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International transport corridors and Uzbekistan's integration into the global logistics system method

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Abstract: This article examines Uzbekistan's role in the system of international transport corridors and its integration into global logistics networks. The study analyzes the main northern, western, eastern, and southern transport routes, as well as the Trans-Afghan corridors. The results show that diversifying transport corridors contributes to stabilizing the logistics system and improving transit efficiency.

Keywords: transport corridors, logistics, Trans-Afghan, transit, CAREC

Xalqaro transport koridorlari va O'zbekistonning global logistika tizimiga integratsiyasi

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Annotatsiya: Ushbu maqola O'zbekistonning xalqaro transport koridorlari tizimidagi o'rni va uning global logistika tarmoqlariga integratsiyalashuvini o'rganadi. Tadqiqotda asosiy shimoliy, g'arbiy, sharqiy va janubiy transport yo'nalishlari, shuningdek transafg'on koridorlari tahlil qilindi. Natijalar transport yo'laklarini diversifikatsiya qilish logistika tizimini barqarorlashtirish va tranzit samaradorligini oshirishga xizmat qilishini ko'rsatadi.

Kalit so'zlar: transport koridorlari, logistika, Transafg'on, tranzit, CAREC

1. Kirish

So'nggi yillarda jahon iqtisodiyotida kuzatilayotgan globallashtirish jarayonlari va milliy transport tizimlarining tobora o'zaro bog'lanib borishi xalqaro transport koridorlarini rivojlantirish masalasini yanada dolzarb qilib qo'ydi. Aynan ushbu koridorlar asosiy tranzit yuk oqimlarining samarali harakatlanishini ta'minlaydi. Xalqaro transport koridori deganda faqatgina ma'lum yo'nalish emas, balki unda faoliyat yurituvchi barcha transport vositalari, infratuzilma obyektlari hamda tashkiliy, texnologik va huquqiy mexanizmlar majmuasi tushuniladi. Shu jihatdan qaraganda, bunday koridorlar turli mamlakatlar transport tizimlarini o'zaro bog'lab, yagona logistika makonini shakllantirishda muhim rol o'ynaydi.

Mamlakatlarning iqtisodiy rivojlanish imkoniyatlari ko'p jihatdan ularning geografik joylashuviga bog'liq. Ayniqsa, dengiz portlariga to'g'ridan-to'g'ri chiqish imkoniyati yo'qligi qator davlatlar uchun jiddiy muammo hisoblanadi. Hozirgi vaqtda bunday mamlakatlar soni qirqdan oshadi. Ular xalqaro savdoni amalga oshirishda tranzit davlatlarga tayanishga majbur bo'ladi. Bu esa qo'shimcha chegaralarni kesib o'tish, uzoq masofalarni bosib o'tish va murakkab tartib-taomillarni bajarishni talab qiladi. Natijada transport va logistika xarajatlari ortadi, bu esa raqobatbardoshlikka salbiy ta'sir ko'rsatadi va iqtisodiy o'sishni sekinlashtiradi. Jahon banki ma'lumotlari ham shuni ko'rsatadiki, dengizga chiqish imkoniyati cheklangan


davlatlarda yuk tashish xarajatlari odatda qirg'oqbo'yi mamlakatlarga nisbatan ancha yuqori bo'ladi.

O'zbekiston dengizga to'g'ridan-to'g'ri chiqish imkoniyatiga ega bo'lmagan davlatlardan biri hisoblanadi. Shu sababli tashqi savdo jarayonlari asosan tranzit davlatlar orqali amalga oshiriladi. Bu esa transport xarajatlari va logistika samaradorligiga bevosita ta'sir ko'rsatadi.

2. Tadqiqot metodologiyasi

Temir yo'l tarmoqlarini kengaytirish va yagona tizimga keltirish ustuvor yo'nalishlardan biri hisoblanadi. Dastlabki yirik loyihalardan biri sifatida Navoiy-Uchquduq-Sultonovaystog'-Nukus temir yo'l liniyasi hamda Amudaryo ustidan o'tuvchi temir yo'l-avtomobil ko'prigi qurildi. Keyingi bosqichda Toshg'uzar-Boysun-Qumqo'rg'on temir yo'lining foydalanishga topshirilishi yangi transport imkoniyatlarini yaratdi. Ushbu yo'nalish orqali trans-afg'on koridori orqali Janubiy Osiyo va boshqa mintaqalarga chiqish imkoniyati kengaydi. Bu esa eksport salohiyatining oshishiga va tranzit yuk oqimlarining ko'payishiga xizmat qildi.

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1-rasm. O‘zbekistonning yangi temir yo‘l liniyalari

“O‘zbekiston temir yo‘llari” AJning xalqaro hamkorligi Markaziy Osiyoda temir yo‘l infratuzilmasi va transport logistikasini rivojlantirishda muhim o‘rin egallaydi va rivojlantirish uchun muntazam ravishda qator ishlar olib borilmoqda.

Xalqaro transport tizimlarining rivojlanishi tarixiy Ipak yo‘li konsepsiyasining zamonaviy talqini sifatida shakllanmoqda. Ushbu integratsiyalashgan yondashuv quruqlik va dengiz transportini birlashtirib, yetkazib berish vaqtini qisqartiradi va logistika samaradorligini oshiradi.



2- rasm.O‘zbekistonning xalqaro transport koridorlaridagi markaziy o‘rni va global bog‘lanishlari

Transafg‘on va CAREC yo‘nalishlari yangi tranzit imkoniyatlarini yaratmoqda. Temir yo‘l infratuzilmasining modernizatsiyasi esa logistika samaradorligini sezilarli oshirdi. Transafg‘on yo‘lagining rivojlanishi mintaqaviy transport tizimida yangi bosqichni boshlab berdi. Ushbu loyiha Janubiy Osiyo bozorlariga chiqish masofasini qisqartirib, transport oqimlarini optimallashtirdi. Afg‘oniston hududidagi temir yo‘l infratuzilmasi esa butun Markaziy Osiyo uchun strategik tranzit ahamiyatga ega bo‘ldi.



3-rasm. Transafgan koridorlari

O‘zbekiston Respublikasida eksport mahsulotlarini xorijiy bozorlarga tashishni tashkil etishda foydalanish uchun 9 ta asosiy xalqaro transport koridorlari mavjud.

1,2,3 – koridorlar O‘zbekistonni Yevropa bilan bog‘lovchidir.



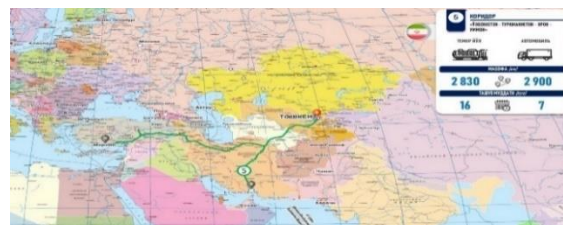
4-rasm. 1,2,3-koridorlar- O‘zbekiston - Qozog‘iston – Rf – Yevropa Ittifoqi

Transport koridorlarining kengayishi mamlakatning tashqi savdodagi barqarorligini mustahkamlaydi. Shimoliy va g‘arbiy yo‘nalishlar Yevropa bozorlariga chiqish imkonini bergan bir paytda, Sharqiy yo‘nalishlar Xitoy va Osiyo-Tinch okeani mintaqasi bilan aloqalarni kuchaytiradi. Janubiy yo‘nalishlar esa Eron va Pokiston orqali dengiz portlariga chiqishni ta‘minlaydi. Xitoy–Yevropa yo‘nalishidagi yirik transkontinental transport loyihalari global logistika tizimini qayta shakllantirmoqda.

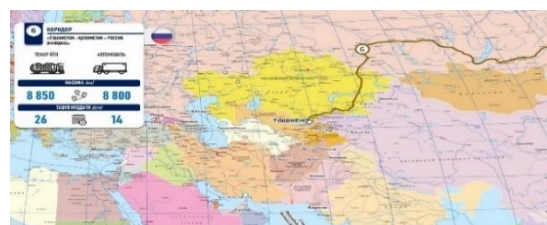
4 - koridor.O‘zbekistonni Turkiya bilan bog‘lovchi yo‘lak bo‘lib, temir yo‘l uzunligi 4900 kilometr ni tashkil etadi, o‘rtacha yetkazish vaqti 25-30 sutka. Bu yo‘lak O‘zbekiston va Turkiya tashqi savdo aloqalarini yengillashtiradi va samaradorlikni oshiradi.



5-rasm. “O‘zbekiston - Turkmaniston – Ozarbayjon – Gruziya – Turkiya”-koridori



6-rasm. “O‘zbekiston - Turkmaniston – Eron – Ummon” koridori



7-rasm. “O‘zbekiston - Qozog‘iston – Rossiya”-koridori





8-rasm. “O‘zbekiston – Qozog‘iston – Xitoy”-koridori



9-rasm. “O‘zbekiston – Qirg‘iziston – Xitoy” (Lyanyungan Porti)-koridori



10-rasm. “O‘zbekiston – Afg‘oniston – Pokiston (Karachi porti)” koridori

1-jadval

O‘zbekiston respublikasining asosiy transport yo‘laklari va tashqi savdo marshrutlari

Nomi	Masofa (km)	Tashish vaqti	20-22 tn. yukni tashish uchun o‘rtacha xarajat, AQSH doll.
I. Janub, Janubiy - G‘arbiy yo‘nalish			
“Termez – Mazari Sharif”	85	1 kun	1200
“Toshkent – Buxoro – Turkmanobod – Mari – Saraxs – Bandar-Abbos”	3 065	6-7 kun (48/48 soat)	2 400-2 600
“Toshkent – Buxoro – Turkmanobod – Mari – Saraxs – Mersin”	4 208	12-14 kun (48/48 soat)	3 000-3 300
“Toshkent – Buxoro – Turkmanobod – Mari – Saraxs – Istanbul – Sofiya”	5 156	14-15 kun (48/48 soat)	4 000-4 300
II. Shimoliy, Shimoliy-G‘arbiy yo‘nalish			
“Toshkent – Qo‘ng‘irot – Beyneu – Saratov – Moskva – Riga (Vilnyus)”	4 781 (Riga) 4 857 (Vilnyus)	10-14 kun (48/48 soat)	2 000-2 300
“Toshkent – Qo‘ng‘irot – Beyneu – Saratov – Moskva – Smolensk – Brest – (Polsha, Germaniya, Fransiya, Ispaniya va boshqalar)”	4 421 (Minsk) 4 800 (Varshava) 5 400 (Berlin) 6 493 (Amsterdam) 6 842 (Parij) 8 117 (Madrid)	9-10 kun 10-12 kun 13-15 kun 14-16 kun 15-17 kun 17-19 kun (48/48 soat)	2 200-2 400(Minsk) 2 300-2 500 (Varshava) 3 100-3 400(Berlin)
“Toshkent – Qo‘ng‘irot – Beyneu – Astraxan – Volgograd – Kiyev – (Polsha, Chexiya, Avstriya Slovakiya va boshqalar)”	4 140 (Kiyev) 5 400 (Praga) 5 400 (Vena) 5 400 (Bratislav)	9-10 kun 13-15 kun 13-15 kun 13-15 kun (48/48 soat)	2 200-2 500 (Kiyev) 3 000-3 300



“Toshkent – Qo‘ng‘irot – Beyneu – Astraxan – Tbilisi – Batumi – Trabzon – Samsun – Istanbul – (Bolgariya, Ruminiya)”	5 500 (<i>Sofiya</i>) 5 600 (<i>Buxarest</i>)	14-15 kun 14-15 kun (48/48 <i>soat</i>)	4 000-4 300
III. G‘arbiy yo‘nalish			
“Toshkent – Qo‘ng‘irot – Beyneu – Oqtau – Boku – Tbilisi – Poti – (Bolgariya, Ruminiya va boshqalar)”	4 558 (<i>Konstansa</i>) 4 645 (<i>Burgas</i>)	19-21 kun	4 500-4 700
“Toshkent – Buxoro – Turkmanobod– Mari – Turkmanboshi – Boku – Tbilisi – Poti – (Bolgariya, Ruminiya, Vengriya va boshqalar)”	4 320 (<i>Burgas</i>) 4 233 (<i>Konstansa</i>)	19-21 kun	4 700-4 900
IV. Sharqiy yo‘nalish			
“Toshkent – Olmaota – Xorgos – Urumchi”	1 850 km	5-6 kun	2 800-3 000

3. Xulosa

Tadqiqot natijalari O‘zbekiston transport tizimining tobora diversifikatsiyalanayotganini ko‘rsatadi. Mamlakat bir nechta yo‘nalishlar orqali global bozorlarga chiqish imkoniyatiga ega bo‘lib, bu tranzit xavflarini kamaytiradi. Shimoliy va shimoli-g‘arbiy yo‘nalishlar Boltiq dengizi portlari orqali Yevropa shimoliy hududlari bilan bog‘lanishni ta‘minlaydi. G‘arbiy yo‘nalishlar esa Belarus va Ukraina orqali Yevropa Ittifoqi bozorlariga chiqish imkonini beradi. Janubiy yo‘nalishlar Turkmaniston va Afg‘oniston orqali Eron va Pokiston portlariga chiqishni ta‘minlab, Fors ko‘rfazi va Hind okeaniga integratsiyani kengaytiradi. Ushbu yo‘nalishlar transport masofasini sezilarli darajada qisqartiradi va eksport samaradorligini oshiradi. Sharqiy yo‘nalishlar Xitoy va Osiyo-Tinch okeani mintaqasi bilan integratsiyani kuchaytiradi. Bu O‘zbekistonni Yevroosiyo logistika tizimining muhim bo‘g‘iniga aylantiradi. Umuman olganda, xalqaro transport koridorlarining rivojlanishi O‘zbekistonning global savdodagi ishtirokini kuchaytiradi va logistika barqarorligini ta‘minlaydi.

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