

## **DEVELOPING FOR TRANSIT TRANSPORT IN UZBEKISTAN**

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**Annotation:** This article examines the development of transit transport in Uzbekistan, focusing on its strategic location and potential as a regional transport hub. The paper analyzes current infrastructure projects, including road, rail, and logistics networks, and evaluates government initiatives aimed at improving connectivity and trade flow. Emphasis is placed on international cooperation, investment opportunities, and the role of transit transport in boosting economic growth. The study also highlights existing challenges such as regulatory barriers and infrastructure modernization. Recommendations are made to enhance efficiency, regional integration, and Uzbekistan's position in global transit corridors.

**Keywords :** solutions, road transport , freight, logistics; shippers.

**Introduction.** The realization of Uzbekistan's motor transport potential and the development of competitive firms is a separate issue, and it has several reasons that cannot be addressed in isolation.

Road transport companies in Uzbekistan are constantly interacting with each other and with leading road transport companies from many other countries. The most important factor hindering the growth of transit is strong competition from freight companies and railway transport. In our time, sea transport is losing ground.

Therefore, while it takes 25...30 days to transport goods over a distance of 15,000 km by sea, the cost of such transportation is cheaper than that by road [1].

There is also no mechanism in the transport sector to ensure cooperation between companies involved in freight transportation.

As a result, delays occur during the movement of cargo along the route b during the transportation of cargo between the links of the existing logistics chain. In addition, the final cost of the delivered cargo to the customer becomes much higher. As is known, low supply rates are justified by the fact that many market participants participate in setting tariffs, each of which wants to get maximum profit. As a result, tariffs increase, and customers go to European firms [2].

It is also worth noting that there are problems with infrastructure.

If we consider the problems of transit infrastructure in the Republic of Uzbekistan in a broader sense, we cannot fail to mention the uneven development of highways. Most of our highways are embodied in the Great Silk Road of Uzbekistan.

Crossing borders also hinders development, not least because of the limited opportunities offered by current customs procedures in Uzbekistan.

These are expensive and need to be revised. Many participants in these chains complain about the documentary verification of cargo. A significant aspect of this problem is the restriction of cargo flows due to errors in documentation. It is known that in more than half of the cases, delays in cargo transportation at the borders are caused by the inconvenience of

customs clearance.

Documents for the transported goods, i.e. incomplete information, are provided [3].

To overcome these problems, it is necessary to switch to electronic documents. The introduction of such technologies is possible only in cooperation between companies and transport .

We are faced with the need to optimize control and verify the effectiveness of customs cooperation with the noah service.

The reasons described. At the same time, there are no well-established systems of interaction between companies and participating countries in European and Asian transport.

At the same time, it is necessary to consider the possibility of switching to a highway for the transportation of seasonal cargo, equipment, etc.

Information and communication infrastructure weak development car roads and sea carriers movements between coordination is the result of the absence of . Not coordinated actions car on the way stagnation is the reason .

Russian language has many customers transit services of vehicles lack about speaks. Many shippers their own assets base to develop forced they will be , because they themselves for external logistics operator find they don't get

own tasks acceptable at the level prices , quality , goods own on time delivery to give quality with guarantees solution To do . The problem relevance sea and air in transport increased [4].

Market development point of view from the point of view of Uzbekistan motor transport fast delivery to give attention looks , so for problem It should also be said about .

transit road transport and transport products between difference . If the transport chain participants expensive shipping to the product cargo safety to the level reach if they don't .goods , vehicles lost to the sea relatively which has advantages .

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