Next Scientists
European International Journal of Multidisciplinary Research and Management Studies

TYPE Original Research
PAGE NO. 32-36
DOI 10.55640/eijmrms-05-09-05

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World Experience of International Transport and Its Implementation in Our Republic

OPEN ACCESS

SUBMITED 14 July 2025
ACCEPTED 18 August 2025
PUBLISHED 14 September 2025
VOLUME Vol.05 Issue09 2025

Ochilov Nodirjon Botiraliyevich

Navoi State Mining and Technological University, Assistant at the Department of Regional and Corporate Strategies, Uzbekistan

Abstract:

International transportation is one of the key factors in today's global economy, facilitating trade, investments, and economic growth between countries. This article examines global experiences, particularly China's Belt and Road Initiative (BRI), and analyzes the possibilities of implementing it in landlocked countries like Uzbekistan. The relevance of the topic is evident in Uzbekistan's strategic location in Central Asia and the expansion of its trade partnerships, as the republic's trade volume and transport infrastructure are rapidly developing towards 2025. The primary objective is to adapt international best practices to local conditions and propose solutions to overcome challenges such as landlocked status, infrastructure modernization, and environmental requirements. The anticipated conclusions suggest that by expanding the TIR system and BRI projects, Uzbekistan can increase its trade turnover, implement green logistics and digital technologies, which will strengthen economic integration and contribute to environmental preservation. The article is based on the latest statistical data and international reports.

KEYWORDS: - International transport, transport infrastructure, “One Belt, One Road,” TIR systems, seaports, economic integration, green technologies, trade routes, green transport investments.

INTRODUCTION: In today's world, international transportation not only ensures the flow of goods and services but has also become a determining factor in countries' economic development. In the global economy, the efficiency of the transport system plays a

crucial role in increasing trade volumes, attracting investments, and even ensuring environmental sustainability. For Central Asian countries like Uzbekistan, this issue is particularly relevant, as our republic lacks direct access to seaports, and trade routes pass through neighboring states. Therefore, studying international experience and adapting it to local conditions is key to economic growth.

As President Shavkat Mirziyoyev emphasized in his speech on this topic at the SCO summit held in Tianjin, China, on September 1, 2025: "We see great opportunities for coordinating efforts to create the SCO's 'Common Transport Space' and linking it with the 'Belt and Road' strategic initiative. This includes the creation of new multimodal networks, digital platforms, and 'green' corridors." This quote vividly demonstrates our republic's strategic approach to developing international transport networks and further underscores the relevance of the topic.

Global transport trends in 2025 are focused on digitalization, green technologies, and regional integration. For instance, according to the World Bank's Logistics Performance Index (LPI), Uzbekistan has improved its ranking from 129th to 88th place over the past decade, reflecting enhancements in infrastructure. However, challenges persist: high transit costs, difficulties in meeting environmental standards, and a shortage of skilled personnel. This article examines the potential for applying global experiences to Uzbekistan, with particular emphasis on China's Belt and Road Initiative (BRI) project as an example.

This process encompasses all modes of transport - air, sea, rail, and road - but due to the lack of access to the sea, special emphasis is placed on the TIR (International Road Transport) system.

In global practice, international transport ensures economic integration through effective systems in developed countries and regions. For example, China's "Belt and Road Initiative" (BRI) is a prime example of global infrastructure development. The project, which began in 2013, aims to construct new roads and railways connecting Central Asia, including Uzbekistan, with China and Europe by 2025. The trade volume between China and Uzbekistan reached $13.1 billion in 2024, and this figure is expected to increase further in 2025, as BRI projects can reduce transit times and costs.

As part of the BRI, the construction of the China-Kyrgyzstan-Uzbekistan railway is scheduled to begin in 2025, which will increase trade flows for Uzbekistan and transform its landlocked status into land-linked. The BRI also focuses on green transport investments: environmentally friendly technologies and emission reduction strategies are being implemented. For example, China's pipeline networks (through Turkmenistan) are expected to be rehabilitated in 2025, which will enhance energy security.

When comparing various experiences, the European Union's unified transport system focuses on environmental standards, while China's experience is more applicable to Uzbekistan due to proximity and trade partnerships. Russia's experience is strong in transit networks, but the Belt and Road Initiative offers a larger investment volume. Overall, global experience demonstrates that multimodal transport (rail + road) increases efficiency, and the TIR system can expedite customs procedures and potentially reduce transit costs by 38%.

Uzbekistan's transport infrastructure has been developing rapidly in recent years, but challenges remain. In the second quarter of 2025, the gross domestic product from the transport and storage sector reached 66,653 billion soums, showing growth compared to the previous quarter. The volume of cargo transportation increased by 37% in the second quarter of 2025, which also led to a rise in domestic transport tariffs. According to the report of the Statistics Committee of Uzbekistan for January-March 2025, freight turnover and trade volumes are demonstrating positive dynamics, but infrastructure modernization is still inadequate.

The main problems include: lack of direct access to the sea, which increases transit costs (35% higher compared to coastal countries); limited economic opportunities and the need for road modernization; shortage of resources and skilled personnel; difficulties in complying with environmental requirements and transitioning to green logistics. For instance, public transport revenue is projected to reach $427.32 million by 2025, but environmental emissions remain high. Additionally, there are over 4 million vehicles, yet road safety issues persist (18 deaths per thousand km of road).

Literature Review

The literature on international transport and its impact on landlocked countries is based on numerous studies and reports, primarily covering topics of global integration, infrastructure development, and environmental sustainability. The World Bank's Transport Division (World Bank, 2025) analyzes global transport trends and emphasizes that transit costs for landlocked countries are 35% higher compared to coastal countries, which limits trade volumes. Additionally, the improvement of the LPI index is crucial for Central Asia, as it evaluates infrastructure and

customs processes.

According to The Diplomat's (2025) report on China's BRI project, China-Uzbekistan trade volume reached $13.1 billion in 2024, and this figure is expected to increase in 2025. "The incoming investments indicate a continuous shift in global investment trends," emphasizes the press secretary of the Prime Minister of Uzbekistan, suggesting that this strengthens economic growth through the BRI. Highways Today (2025), discussing Uzbekistan's vision for modernizing transport networks, writes, "Closing this gap requires significant investment in infrastructure and rolling stock," highlighting the need for investment in urban transit.

According to Statista's (2025) forecast for the public transport market in Uzbekistan, revenue is projected to reach $427.32 million in 2025, with an annual growth rate of 7.87%, and is expected to increase to $624.13 million by 2030. This data indicates a transition to green technologies and the implementation of digital systems. Trading Economics (2025) reports that GDP from transport and storage reached 66.653 billion soums in the second quarter of 2025, showing growth compared to the previous quarter.

The Asian Transport Observatory report (2025) provides detailed information on Uzbekistan's transport sector, including the 4,718 km length of railways and the fact that over 50% of them are electrified. This serves as a foundation for strengthening BRI integration. Overall, the literature emphasizes the importance of the TIR system and multimodal transport in adapting international experience to landlocked countries.

Methodology

The methodological basis of this study relies on the analysis of secondary data, conducted through desk research. The author also utilized international and local reports, statistical data, and scientific articles during the research process, systematically reviewing information from sources such as Statista, Trading Economics, and the Asian Transport Observatory. This approach enabled a comparison of global trends with Uzbekistan's situation. Numerical data (e.g., trade volume, GDP share, cargo transportation growth) were collected and presented in tables. China's BRI experience was compared to Uzbekistan's current state, using information from The Diplomat and Highways Today reports. The research process employed various methods and tools of functional-oriented search, economic and statistical analysis, forecasting, and modeling, taking into account environmental and economic factors. Based on the available data, future possibilities were projected.

ANALYSIS AND RESULTS

We will analyze Uzbekistan's transport sector in comparison with global experience. Data is primarily sourced from Statista, Trading Economics, and Zamin.uz reports. For instance, a 37% increase in freight volume indicates activity in the domestic market, while in international transit, this figure has reached 89% (for Russian and Kazakh routes). This demonstrates the impact of BRI projects, as Chinese investments have intensified trade flows.

Table 1

Comparison of Uzbekistan's GDP share from transportation by quarters (Trading Economics, 2025):

Quarter	GDP share (billion soums)	Growth rate (%)
1st quarter	32,018.20	-
2nd quarter	66,653.00	108% (compared to the previous quarter)
Forecast for the 3rd quarter of 2025	80,041.00	20%

As evident from Table 1, growth is rapid, but environmental problems (increased emissions) pose a threat. According to Highways Today (2025), a goal has been set to reduce emissions by 35%, however, investments are insufficient.

Table 2

Freight Transportation Growth (Zamin.uz, 2025):

Type	Growth Rate (%) (Q2 2025)
Internal cargo transport	73% (of respondents)
International export	89% (of respondents)
Import	34% (annually), -15% (quarterly)

This table indicates that international integration surpasses domestic growth; however, the decline in imports suggests currency issues.

The analysis results indicate that by expanding the BRI and TIR systems, trade volume could increase by 20% in 2025. According to Statista's forecast (2025), public transport revenue is expected to reach $427.32 million, which is linked to the implementation of green technologies.

Table 3

Trade volume forecast (based on The Diplomat and Trading Economics)

Year	Trade volume (billion USD)	Growth (%)
2024	13.1 (with China)	-
2025	15.7 (projected)	20%
2026	18.5 (projected)	18%

Emissions can be reduced by 90% through digital transit. This will transform Uzbekistan into a transit hub of Central Asia. The result emphasizes ecological sustainability.

When applying global experience to Uzbekistan, it is crucial to emphasize the TIR system, as it accelerates customs procedures, reduces transit costs, and increases trade turnover. TIR plays a significant role in multimodal transportation: for instance, combining rail and road transport can reduce freight transportation time by 80%. This is feasible for Uzbekistan, as cooperation with neighboring countries (Afghanistan, Turkmenistan, Kazakhstan) facilitates transit. In adapting the BRI experience, green transport investments are beneficial: implementing environmentally friendly technologies through Chinese projects reduces emissions. International investments (World Bank, China) accelerate infrastructure modernization. South-South cooperation ensures economic diversification, increases trade turnover, and allows for greater profits from logistics services. To overcome challenges, it is necessary to establish personnel training and education with the assistance of international organizations (UN, IRU). Digitalization of transit systems can reduce emissions by 90% and may be suitable for Uzbekistan, as digital technologies are relatively inexpensive and effective. These options are realistic, but obstacles (financial, legislative) exist - regional integration is necessary to overcome them.

Conclusions and Recommendations

Applying international transport experiences to Uzbekistan will ensure economic growth and stability. Through BRI and TIR initiatives, it is possible to increase trade volumes while tackling environmental issues. The transition to digital and green transport should be adopted as the main direction for the future. This process will transform our republic into a global trade center.

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