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DEVELOPMENT OF THE INTERNATIONAL TRANSPORT COMMUNICATIONS WITH FOREIGN COUNTRIES

Abstract: Expansion of cooperation with the next states should promote occurrence in the world economy, accelerate market economy development in region. Interest in reorientation of economic communications and in an exit on a foreign market of again formed states coincides with aspirations of their neighbors which owing to the political and economic interests also undertake active steps to expansion of business cooperation with the Central Asia. In article questions of integration of a transport artery of the Republic of Uzbekistan in world transport system are considered.

Key words: international transportation, it is central the Asian region, export-import freight traffic, market economy, the world economy, market economy, a foreign market.

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Introduction

Use of achievements of logistics in transport is pledge of increase of efficiency of a domestic transport complex and activation of its integration into world transport system. Last year's transport, possessing huge strategic resource, carries out base function in потоковых processes. Today problems of increase in volumes of transportation, increase of economic efficiency of activity of numerous domestic cargo carriers and forwarding agents, not only on internal, but also the international lines are actual. In qualitative "jump" in transport sphere it is possible to reach only at the expense of use of new technologies of maintenance of processes of the transportations answering of modern needs, and high international standards, in particular, at the expense of expansion and development of innovations, logistics principles. The transport logistics as new methodology of optimization and the organization of rational goods traffics, and processing in the specialized logistical centers allows providing increase of efficiency of such streams, decrease in unproductive costs and expenses, to correspond to inquiries more and more of exigent clients and the market. Questions of stability, predictabilities, competitiveness, adaptability to manufacture in transportations including in sphere of export of transport services it is not possible without

innovations. In the long term, the logistics, will give the chance to much of national transport agencies of Republic of Uzbekistan to correct the financial affairs in the internal and external markets, to raise a rating, volume of transportations, but it is impossible without corresponding the innovative policy in transport. In September, 2000 within the limits of the Second International Eurasian conference the decision on prolongation of the major lines of international transportation is accepted. To take root and master new corridors, to connect the countries of Asian-Pacific region with the countries of Europe, Asia and Africa is one of ways increasing of shares of transportations of domestic carriers in the transport market. Demand for export of transport services in the world by 2025 can reach to \$15-20 bln. in a year. To be ready to offer competitive, more favorable conditions to potential clients in so perspective market it is an important and solved problem of our transport workers, but this problem cannot be solved without a modern transport infrastructure and a corresponding innovation in transportation process.

In the Republic of Uzbekistan all conditions for the further development and increase in transport potential and international transportation are created.

Building of absolutely new railway and automobile highways in the country is spent, the

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basic railroad lines and highways of the international value are reconstructed and electrified, the international airports are reconstructed, specialized international transport terminals are created, the corresponding is standard-legal base which will provide unobstructed movement of the goods is developed.

The Republic of Uzbekistan has already joined the basic transport conventions and the international contracts, and this work proceeds.

Discussion

Essential features are available in quantity and ways of an estimation of expenses in international transportation where logistical components of costs of international transportation of cargoes include expenses for preparation of production for shipment (quality check, quantities, marks, packing's, etc.); loading-unloading in the country, storage in points of transfer of cargoes, terminals, warehouses of time storage etc.; transportation of cargoes before frontier transitions, ports or to the vehicles following abroad; loading on a vehicle, including in point of transition of border; transportation by the international transport; payment for insurance and customs declaring; a cargo unloading in destination; payment of the customs duties, taxes and tax collections; payment on delivery of cargo to a warehouse consignees etc.

Presence of this or that concrete set of expenses will depend on the basic terms of delivery established by the contract of purchase and sale. The transport component in the goods price at import-export to world practice usually is defined on conditions ex-border, or FOB/CIF (in Uzbekistan) [1].

Geopolitical position of Republic of Uzbekistan between two dynamically developing world centers of business activity - Europe and Asia - predetermines its special, key role in maintenance of the Eurasian communications. The territory of Republic of Uzbekistan is located on crossing of the shortest trading ways between the countries of Europe, the Central Asia and Asian-Pacific region on which direction the basic international transport streams are formed.

At the same time, the governments of some the states, having united in the international alliances with support of EU and the international organizations, began to initiate a number of the large international transport projects providing transportation of cargoes of the Eurasian trade by passing territory Republic of Uzbekistan. Realization of such projects can negatively affect not only economy of our country, but also its national safety. In struggle for a competition in the market of the international transport services Republic of Uzbekistan have good launching sites and advantages of a geographical position on the

Eurasians continent. The international transport routes cross our country on the shortest distances, with the minimum number of crossings of frontiers and pass on territory with uniform legal space that provides the shortest terms of delivery of cargoes. Besides of Republic of Uzbekistan on directions of the basic international goods traffics have the developed network railway and the waterways having a reserve of fare and a developing network of highways that will allow avoiding necessity of large investments into arrangement of the international corridors [2].

Serious obstacle for overland transportation of cargoes to the EU or Asian countries is the difference in width of the European and railway track in the CIS: in Europe and Asian countries is 1435 mm, in CIS is 1520 mm. For this reason overload containers from the car in the car at border stations.

In this connection, the civil engineering design in territory of the Czech Republic of the largest European terminal on transfer of cargoes for a transcontinental Eurasian highway is considered. The project provides also a lining to Czech a railway track in width of 1520 mm.

To conduct it is planned from Slovakia or Poland, depending on economic feasibility.

Delivering containers to the central Czech from other European countries basically, by means of motor transport, forwarding agents will have an opportunity to deliver them on platforms without any overloads to the Find and further in the countries of South East Asia that will allow to reduce essentially terms of delivery of cargoes, and also to lower the cost price of delivery of cargoes [3,4,5].

The route Uzbekistan - Kirghizia - China: this branch line between the cities of Andizhan (Uzbekistan) is interesting, Osh (Kirghizia) and Kashgar (China) is the most short way of an exit on the Chinese market and the further joining of railway Lanzhou - Urumchi and will provide access to port Lianyungang located at coast of Yellow sea that will allow to transport the goods from the Republic of Uzbekistan to Japan, South Korea where the modern system of logistics is developed.

Throughput of this corridor should reach 12-14 million tons of cargoes, without internal transportations. The general extent of a highway Tashkent- Osh-Kashgar is 940 km.

The specified route on a site Tashkent-Andizhan-Osh has bituminous concrete pavement covering and there is in a good condition, on a site of Osh-Sarytash an extent of 184 km which on separate sites demands average repair, on a site of Sarytash-Irkeshtam in the extent of 78 km, demands the device of a new covering.

Throughout the specified route (a site Andizhan - Kashgar) is available four passes: Chigirchik -2406 km, Taldyk-3615 km., 40 years of VLKSM

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(comsol of USSR) Kirghizia-3541km.,
Taurmurun-3536 km.

On a route Andizhan-Osh-Kashgar-Korla-Lianjungan (or Shanghai) is provided transportation of republican export-import cargoes by a following variant: motor transport Andizhan-Osh-Kashgar-Korla, further railway transportation of "Korla-Lianjungan".

Highway building between these cities also there is begun reconstruction of a highway Andizhan - Kashgar.

Rough tariff rates on transportation of a cotton fiber:

- by rail make \$234.17:

- on a line Chengeldy-friendship-Lianjungan at loading of the car less than 48.9 t.; at loading of the car more than 48.9 t. is \$229.81;

- on a line of Korla- Shanghai at loading of the car less than 48.9 t. is \$195, at loading of the car more than 48.9 t. is \$195.

Within the limits of the given project China already has brought to the city of Kashgar automobile both trunk-railways.

Building and reconstruction of road lying through territory of Kyrgyzstan will allow reducing considerably an exit to the markets of China and to its ports. Input in construct the above-stated road will allow reducing distance to east ports to 1000 km and time of transportation of cargoes more than for 1 day.

Besides, this road will allow reorienting about 30 % of the cargoes going from Europe to Asia and back, on ground transport. A route Uzbekistan - Kazakhstan - China - South East Asia is most real of alternative routes on which railway communication on a route Tashkent-Almaty-Taldikurgan-Drujba-Lanjou-Urumchi to southern ports (Lianjungan - Tsingtao - Shanghai) is carried out further.

Railway the line of Serakh - Meshed has received the status Eurasian and is considered as movement to Trans-Siberian, connecting China with Europe through the Central-Asian countries and sub region of the organization of economic cooperation.

China, including this road a part of the Eurasian land bridge, attaches huge significance to its development.

The railway transportation leading position is caused by the big distances and inadequacy of a road infrastructure in east corridor to ports of China.

The site of the railway Friendship - Urumchi-Lianzhou is single-line in which diesel and still locomotive draught with the maximum weight of structures from 3400 to 3800 tons is used basically [6,7,8].

Though the site from Lanchow to port Lanjungan is two-acceptable, throughput of road as a whole was limited to low throughput of a site Friendship- Urumchi - Lanchzhou.

The second way on a site of Lanchow - Urumchi will allow increasing throughput of the

railway in 2 times. Transit represents one of elements of the general strategy.

Transformation of the Central Asia countries into the leading cargo forming center capable to constantly increasing filling of transport communications by own commodity streams, and not only raw character should become its second element and, the most important.

The Central Asia in an ideal could play a role not only binding international transport-communication knot, but become a natural component of uniform continental economic space in which in a close connection the markets of South East Asia would function, the CIS, Europe and the Near East is central the Asian states.

Realization of transport potential of the Central Asia needs realization at least two interconnected processes.

The first, this finding of possibilities for acceleration of transport integration is central the Asian's states, its conclusion to qualitatively new level.

Secondly, it is working out and realization of measures on adjustment of transport partnership with the leading economic centers of the Eurasian continent which simultaneously act as the largest consignors, and consignees.

Conclusion

The overall objective of working out of strategy of application of flexibly tariff policy by transit rail transportation is increase of transport potential of the railways of the Republic of Uzbekistan, as important and indissoluble making complete transport system.

The further increase in volumes of the foreign trade and transit cargo will be defined by rates of economic growth and structural transformations in economy, a technological level of transport system and quality of given services. It is expected that to 2025 year. The volume of foreign trade of Republic of Uzbekistan will increase in cost expression in comparison with level of 2010 on 70 75 %, and volumes of transportations of export-import of cargoes is 30-35 %.

Thus, the basic goods traffic of the foreign trade and transit transportations concentrate on axes the West-east and the North-south and coincide with mainstreams of transportations in the inter-regional message in Uzbekistan around which gravitation it is concentrated about two thirds of population and industrial potential Republic of Uzbekistan. The basic goods traffic of the foreign trade and transit transportations concentrate on axes the West-east and the North-south and coincide with mainstreams of transportations in the inter-regional message in Republic of Uzbekistan around which gravitation it is concentrated about two thirds of population and industrial potential of Republic of Uzbekistan. Development of the international transport corridors

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answers both external, and to internal economic interests of Republic of Uzbekistan. Use of these directions for transportations through territory of Republic of Uzbekistan the international transit cargoes provides essential reduction of terms of their delivery in the message of the country of Asian-Pacific region, pool of Indian ocean and Persian Gulf is the countries of Europe for the account considerably smaller extent of routes (in 2-3 times) in comparison with southern by sea through Suez Canal. In the long-term transportations of transit cargoes in containers on latitudinal to a direction (through the Trans-Siberian Railway) can make 600 800 thousand unit of meridional direction (a corridor "North-south")- 80-100 thousand unit Such approach to development of the international transport communications in territory of Republic of Uzbekistan consisting in the fullest use of potential of national transport system [9,10].

Unique geopolitical position Republic of Uzbekistan in the Eurasia gives exclusive possibility to use the territory for association of telecommunication systems of countries of Western Europe and the Central and East Asia. The decision of this problem simultaneously with formation of the international transport corridors will allow receiving a number of additional economic and political advantages. The decision of a large-scale state problem of development of transport and transit potential of Republic of Uzbekistan by creation in its territory of the international transport corridors for attraction of the international transport streams, including switching on 5-6 % of a commodity stream, will demand essential modernization of a transport infrastructure of the country. Tentative estimations show that on development of a transport infrastructure of the international transport corridors to 2025 year will be directed more 300 billion uzbek sum (Republic of Uzbekistan's currency), including from own and involved means of the enterprises - 120 billion sun. Own means of transport agencies, operators and large cargo owners, and also means of the investors interested in realization of these

projects will be the basic sources of financing of the investment projects directed on development of the international transport corridors to 2025. Growth of economy of Republic of Uzbekistan will cause growth of volumes of Russian foreign trade and international transit transportations that, in turn, will lead to increase more than in 2 times of incomes of the enterprises of a transport complex. Predicted results from realization of the program of development of the international transport corridors in territory of Republic of Uzbekistan put this problem in number of one of the major state problems [11].

The important tendency of last time is growth of physical volumes of the foreign trade turnover and corresponding increase in volumes of transportations of the foreign trade cargoes. In these conditions increase of competitiveness of the Uzbek carriers, perfection and the further development of a transport infrastructure of the country become of actual and demand the raised coordination in activity of the ministries and departments in maximum an effective utilization of capacities of the Uzbek transport system.

It is necessary to accelerate urgently also working out and acceptance of the statutory acts guaranteeing the preferable right of the Uzbek transport workers on transportation of domestic foreign trade cargoes with input квотирования of the goods on transportations on cars of the Uzbek companies; to provide that not less than 50 % of volumes of these goods should transport the domestic companies, and on the governmental and military cargoes, the goods transferred to other countries as the humanitarian help, their share should make 100 %.

For protection of domestic suppliers of transport services, it would be expedient to bring in the governmental order of Republic of Uzbekistan «About licensing of separate kinds of activity" addition about restriction of access of foreign transport companies on the Uzbek market.

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