport by 1.3% was noted (see fig.3).

In January-September 2024, a significant part of the total volume of cargo transportation was occupied by road transport - 91.0%, the share of transportation by other modes of transport is 9.0%.

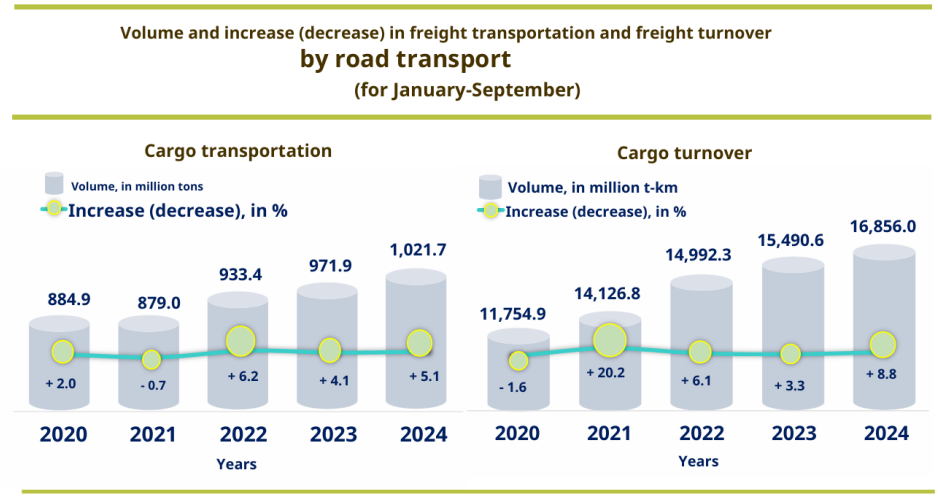


Figure 2. Volume and increase (decrease) of cargo transportation and cargo turnover by road transport (for January-September)

According to the results of January-September 2024, pipeline transport accounted for 36.1% of the total cargo turnover, rail transport - 34.6%, road transport - 29.0%, air transport - 0.3%.

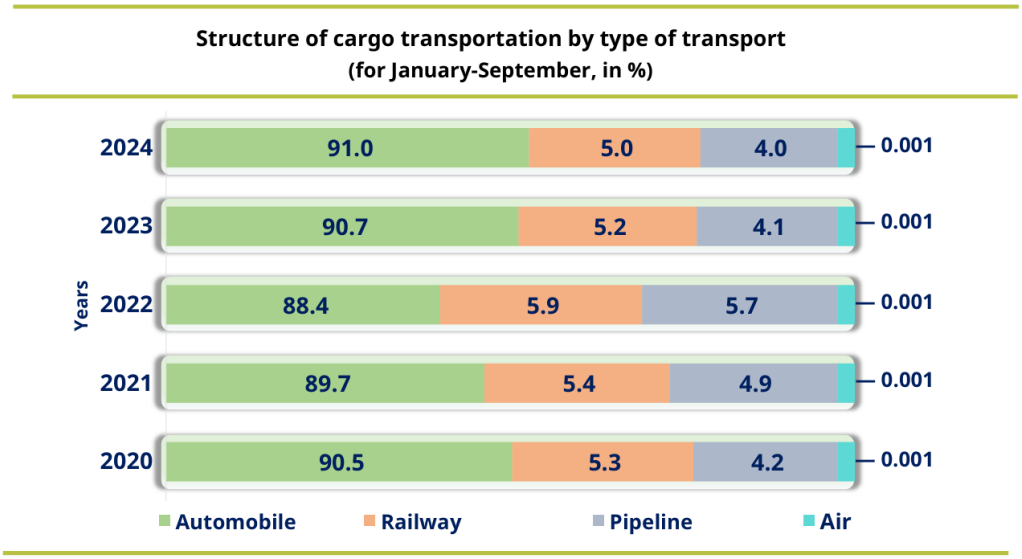


Figure 3. Structure of cargo transportation by mode of transport (in January-September, %)

Compared to the corresponding period of 2023, in the period under review, there is a change in the share of some modes of transport in the total volume of cargo turnover, namely: pipeline and air transport remained at the level, rail transport decreased its flows by 1.3%, while an increase in the share of road transport by 1.3% was noted (see fig.4).

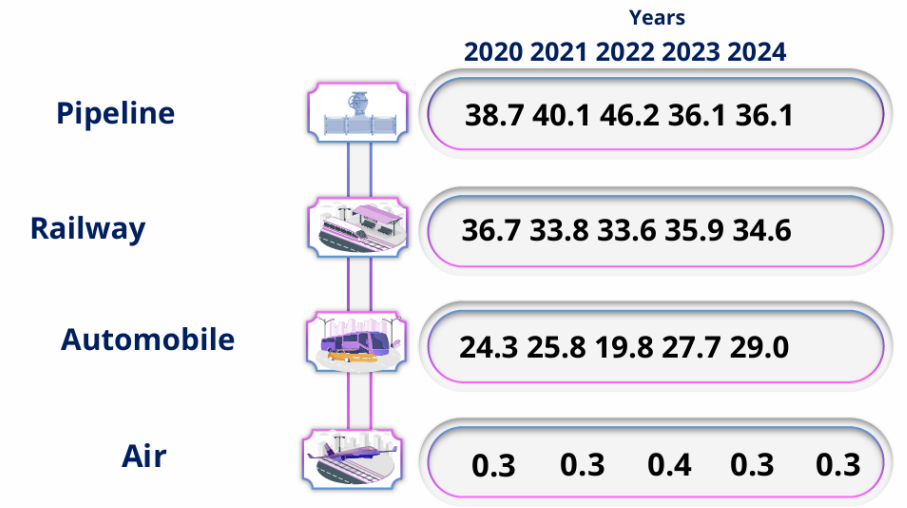


Figure 4. Structure of freight turnover by type of transport (in January-September, %)

Enactment of laws: In Uzbekistan, it is planned to adopt a Concept for the development of the transport and logistics system until 2030, it is planned to organize work in five areas, including conditions for the creation of international transportation.

Also, President Shavkat Mirziyoyev instructed to create new routes for the transportation of export and import goods, as well as to provide local carriers with conditions for their use.

In addition, the president instructed to increase the volume of transit traffic through Uzbekistan, which should amount to 14.6 million tons in 2025 (+13.7%). It is expected that the volume of transit cargo on the Belarus-Pakistan route will grow to 700 thousand tons (+200 thousand), on the China-Europe route - up to 200 thousand tons (+50 thousand), and on the China-Afghanistan route - up to 150 thousand tons (+80 thousand). [4-10].

We see the role of road transport increasing over time, as it is faster and more reliable, as well as associated with a lower risk of loss or damage to goods. At the same time, for a number of perishable and urgent goods, road transportation is the only real method of transportation, since the main factor for the customer plays a role in the delivery time. For this reason, road transport is the preferred means of transportation from the manufacturer to the customer's door for agricultural products, textiles and other non-primary goods produced and exported from the country [5-7, 10-15].

Conclusion. At the beginning of 2026, the transport and logistics system of the Republic of Uzbekistan is in a phase of deep digital transformation and infrastructure expansion.

The state of the industry is characterized by the following key aspects:

1. Macroeconomic indicators and market volume In 2025, the number of enterprises in the field of transport and storage reached 25787 units, which confirms the steady growth of entrepreneurial activity in the sector. Over the past five ears, their number has increased by 42.7%, which indicates high entrepreneurial activity in the sector [16]. The total investment in the industry in 2025 exceeded 25 trillion soums, which made it possible to modernize key transport hubs [16, 17]. By January 2026, Uzbekistan has secured the status of a key logistics hub in Central Asia, aiming to achieve 55th place in the international Logistics Performance Index (LPI) by 2030 [18, 19].

2. Infrastructure and vehicle fleet There is a sharp increase in the automobilization of the population. At the end of 2025, the number of vehicles owned by individuals exceeded 4.7 million units, of which more than 90% are cars [16]. This creates a high load on the road network and requires the implementation of intelligent control systems (AI) to optimize traffic [19, 20].

3. Digitalization and adaptive management. To solve the problem of road capacity in 2025–2026, adaptive control models based on neural networks and reinforcement learning algorithms are being actively implemented [21, 22]. The introduction of smart traffic lights and video analytics systems (YOLO v10) has reduced the average travel time in large cities by 15–20% [21, 23, 24].

4. Strategic reforms. According to the adopted state concept of development until 2030, a rating system for transport and logistics companies has been introduced in the country since 2026 [1]. This is aimed at improving the quality of service and market transparency. Work is also underway to launch new multimodal routes, including accelerated block trains along the China-Central Asia-Europe corridor [17, 18].

The E-Logistics system, which combines electronic consignment notes (e-CMR) and digital transport permits, has been fully implemented. Since 2025, a national rating of logistics companies has also been launched, increasing market transparency [24]

Railway communication: Active construction of the China-Kyrgyzstan-Uzbekistan railway section is underway, which turns the country into a key transit hub of the New Silk Road [17].

Warehouse logistics: As of January 2026, the Fergana Valley (Andijan, Namangan and Fergana regions) shows a growth rate of warehouse space at the level of 12–15% per ear [25, 26, 27,28]. This is due to the expansion of the Kokand FEZ (an increase of 210 hectares by 2026) and the modernization of airports in Namangan and Andijan.

Electric transport: As part of the "green transformation" of 2026, the share of public electric transport in the capital has reached the targets supported by the network of "smart" charging stations [2].

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