

RESEARCHING PROSPECTS FOR THE DEVELOPMENT OF THE FLOW OF TRANSIT CARGO THROUGH THE KAMCHIK PASS

Masharipov Masud Numonjonovich
PhD in Technical Sciences, Associate Professor of the Department of
Railway Operations Management of Tashkent State Transport University

Azamjonov Shakhzodbek Shavkatjon ogli
Tashkent State Transport University

ABSTRACT

This scientific article highlights the specific features of the Kamchik Pass, especially the complexity of the road, and therefore the benefits that will come from increasing the flow of transit cargo. Also, the article shows the solution of the problems that may arise in this direction through the "Transportation" laws of our republic.

Keywords: Freight transportation, transport costs, transit, transport-logistics system, international transport, transport complex.

INTRODUCTION

Development of transport and transit potential is the driving force for the development of the economy of any country that does not have direct access to seaports. According to the 2018-2022 comprehensive program of improving the transport infrastructure and diversifying foreign trade routes of cargo transportation, the development of mutually beneficial relations with all foreign partners in the field of transport and transit is one of the priorities of the republic's foreign policy.

During the reforms implemented in new Uzbekistan, the formation of a single type of transport connecting all regions was achieved through the implementation of a number of highway and railway highway projects. Uzbekistan's active participation in major projects for the creation of international transport corridors served to increase the flow of transit cargo. Encouraged by its results, the country's government is paying special attention to the issue of further development of the industry and making investments. In addition, the Office of the United Nations (UN) in the Republic of Uzbekistan stated that it is desirable to increase the investment in the transport sector to 4.6% of the GDP. Based on this, the total amount of investments by 2030 will be 46.7 billion. It can be around USD. In particular, researchers G. A. Samatov and Professor Ya. K. Karrieva believe that a one percent increase in investments allocated to the transport sector can increase the volume of transported goods by 0.94 percent. By 2030, the total amount of investments in the transport sector will be approximately 46.7 billion. It is noted that it is US dollars. This, in turn, improves the internal and external policy of Uzbekistan in the field of transport (regulation of the sector, coordination of definition policy), further optimization of the transport-logistics system, improvement of the quality of services and expansion of the type of services, along with new transit is a possibility to build corridors.

Lowering freight rates is an urgent problem. Because the increase in the share of transport costs in the freight cost has a direct impact on competitiveness. For example, since 2014-2015, the growth of transport services has significantly exceeded the growth rate of prices in the economy, in particular, the growth of prices of food and non-food products, industrial products. This means that reducing the price

of road transport, which is relatively high in the industry, is considered to be the first task. For example: 500 km. 20 tons of cargo (for example, textile products) 1 km. long-distance transportation is \$1.75 in Uzbekistan, \$1.19 in Kazakhstan, \$1.35 in Kyrgyzstan, \$1.11 in Tajikistan, and \$0.71 in Turkmenistan. If we take this as an example of trucks moving through the Kamchik Pass, we can see that about 85% of them have been in operation for more than 15 years.

The increase in fuel consumption of outdated vehicles leads to an increase in the cost of transporting goods. For example, the fuel consumption of trucks per 100 km is 39-41 liters in Uzbekistan, 32-34 liters in the European Union. Second, there are high rates of customs duties on importing trucks. For example: when importing a modern car made in Europe to Uzbekistan, the total sum of payments (customs duty, value added tax, excise tax, road fund levy, etc.) is 110% of the customs value of the product. -146 percent. As a result, the growth of the freight transport fleet in Uzbekistan was 0.6 percent in the following years. During the same period, this indicator was 5.7% in the USA, 40.1% in Poland, 25.4% in the Russian Federation, 48.7% in Slovenia, and 64.7% in Slovakia. Of course, today the main transport corridors passing through the territory of Uzbekistan do not have enough necessary infrastructure. In the future, the infrastructure is being created on some long-distance routes that have the possibility of receiving the status of international transport highways. The road and railway passing through the Kamchik Pass are no exception. The complicated description of foreign trade operations formalization has a negative impact on the efficiency of transportation.

The development of relations in the field of transport and transit is a priority of Uzbekistan's foreign policy. The recognition of the world community is another proof that the right path has been chosen in the development of the industry. For example, it can be noted that Uzbekistan was elected to the Executive Council of the Customs Convention on International Road Transport for the first time. Naturally, the scope of the work to be carried out is also very wide. In particular, the Legislative Chamber of the Oliy Majlis carried out consistent research on the new version of the Law "On Transport" with a view to solving serious problems in the development of international transport corridors. Because today there are separate legal documents that regulate transport activities, including the Laws "On Motor Transport", "Laws on Railway Transport", Air Code and many other laws. documents can be cited as an example. However, there is no single law that ensures the optimal, balanced and harmonious interaction of all types of transport, and determines the ways to integrate them into a single transport network by expanding the number of effective logistics and mixed routes.

Types of transport - aviation, railway, car, water transport have been developed separately from each other, pursuing goals related to their field. All the listed legal acts (both planned and existing) do not contradict each other, work simultaneously, complement each other and directly apply norms. defines. The main goal of the new law is to determine the legal, economic and organizational basis of the operation and cooperation of automobile, air, water, railway, urban passenger transport.

Transit policy is one of the first important factors for the development of the country's transport complex. The new edition of the Law "On Transport" is intended to solve serious problems that have accumulated in the development of international transport corridors. This document eliminates existing shortcomings in the legislation, creates the legal basis for mutual cooperation between transport organizations and users of their services in the implementation of transport activities, including mixed transport, and establishes conditions for deepening the processes of integration of the national transport system into the international transport-logistics system.

Uzbekistan is one of the active countries in further development of international transportation and transit cargo flow. As early as 2016, the country offered the CIS countries to jointly use its transport system. In 2017, at the presentation ceremony of the "Concept of Russia's Chairmanship in the CIS during 2017", Uzbekistan is rapidly building modern road transport and communication engineering systems, with special emphasis on the issue of the Angren-Pop railway line among major projects. , invited everyone to mutually beneficial cooperation.

The Institute of Forecasting and Macroeconomic Research, while analyzing the current situation and prospects of the transport sector, mentioned the following as the priority directions that should be implemented in the transport system in 2022-2026:

Establishment of a world trade zone at the intersection of transit corridors of Uzbekistan;

Improvement of the regulatory legal framework, continuation of work on harmonization of interstate standards and work in the system of approval of conformity in the field of railway transport and infrastructure facilities;

Creation of scientific-research institutes, including scientific-research and design work and organization of training and retraining of personnel in the development of digital technologies;

Establishing a railway connection with China through Kyrgyzstan to increase the competitiveness of domestic railways and divert transit cargo from the alternative railway to the domestic railway;

It is necessary to create logistics clusters between the stations of Ghalaba (Uzbekistan) and Peshawar (Pakistan) and to organize intermodal transportation between the stations of Kashkar (China) and Andijan (Uzbekistan) (railway and road through the use of existing international highways and organization of cargo transportation on international highways from Kashkar (China) to Andijan (Uzbekistan) and from Peshawar (Pakistan) to Galaba (Uzbekistan);

Active introduction of modern information and communication technologies to provide online services to cargo owners and passengers based on public-private partnership.

CONCLUSION

The need to organize transport in Uzbekistan in cooperation with railway and road transport is increasing. In addition, there are all conditions and opportunities for the development of this method of cargo transportation in our country. The main task is to bring the experience and advanced technologies of foreign countries to Uzbekistan and use them effectively. First of all, it is required to formulate the existing local legislation based on international requirements. In this regard, it is inevitable that foreign experience will come to our hands. Because in developed regions, all legal terms and their interpretation are harmonized, organizations working in this market operate in strict compliance with international legal and regulatory documents, agreements, and conventions. Uzbekistan can also study the achievements of leading countries in this field consistently and comprehensively, learn creative lessons from successfully tested logistics plans and systems and adapt them based on their local characteristics.

REFERENCES

1. Sh. Suyunbaev, Z. Tursunov, M.Masharipov, N.Aripov. "Temir yo'ldan foydalanish ishlarini boshqarish". O'quv qo'llanma. 3-qism."Complex Print" nashriyoti. 2021 y.
2. Руководство по оценке пропускной способности автомобильных дорог. М, транспорт, 1975 г.
3. Например,» экономика Узбекистана " - Информационно-аналитический бюллетень у. 2015 г.

4. Транспорт, транспортный сектор и транзит в Узбекистане в контексте экономической трансформации в средне - и долгосрочной перспективе: проблемы и решения – 2015.
5. Abdilakimov G.A. –Avtomobil transporti tizimini rivojlantirishga investisiyalarni yo'naltirishning samaradorligi. 2019.
6. <https://cis.minsk.by/thematic/21/2017/1> MDH Ijroiya Qo'mitasi sayti.
7. (<https://ifmr.uz/>) Prognozlashtirish va makroiqtisodiy tadqiqotlar instituti.