

Impact Factor:

ISRA (India) = 4.971
ISI (Dubai, UAE) = 0.829
GIF (Australia) = 0.564
JIF = 1.500

SIS (USA) = 0.912
PIHHI (Russia) = 0.126
ESJI (KZ) = 8.716
SJIF (Morocco) = 5.667

ICV (Poland) = 6.630
PIF (India) = 1.940
IBI (India) = 4.260
OAJI (USA) = 0.350

SOI: [1.1/TAS](#) DOI: [10.15863/TAS](#)

International Scientific Journal Theoretical & Applied Science

p-ISSN: 2308-4944 (print) e-ISSN: 2409-0085 (online)

Year: 2020 Issue: 01 Volume: 81

Published: 30.01.2020 <http://T-Science.org>

QR – Issue



QR – Article



Bakhtigul Artikova

Tashkent Railway Engineering Institute
teacher

Tashkent, Uzbekistan

THE SIGNIFICANCE OF UZBEKISTAN RAILWAYS IN THE FORMATION OF ITC "EUROPE - ASIA"

Abstract: In modern conditions meet the needs of consumers by introducing new economic mechanisms are urgent issues of railway transport development. The development and modernization concept of rail transport technology foresee the expansion of the logistics in the transportation process. In this context, this research work is devoted to investigate the carrying capacity of the railway section Andijan-Tashkent transcontinental corridor between Europe and Asia, and its development.

Key words: development Concept, modernization, railway transport, Europe and Asia.

Language: English

Citation: Artikova, B. (2020). The significance of Uzbekistan railways in the formation of itc "Europe - Asia". *ISJ Theoretical & Applied Science*, 01 (81), 575-580.

Soi: <http://s-o-i.org/1.1/TAS-01-81-96> **Doi:**  <https://dx.doi.org/10.15863/TAS.2020.01.81.96>

Scopus ASCC: 3313.

Introduction

UDC 33

In the context of international cooperation and the deepening the integration process formation of **international transport corridors** (later ITC) has a leading role in solving the traffic problems associated with the provision of international economic, cultural and other connections, the desirability of establishing an international transport infrastructure, which has agreed technical parameters and provides application compatible transportation technologies as a basis for the integration of national transport systems in the world transport system. It is international relations led to the further development of logistics approaches to transport system, which resulted in the creation of transport corridors on the most important directions of movement of goods and passenger flows.

The railway is an important element of an integrated transport system in our country. They carry a large amount of transportation work, providing a reliable and cost-effective transport links between major economic regions and centers of the country. On the share of railways accounts for more than half of the total turnover and more than a third of passenger traffic.

Uzbekistan is the flatland country, needs access to the ports of the Black Sea, the Baltic Sea and the Persian Gulf. Output ports provide international transport routes in neighboring countries. Uzbekistan Railways are also treated as ITC link.

An important role in this link belongs to a new electrified railroad Angren-Pap. In this regard, research freight corridor ability Tashkent-Andijan, its capabilities in the implementation of transit transport in the direction of Europe and Asia, its further strengthening is important.

The total length of railways in Uzbekistan is 4400 km., 600 km of them are electrified. The country share of railway transport is 75% of foreign trade freight traffic and 66% of turnover.

The annual volume of freight traffic is 65 million tons and turnover is 20 billion tons / km. Annual growth in freight volumes is 15%. The structure of the international freight transport comprises:

- export 27%;
- import 28%;
- transit 45%.

Geographical distance from Uzbekistan's major maritime communications centers makes it difficult for the growth of the national economy. Dependence

Impact Factor:

ISRA (India) = 4.971	SIS (USA) = 0.912	ICV (Poland) = 6.630
ISI (Dubai, UAE) = 0.829	PIHHI (Russia) = 0.126	PIF (India) = 1.940
GIF (Australia) = 0.564	ESJI (KZ) = 8.716	IBI (India) = 4.260
JIF = 1.500	SJIF (Morocco) = 5.667	OAJI (USA) = 0.350

on transit countries entails high cost of transportation and prevents the full development of transport, transit and export potential of the country. It was and remains the development of new transport corridors in all geographical directions in this regard, one of the main priorities of the strategy for social-economic development of Uzbekistan. And if at the beginning of the 90s of Uzbekistan used only 3 routes of export-import cargo, at the present time there are at least 6 different directions. At the same time in recent years there has been a significant reduction in the use of traditional transport corridors that ran in a northerly direction on the territory of Russia and Kazakhstan (mainly to the ports of Latvia) and decreased the volume of cargo transportation through the Ukrainian ports and border stations. Uzbek exporters use the

Iranian port of Bandar Abbas, the path to which runs through Turkmenistan.

However, the route is not popular because of the state border crossing difficulties. It is advisable for Uzbekistan if it will focus on the shortest way to the sea through Afghanistan to the sea ports of Iran and Pakistan to the Indian Ocean. The route through Afghanistan is shorter than already used routes to the ports of the Black and Baltic Seas is more than 2 or 3 times, respectively, and nearly 5 times shorter routes to the ports of the Pacific. In addition, according to preliminary calculations, the total income of the Uzbek side to participate in the implementation of projects in the sphere of transport communications in Afghanistan could reach more than 100 million dollars. Table 1.1 summarizes the main transport corridors used by the Republic of Uzbekistan.

Table 1.2. Main transport corridors used by the Republic of Uzbekistan

Destination	Transit countries	Distance km
Far East ports of Russia	Kazakhstan	8 610
The north-eastern areas of China and south Korea	Kazakhstan, Russia	7 160
The western and central regions of China, the ports in eastern China	Kazakhstan	6 402
The Baltic states	Kazakhstan, Russia	3 849
Port of Mersin in Turkey	Turkmenistan, Iran, Turkey,	3 800
Ukraine and Belarus, countries of Eastern Europe,	Kazakhstan, Russia	2 978
Port of Ilyichevsk, Ukraine	Kazakhstan, Russia	2 964
Trans-Afghan corridor to the ports of Iran	Afghanistan	2 176
Turkey and Europe through the railways Baku-Akhalkalaki-Kars	Turkmenistan, Azerbaijan, Georgia, Turkey	2 158
Southeast Asia, the Persian Gulf and India through Bandar Abbas port in Iran	Turkmenistan, Iran	2 109
Trans-Caucasus corridor to the ports of Poti and Batumi	Turkmenistan, Azerbaijan, Turkey	2 025
Western China through the railways of Andijan-Osh-Kashgar	Kyrgyzstan	439

Uzbekistan welcomes the development of international transport corridors, which are designed to ever connect Central Asia with the ports of the Persian Gulf and the Baltic Sea. During the past four years, the Uzbek government has spent a lot of investment in the construction of transport infrastructure and plans to further develop relations with foreign partners. Uzbekistan's market for freight traffic is growing, requiring more infrastructures for functioning. Transport services and freight - is 9% of the GDP of Uzbekistan. But over the last 10 years the volume of freight traffic increased 2 times. Uzbekistan is located in Central Asia, it has an ideal position to profit as a mediator in international traffic. Uzbekistan constantly works under integrating their routes in

international transport communications. This can be seen in the Trans-Afghanistan route from Afghanistan to the Persian Gulf, one more corridor to the west of East Asia through Kyrgyzstan and Uzbekistan, and the other from Uzbekistan to Oman. All three corridors pass through or originate in Uzbekistan.

In addition, the territory of Uzbekistan as transit routes of these transport corridors as "Europe-Caucasus-Asia", the so-called TRACECA transport corridors within the framework of the Central - Asian Regional Economic Cooperation, as well as a highway of international importance Eurasian corridor E - 40 and other destinations .

For the first time TRACECA program was initiated at a conference held in Brussels in May 1993

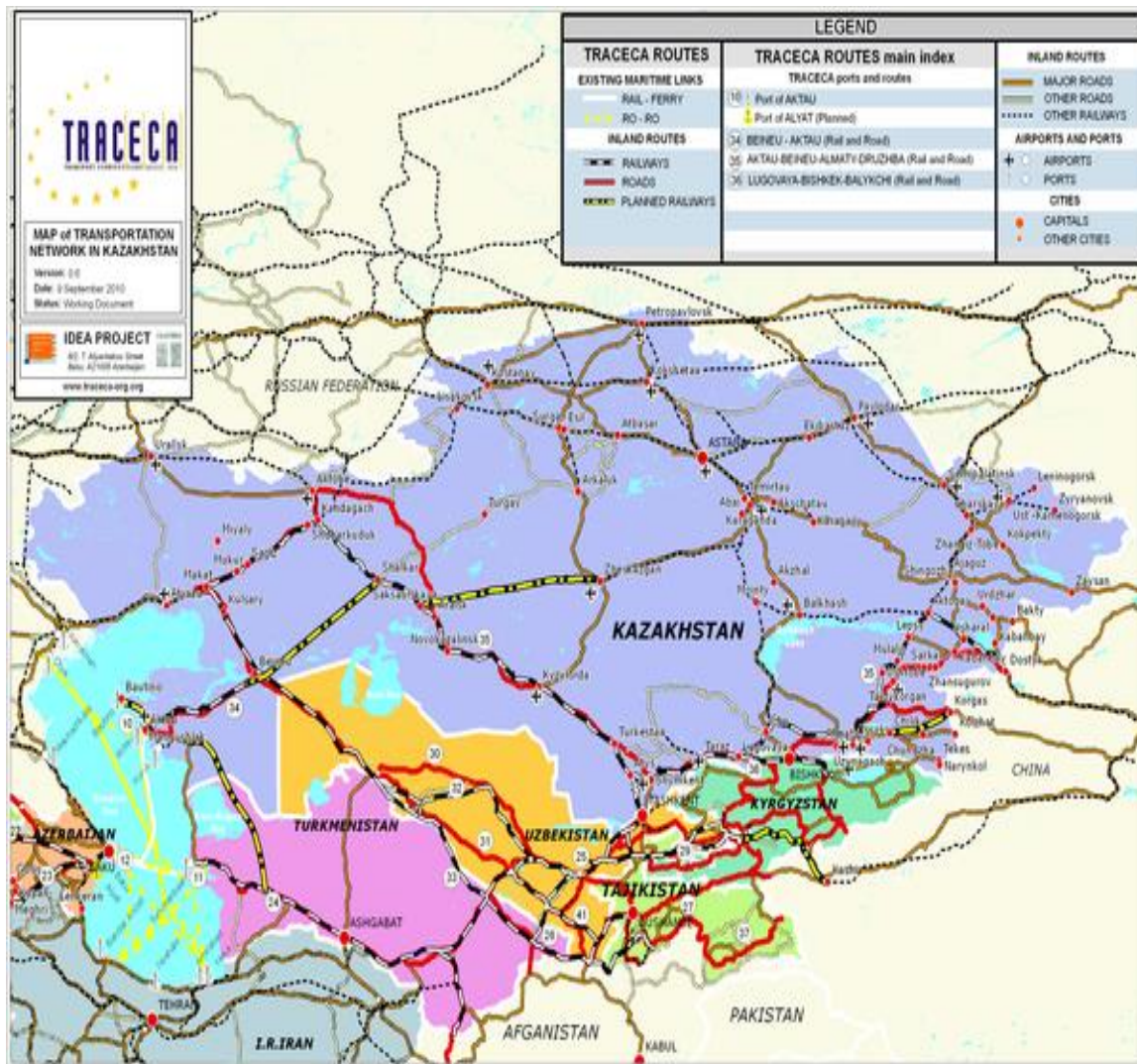
Impact Factor:

ISRA (India) = 4.971	SIS (USA) = 0.912	ICV (Poland) = 6.630
ISI (Dubai, UAE) = 0.829	PIHHI (Russia) = 0.126	PIF (India) = 1.940
GIF (Australia) = 0.564	ESJI (KZ) = 8.716	IBI (India) = 4.260
JIF = 1.500	SJIF (Morocco) = 5.667	OAJI (USA) = 0.350

with the participation of trade and transport ministers from 8 countries: Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan. The participants of the conference adopted the Brussels Declaration, which laid the foundation for the implementation of inter-regional technical assistance program "TRACECA", financed by the European Union for the development of a transport corridor from Europe through the Black Sea, the Caucasus the Caspian Sea with access to the Central Asian country. In the period from 1996 to 1998 joined the program Ukraine, Moldova and Mongolia. In March 2000, at the first meeting of the Intergovernmental Commission in Tbilisi, Bulgaria, Romania and Turkey officially appealed to the European Commission concerning the accession to the TRACECA program, and as a result have become members of the "Basic Multilateral Agreement on International Transport for Development of the"

Europe-Caucasus Asia "(OMC). In July 2009, to the MLA TRACECA joined Islamic Republic of Iran and by the end of the Seventh Meeting of the IGC TRACECA June 16, 2009 the Republic of Lithuania was granted observer status in the TRACECA Intergovernmental Commission.

These transport corridors are important for the economy of Uzbekistan, as it is carried out by transporting the bulk of export cargo. The most active by far used transportation corridors to the Iranian port of Bandar Abbas in the southern direction and the Georgian port of Poti in western direction. First of all, transport corridors are characterized by different physical and economic parameters such as length, time of delivery, and most importantly the cost of transportation. These two directions in its complex parameters are now more competitive in comparison with other existing transport corridors.



Pic 1. Map of international transportation routes of Kazakhstan.

Impact Factor:

ISRA (India)	= 4.971	SIS (USA)	= 0.912	ICV (Poland)	= 6.630
ISI (Dubai, UAE)	= 0.829	PIHHI (Russia)	= 0.126	PIF (India)	= 1.940
GIF (Australia)	= 0.564	ESJI (KZ)	= 8.716	IBI (India)	= 4.260
JIF	= 1.500	SJIF (Morocco)	= 5.667	OAJI (USA)	= 0.350

In the near future, residents and guests of the republic of Uzbekistan, traveling in the Ferghana Valley will have a worthy alternative of using air transport or highways. The final stage includes a project to build a railway line Angren-Pap with a unique tunnel. Construction of an electrified railway line "Angren-Pap", which connects the east with the system of Uzbekistan and Kyrgyzstan, the Chinese railways. The new steel pipe, in addition to the fact that the complete creation of a single railway network and open up interesting possibilities in the field of transit, will favorably influence the further

development of the economic potential of the three most populated areas of Uzbekistan, will allow several times to increase the volume of passenger and freight traffic, significantly reduce travel time. With the commissioning of the new line will not only be connected to the area of the Ferghana Valley with the central part of the country, and thus completing the formation of a unified railway transport system in Uzbekistan. In addition, this site will be an important link in the international transit corridor China - Central Asia - Europe.



Pic 1.2. Type of tunnel

Chinese companies have already calculated how much more profitable to use the railroad instead of sea or air routes when transporting their goods to Europe.

Impact Factor:

ISRA (India)	= 4.971	SIS (USA)	= 0.912	ICV (Poland)	= 6.630
ISI (Dubai, UAE)	= 0.829	PIHHI (Russia)	= 0.126	PIF (India)	= 1.940
GIF (Australia)	= 0.564	ESJI (KZ)	= 8.716	IBI (India)	= 4.260
JIF	= 1.500	SJIF (Morocco)	= 5.667	OAJI (USA)	= 0.350



Pic 1.3. Map of railways in Tajikistan

This railway will reduce the dependence of Uzbekistan from Tajikistan. Now Tashkent needn't to transit through the territory of a neighbor. At the same time Uzbekistan become stronger position in relation to the Kyrgyz Republic. What does the construction of the railroad Angren - Pap for Uzbekistan itself and its neighbors? Let us see from a different perspective:

In conclusion It should be noted that. Uzbekistan eliminates transportation isolation of his part of the Fergana Valley. Earlier on Uzbek territory to Tashkent could come only by road through the pass Kamchik, now parallel to it there is a railway that does not so much depend on the weather in winter. Also, if

earlier Uzbek trains were forced to walk from Bekabad to Kokand through Tajik Khujand, now it is not. In general, the completion of the railway meant a sharply improvement of transport connectivity Uzbekistan. From a geopolitical point of view railroad reduces dependence of Uzbekistan on Tajikistan. Now Tashkent needn't any transit through the territory of a neighbor. At the same time the position of Uzbekistan become stronger in relation to the Kyrgyz Republic.

Uzbekistan may at any time to transfer a large number of troops in Fergana Valley through this railway eliminate any problems, both internal or with its neighbors. This increases the political stability of Uzbekistan.

References:

1. Vinokurov, B.U. (2009). *International corridors EvrAz ES: faster, cheaper, better: sectoral review*. Almaty.
2. (n.d.). *Formation a single transport space of the Eurasian Economic Community* [electronic resource] Retrieved Oct.10, 2014, from <http://www.rostransport.com.transportrf.pdf>.32. p4-7.
3. Abramov, A.A., & Androsyuk, K.V. (2013). Simulation model of existing capacity. [Text]. *Rail transport*, №11, pp.28 - 31.
4. Anisimov, V.A. (2004). *The basic principles of software and information technology transformation of the railways forming circuits* [Text]. (p.25). Khabarovsk: Publishing house. FESTU.
5. Anisimov, V.A. (2002). *Improving the models and methods of forming optimal schemes of power amplification and reconstruction of railways*. [Text] (p.43). Khabarovsk: Publishing house FESTU.

Impact Factor:	ISRA (India) = 4.971	SIS (USA) = 0.912	ICV (Poland) = 6.630
	ISI (Dubai, UAE) = 0.829	PIHHI (Russia) = 0.126	PIF (India) = 1.940
	GIF (Australia) = 0.564	ESJI (KZ) = 8.716	IBI (India) = 4.260
	JIF = 1.500	SJIF (Morocco) = 5.667	OAJI (USA) = 0.350

6. Archangel, E.V., et al. (1977). *Calculation of railway capacity* [Text]. (p.310). Moscow: Transport.
7. Baturin, A.P. (1991). *Optimal development of linear transport systems* [Text]: monograph. (p.176). Moscow: Transport.
8. Baturin, A.P. (2010). *The optimal choice theory of technical equipment on the railway network* [Text]: dis. ... Dr. tehn. Sciences: 05.22.08. (p.336). Moscow.
9. Besedin, A.I. (2009). *Analyzing methods of existing capacity on railway sites with time limits train speeds* [Text]: Author. Dis.Cand. tehn. Sciences: 05.22.08. (p.24). Moscow.