

ANALYSIS OF TRANSPORT PRIVILEGES, INFRASTRUCTURAL DEVELOPMENT, AND TRANSPORT OPPORTUNITIES IN THE FRAMEWORK OF UZBEKISTAN'S ADMISSION TO INTERNATIONAL ECONOMIC BLOCKS

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Abstract. This article analyzes the process of Uzbekistan joining international economic blocs from the perspective of its impact on the development of the transport sector. In particular, it will highlight the benefits provided in the transport sector during the integration process, the simplification of customs procedures, and the expansion of transit potential through new transport routes and infrastructure projects. It also examines the achievements and potential challenges arising from joining international economic associations. The study is based on an analysis of strategic approaches aimed at strengthening Uzbekistan's position in the regional and global logistics system.

Keywords: International economic blocs, transport preferences, transit potential, infrastructure projects, transport routes, logistics, WTO, EAEU, integration, international trade, geoeconomic cooperation.

In the context of global economic integration, the transport and communication system of states is one of the key factors determining not only domestic economic stability but also the quality of international trade, transit flows, and logistics systems. Due to its strategic location in Central Asia, Uzbekistan has the opportunity to increase its transit potential, modernize infrastructure, and gain additional benefits in the transport sector by expanding cooperation with international economic blocs. This article analyzes the process of Uzbekistan's accession to international economic entities, the benefits provided in the transport sector, the development of infrastructure projects, and the expansion of transit opportunities.

The main part.

1. Significance of joining international economic blocs in the field of transport.

Today, international economic blocs such as the Eurasian Economic Union (EAEU), the World Trade Organization (WTO), the SCO, and the ECO expand access to transport markets, simplify customs procedures, and utilize transport corridors.

Table 1.

Schedule of transport and transit benefits for Uzbekistan (with WTO membership)

No	Preference direction	WTO legal framework	Content	Practical result for Uzbekistan
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1.	Freedom of transit	GATT 1994, Article V	Free and non-discriminatory transit through the territories of member states	Cargo transportation through neighboring countries will become easier
2.	Equal conditions (MFN mode)	GATT Article I	Same tariffs and conditions for all member states	Equal transit conditions for Uzbek goods
3.	Limit excessive transit fees	GATT Article V	Only fees equal to the cost of the service are applied to transit cargo.	Transportation costs will decrease
4.	Simplified customs procedures	Trade Facilitation Agreement	Electronic declaration, accelerated processing	Reduced border crossing time
5.	Submission of preliminary information	TFA	Submit electronic documents before cargo arrives	Queues will decrease, logistics will speed up
6.	Single-window system	TFA	Get all permissions in one place	Bureaucratic processes will be reduced
7.	Harmonization of standards	TBT agreement	Technical standards are mutually recognized	Certification processes will be accelerated
8.	Sanitary and phytosanitary rules	SPS Agreement	Unified requirements for agricultural cargo	Reduced border checks
9.	Gradual reduction of tariffs	GATT negotiations	Reduction of import duties	Trade volumes and traffic flow will increase
10.	Entering the logistics services market	GATS (Trade in Services Agreement)	Opening the market for transport and logistics services	International logistics companies are coming in
11.	Implementation of digital documents	TFA and international conventions	Electronic documents like e-CMR, e-BL	Multimodal transportation will speed up
12.	Increase in investment inflow	WTO General Provisions	Legal stability and an open market	Investments in logistics centers and terminals will increase

Within these blocks:

- general rules apply in transport;
- processing of transit cargo will be simplified;
- visas, permits and quotas will be reduced;
- access to new logistics markets will be created.

This will reduce costs, save time, and expand opportunities for Uzbek transport companies to enter the international market.





1. Benefits in the field of transport and their economic effect.

Within the framework of international economic blocs, Uzbekistan seeks to obtain the following main benefits:

2.1. Simplification of transit customs procedures.

The practice of the WTO and the EAEU applies the "one-stop shop" principle when processing goods. This significantly reduces the time it takes for cargo to cross the border. Uzbekistan is also moving closer to these standards.

2.2. Free movement in transport corridors.

- Reduction of quota and permit requirements for road transport;
- Unified tariff policy in railway operations
- Open skies principle in air transport

These opportunities will make export-import processes cheaper and increase transportation efficiency.

2.3. Access to new markets.

Within the framework of the blocks, Uzbekistan will open new transit markets for cargo carriers in the directions of Europe, South Asia, the Caucasus, and the Middle East.

3. Development of transport routes and infrastructure projects.

In recent years, Uzbekistan has prioritized the modernization of transport infrastructure when entering international markets. The largest projects are:





2-images. Uzbekistan's expansion along transit routes.

3.1. Railway routes.

- Angren-Pap railway passing through the Kamchik pass;
- Termez - Mazar-i-Sharif - Herat railway project
- China - Kyrgyzstan - Uzbekistan railway
- Trans-Caspian route through Kazakhstan (TITR);

These routes increase the geoeconomic significance of Uzbekistan and contribute to an increase in freight traffic.

3.2. Highways and logistics centers.

- Tashkent-Andijan-Osh-Irkeshnam road
- Tashkent-Samarkand-Bukhara-Turkmenistan road
- International logistics centers in Tashkent, Andijan, Bukhara and Termez.

The processing of goods through logistics centers is accelerating, simplifying transport chains.

3.3. Modernization of air transport.

- "Open Skies" policy
- New international airports: Samarkand, reconstruction of Tashkent-2, Fergana;
- Creating Cargo Hubs

4. Expansion of transit opportunities.

The geographical location of Uzbekistan allows it to become a major transit center. As a result of cooperation with international blocs:

4.1. Access to Europe via the Trans-Caspian route.

TITR (China - Kazakhstan - Caspian Sea - Azerbaijan - Georgia - Europe)

This route is the fastest multimodal transit system for Uzbek cargo.

4.2. Access to the Indian Ocean via the southern route.

- Termez - Mazar-i-Sharif - Herat
- Access to Pakistani ports via Afghanistan (Karachi, Gwadar)

This route de facto creates access for Uzbekistan to the sea.



4.3. New transport links with China.

With the opening of the China–Kyrgyzstan–Uzbekistan railway:

- freight transportation distance will be reduced by 900 km
- transit and export volumes will increase
- Transportation costs in Central Asia will decrease

Conclusion. Uzbekistan's accession to international economic blocs serves to increase the competitiveness of the transport sector, expand infrastructure capabilities, and strengthen the country's position as a transit hub. Transport incentives facilitate freight transport processes and ensure a more efficient operation of the logistics system. New transport corridors, modernized roads, and international cooperation projects are accelerating Uzbekistan's deep integration into the global economy.

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