

COOPERATION OF TWO PARTIES IN THE FIELD OF CONSTRUCTION OF NEW NATIONAL RAILWAY TRANSPORT PATHS

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The acceleration of globalization and integration processes in the world has led to the expansion of trade relations between countries. This process, firstly, requires the development of the transport communication system, as well as the formation of new cheap and short transcontinental transit corridors, and secondly, it requires the mutual coordination of the transport systems connecting the countries of the region with the world transport system. Today, many transport projects are being implemented, and one of the important projects is the restoration of the "Great Silk Road". In this direction, the planned allocation of more than 900 billion US dollars at the initial stage for the implementation of the project developed by China alone to create the global transport corridors "One Belt, One Road" indicates the importance and high profitability of this sector. The opening of such new roads will save both time and extra costs in international transportation.

"The Central Asian region is the main priority of our foreign policy".¹ In particular, today one of the main areas of cooperation development between the countries of Central Asia is the transport sector. If we analyze the meetings, gatherings and mutual visits held during the last ten years with the participation of the leaders of the countries of the region, it can be observed that in almost all the meetings, issues related to the development of the transport sector, the use of transport communications and the formation of the southern railway transport routes are being discussed.

Bilateral cooperation of the Republic of Uzbekistan in the field of railway transport is mainly established with the countries of Turkmenistan, Tajikistan, Kyrgyzstan, Kazakhstan and Iran, China and Russia. In particular, cooperation between Uzbekistan and Turkmenistan in the field of railway transport is developing steadily.

Until now, about 130 documents aimed at implementing mutual cooperation between Uzbekistan and Turkmenistan have been signed, of which the following documents are aimed at regulating cooperation in the field of transport: 1996 "On mutual relations in the field of passenger and cargo transportation by road and international railways" and "Transit agreements "On cooperation in the field of cargo

¹ Ўзбекистон Президенти Шавкат Мирзиёевнинг БМТ Бош қотиби Антониу Гутерриш билан бўлиб ўтган учрашувдаги фикри / Ўзбекистон Республикаси Президентининг расмий Веб-Сайти // <http://press-service.uz/uz/lists/view/1065>, 20 сентябрь 2017 йил.

management" and "On cooperation in the field of regulation of transit cargo in railway transport" of 2000; International agreements "On coordination of railway transport activities" in 1996, as well as "On further strengthening of economic and friendly relations between the two countries" in 2007.

Today, the 3730 km long railway line in use in the direction of Tashkent - Chorjou - Tejen - Serakhs - Meshkhed - Bandar-Abbas is the only railway corridor for Uzbekistan to the Persian Gulf. 60% of the total export of Uzbekistan is brought to world markets through this corridor.

According to experts, this highway has a number of advantages compared to other railway transport corridors leading to Baltic (Riga, Ventspils, Liepaja, Tallinn), Black Sea (Ilichevsk, Odessa) and Far Eastern (Nakhodka, Vladivostok) ports. These are explained by:

First, 1 ton of cargo transported through this corridor is valued at approximately 65 US dollars, while in other corridors this indicator is 90-150 dollars.

Secondly, the development of infrastructure along the "Uzbekistan-Turkmenistan-Iran" route will allow to further increase the volume of transportation. In particular, the carrying capacity of the Bandar-Abbas port is 3 million tons of cargo per year, and work is underway to increase this figure to 30 million tons in the near future. Compared with other ports, the cargo capacity of Nakhodka port is 1.8 million tons, Ventspils - 6.5 million tons, and Vladivostok - 8 million tons.

In addition, in order to increase the volume of rail transport of goods through the port of EIR Bandar-Abbas, 35% of the transit fees for cotton, sulfur, mineral fertilizers and fuel oil products transported by bordering and Central Asian countries to the port of Bandar-Abbas, and from 2017 Russia and Azerbaijan countries introduced 50% concessions for goods transported by rail through "Jan-Shim" TK.

Transportation is carried out through the territory of Uzbekistan to Turkmenistan, and through Turkmenistan to Uzbekistan. The mutually integrated roads and railways of the two countries have been performing the transit function for the third country as well. In this regard, the agreement signed on the initiative of the First President I. Karimov in 2011 on the creation of the transport corridor "Uzbekistan-Turkmenistan-Iran-Oman" is of geostrategic importance. Road and railway bridges launched in March 2017 on the Amudarya River indicate that the transport links between the two countries have reached a new level today.²

In 2017, during his visit to Turkmenistan, the President of the Republic of Uzbekistan, Sh. Mirziyoyev, during a meeting with the President of Turkmenistan, G. Berdimuhamedov, stated that today the transport sector is considered an absolute priority in Turkmen-Uzbek cooperation, and the efforts of the two countries are aimed at achieving the main goal - Central Asia, Europe, Middle East

² Узбекистан и Туркменистан – стратегические партнеры // <http://uza.uz/ru/politics/uzbekistan-i-turkmenistan-strategicheskie-partnery--06-03-2017>, 06.03.2017

railway. emphasized that it is necessary to focus on the creation of a strong and modern infrastructure that integrates transport systems. In addition, Sh. Mirziyoyev announced that Uzbekistan is ready for cooperation aimed at developing the Uzbekistan-Turkmenistan-Caspian Sea-South Caucasus transport route, which leads to the Black Sea ports of Georgia, Turkey, Romania and other countries. Also, in the meetings within the framework of this visit, it was noted that the cargo transportation index increased by 2.5 times as a result of the opening of the Turkmanabad-Farab road and railway bridges.

In general, Uzbekistan and Turkmenistan have great potential in the field of mutual transit transport. In addition, due to the unstable situation in the neighboring countries, while the completion of alternative corridors creates difficulties, the "Uzbekistan-Turkmenistan-Iran" transport corridor is safe from the point of view of security and economically efficient.

The development of cooperation in the field of railway transport in the relations between **Uzbekistan and Tajikistan** at the level of existing opportunities will be of great importance in interstate economic relations.

To date, more than 110 documents have been signed, which are the basis for the implementation of cooperation between the two countries. Among them, the documents regulating cooperation in the field of transport are the intergovernmental agreements "On establishing free trade between the two countries" (1996) and "On the establishment of the Intergovernmental Commission on Trade and Economic Issues" (2002).

It is known that since the north-eastern and southern parts of the Republic of Tajikistan consist of mountainous regions, cooperation with other countries can be carried out through the territory of Uzbekistan.

Currently, "Tajikistan Railways" DUK is using the railways of Uzbekistan for the following routes:

1. Dushanbe-Moscow route.
2. Kulob-Moscow route.
3. Khojand-Saratov route.
4. Dushanbe-Konibodom route.
5. Korgontepa-Konibodom route.

Uzbekistan also used the railways of Tajikistan to connect the valley regions with other regions of the country.

The two countries have established cooperative relations on the repair of vehicles, and the unitary enterprise "Uzjeldorremmash" has been repairing wagons and diesel locomotives of the "Tajik Railways" enterprise on the basis of a contract.

Recently, a number of efforts have been made to improve cooperation in the field of transport between the two countries. In particular, in January 2017, representatives of the transport sector of Uzbekistan and Tajikistan reached an interdepartmental

agreement on the launch of the Dushanbe-Pakhtabad-Boysun-Karshi-Tashguzar (bypassing Turkmenistan) railway going to Russia through Uzbekistan. In addition, the parties discussed the issues of reducing transit tariffs for railway cargo, resuming transportation through the Amuzang-Galaba railway (transportation through this corridor was suspended in 2011), and resuming cargo transportation through the territory of Tajikistan to the regions of the Fergana Valley.³

About 40 of the more than 130 different agreements aimed at implementing mutual cooperation between Uzbekistan and Kyrgyzstan are documents related to economic cooperation. Among them, the documents regulating cooperation in the field of transport include the 1996 agreements "On mutual relations in the field of passenger and cargo transportation and international railways", "On conducting an agreed policy in the field of transport and communications", "On cooperation in the field of transit cargo management" and It is possible to include the agreement "On the coordination of railway transport activities" and the agreements "On the management of tariff policy in the field of railway transport" of 1997.

The "China-Kyrgyzstan-Uzbekistan" railway project is of strategic importance in cooperation between the two countries. This issue was discussed during the official visits of the two heads of state in 2017, and negotiations were held on the development of effective transport routes in the region, the construction of a short-distance railway connecting China through the territory of Kyrgyzstan. At the meetings, it was agreed to speed up the creation of the legal basis of this corridor.⁴ However, in 2004-2010 Due to the existence of some problems in the implementation of this railway project, which is planned to be completed and commissioned during.

Uzbekistan and Kazakhstan have signed more than 200 documents on the basis of cooperation, more than 50 of which are documents of economic importance.

Through the Republic of Kazakhstan, Uzbekistan is connected to Russia, Ukraine and European countries in the northern and northwestern directions, and to seaports such as Ilichevsk, Klaipeda, Nakhodka, Vladivostok and other international transport routes. Also, Uzbekistan is mainly using Kazakhstan's transport infrastructure to connect with China. In turn, Kazakhstan uses the transport corridors of Uzbekistan to access the southern ports.

As a bilateral international agreement, the agreements "On the transportation of passengers, cargo and baggage between the governments of the Republic of Uzbekistan and the Republic of Kazakhstan in the transit mode" and "On the maintenance of the road and railway highways of the Republic of Uzbekistan and the Republic of Kazakhstan and ensuring their safety" can be cited as examples. These agreements were adopted on

³ "Тожикистон темир йўллари" ДУК раҳбари У.Каландаровнинг расмий баёоти // <http://ru.sputniknews-uz.com/economy/20170124/4660094/Uzbekistan-Tajikistan-novaya-doroga.html>, 2017.

⁴ Ўзбекистон Республикаси Президенти Шавкат Мирзиёевнинг Қирғизистон Республикасига 2017 йил 5 сентябрь куни давлат таширифи натижалари / 05.09.2017 / <http://www.press-service.uz/uz/lists/view/1002>.

March 27, 1998, according to which the two parties will carry out transit cargo through their territories to third countries other than the CIS member states on the basis of permits issued by the competent authorities of the parties, with the carriers having KARNET-TIR, using the vehicles of the parties. Transit transportation to the CIS member countries is carried out in vehicles of the parties without a permit and without charging a fee for transit.

In general, the following can be included in the main bilateral agreements regulating the mutual transit process of Uzbekistan with the countries of the region:

Agreement between Uzbekistan and Turkmenistan "On transit transportation in railway transport" (September 21, 2000);

Agreement between Uzbekistan and Tajikistan "On bilateral cooperation in the field of railway transport" (December 9, 1994);

Agreement "On Permanent Cooperation" between Uzbekistan and Kyrgyzstan (June 14, 1996). An overview of the regional countries' bilateral agreements on international highways is presented in Table 1.

Table 1

**Bilateral agreements of regional countries on
international railway transport ⁵**

	Kaza khstan	Kyrgyzs tan	Tajikis tan	Turkmen istan	Uzbe kistan
Kazakhstan		+	+	+	+
Kyrgyzstan	+		+	+	+
Tajikistan	+	+		+	no
Turkmenista n	+	+	+		+
Uzbekistan	+	+	no	+	
* two-way, transit and unauthorized procedure of cargo transportation to (from) a third country ** unlicensed two-way and transit cargo transportation *** permit is required for all international car shipments					

The construction and further development of new roads in railway transport requires the rapid development and implementation of modern advanced methods in the development of alternative transport corridors, taking into account the uniqueness of each type of transport and the incomparable place occupied by railway transport in the Republic of Uzbekistan. Achievements of modern science of business and management in passenger and cargo transportation, information on internal and

⁵ Бекмагамбетов М. Перспективы сотрудничества и координации усилий международных организаций и национальных правительств в реализации транспортных проектов в ЦА регионе. Алматы, 2010. –С. 11-12.

external processes, the state of consumer and supplier markets and the economy as a whole, as well as the continuous operation of the railway company ("Uzbekistan temir yollari" JSC), which relies on the successful development of transport corridors in the conditions of Uzbekistan. competitiveness of Uzbekistan's railways can be ensured only through improvement.

Considering the useful scientific and practical, local and foreign experiences in the organization of railway transport activities, it is convenient to solve the problems accumulated in the organization of transportation in new conditions characterized by strict competition, high requirements for the quality of service provided by transport and related companies. As an example of the approach, it is necessary to pay attention to the achievements of logistics.

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