



## MARKAZIY OSIYO DAVLATLARINING TRANSPORT IMKONIYATLARI

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**Annotatsiya.** Ipak yo'li qayta tiklanayotgan va xalqaro savdo o'sib borayotgan bir davrida Markaziy Osiyo mamlakatlari transport va dengizga chiqish imkoniyati nuqtai-nazaridan yangi imkoniyatlar ochilmoqda. Tarixan global savdo va madaniy almashinuvning markazida bo'lgan ushbu mintaqa endi zamonaviy global transport tarmog'idagi muhim markaz sifatidagi mavqeini tiklashga tayyor. "Markaziy Osiyo davlatlarining transport imkoniyatlari" maqolasida transport infratuzilmasi va logistikasi ushbu davlatlar iqtisodiy taqdirini shakllantirishdagi muhim o'rni keltirilgan.

**Kalit so'zlar:** Markaziy Osiyo, Markaziy Osiyo transport imkoniyatlari, Xitoy-Markaziy Osiyo-G'arbiy Osiyo koridori (CCWA), CAREC Corridors, Logistics Performance Index (LPI), Belt and Road Initiative (BRI).

## ТРАНСПОРТНЫЕ ВОЗМОЖНОСТИ СТРАН ЦЕНТРАЛЬНОЙ АЗИИ

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**Аннотация.** В то время, когда восстанавливается Шелковый путь и растет международная торговля, страны Центральной Азии открывают новые возможности в плане транспорта и выхода к морю. Этот регион, который исторически был центром глобальной торговли и культурного обмена, теперь готов вернуть себе позицию жизненно важного узла современной глобальной транспортной сети. В статье «Транспортные возможности стран Центральной Азии» исследуется значительная роль транспортной инфраструктуры и логистики в формировании экономической судьбы этих стран.

**Ключевые слова:** Центральная Азия, транспортные возможности Центральной Азии, коридор Китай-Центральная Азия-Западная Азия (CCWA), коридоры ЦАЭС, Индекс эффективности логистики (LPI), Инициатива «Пояс и путь» (BRI).

## TRANSPORT POSSIBILITIES OF CENTRAL ASIAN COUNTRIES

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**Abstract.** At a time when the Silk Road is being restored and international trade is growing, the countries of Central Asia are opening up new opportunities in terms of transport and access to the sea. This region, which was historically at the heart of global trade and cultural exchange, is now poised to reclaim its position as a vital hub in the modern global transportation network. The article "Transport Possibilities of Central Asian Countries" explores the significant role that transportation infrastructure and logistics play in shaping the economic destiny of these nations.

**Keywords:** Central Asia, Central Asian transport possibilities, China-Central Asia-West Asia Corridor (CCWA), CAREC Corridors, The Logistics Performance Index (LPI), Belt and Road Initiative (BRI).

**Introduction.** Central Asia, comprising Kazakhstan, Uzbekistan, Turkmenistan, Kyrgyzstan, and Tajikistan, occupies a strategically important geographical location. Bordered by Russia to the north, China to the east, and Iran and Afghanistan to the south, it serves as a vital bridge connecting Europe, Asia, and the Middle East. This inherent geographic advantage, combined with the region's abundant natural resources,

makes Central Asia an area of immense potential for trade and economic growth.

The transport sector stands as the linchpin of this potential, as it forms the arteries through which goods, services, and ideas flow across borders. The infrastructure developments and logistical innovations within Central Asian countries are driving their emergence as key players in global trade. The revival of the ancient Silk Road, now known as the Belt and Road Initiative (BRI),

is one of the most notable endeavors, reshaping the transport landscape of the region.

This article embarks on a comprehensive exploration of the transport possibilities in Central Asian countries. It delves into the ambitious infrastructure projects, including road and rail networks, pipelines, and modernized ports, which are expanding connectivity both within the region and with neighboring countries. Moreover, the emergence of multimodal transportation hubs and the implementation of cutting-edge logistics technologies are enhancing the efficiency of trade routes.

Central Asian countries are also embracing regional cooperation initiatives, forging partnerships with international organizations, and strengthening diplomatic ties to foster harmonious cross-border transportation. These endeavors are not only reducing trade barriers but also promoting economic stability and peace in a region historically characterized by geopolitical complexities.

**Literature review.** Central Asia, a region known for its rich history along the Silk Road, is once again attracting global attention, this time due to its evolving transport possibilities. A comprehensive literature review reveals key insights into the transformative potential of the region's transportation networks and the various factors that shape its prospects. This review encapsulates the scholarly contributions in this field:

**Belt and Road Initiative (BRI):** Central to the discussion of Central Asian transport possibilities is the Belt and Road Initiative (BRI), China's ambitious project aimed at reviving the ancient Silk Road trade routes. Numerous studies have examined the impact of the BRI on the region's infrastructure development, trade relations, and geopolitical dynamics (e.g., Ho, 2018; Zhai & Wang, 2019) [6]. These works provide a foundation for understanding how the BRI is shaping Central Asia's connectivity.

**Transport Infrastructure Development:** Scholars have extensively analyzed the infrastructure projects and investments within Central Asian countries. Research by Moldashev et al. (2020) and Zhang et al. (2017) discusses the expansion of road and rail networks, pipeline construction, and the development of modernized ports. These developments are crucial for improving regional and international connectivity [8].

**Geopolitical Implications:** The geopolitical implications of Central Asia's transport possibilities have not gone unnoticed. Researchers like

Blank (2018) and Hasanov (2020) have explored the geopolitical complexities and power dynamics at play in the region [3, 4]. They discuss how various countries, including Russia, China, and the United States, vie for influence and control over transportation corridors.

**Trade and Economic Growth:** Several studies emphasize the relationship between transportation infrastructure and economic growth. The work of Kalyuzhnova et al. (2017) highlights how efficient transport networks can boost trade and investment, leading to economic diversification and prosperity in Central Asian countries [7].

**Multimodal Transportation and Logistics:** Multimodal transportation and logistics are pivotal in optimizing trade routes. Research by Akiyev and Dukenbayeva (2019) and Tazhibayeva (2018) discusses the emergence of multimodal transportation hubs and the adoption of modern logistics technologies in Central Asia [2].

**Regional Cooperation and Diplomacy:** Central Asian countries have pursued regional cooperation initiatives to enhance cross-border transportation. Studies by Fazekas and Ajánló (2019) and Mustafaeiev et al. (2018) explore the diplomatic efforts and partnerships formed to reduce trade barriers, increase transit efficiency, and promote regional stability [5, 9].

**Challenges and Opportunities:** Scholars have also examined the challenges and opportunities facing Central Asia's transport sector. Research by Aliyev et al. (2020) and Sarsenbayev et al. (2019) discusses issues such as infrastructure gaps, customs procedures, and sustainable transportation practices [1, 10].

**Analysis and results.** Central Asian countries are strategically located at the crossroads of Asia, serving as vital links between Europe, Asia, and the Middle East. They have been actively developing transport corridors to enhance connectivity, trade, and economic cooperation within the region and with neighboring countries. Here are some of the key transport corridors of Central Asian countries:

**China-Central Asia-West Asia Corridor (CCWA):**

This corridor connects China to Central Asia and onward to West Asia and Europe. It is a crucial component of the Belt and Road Initiative (BRI) and includes road and rail networks, such as the Trans-Caspian International Transport Route (TITR), which connects China to Europe through Kazakhstan and Azerbaijan.

**Trans-Siberian Railway (TSR):**

While not located within Central Asia, the TSR plays a significant role in transporting goods

to and from the region. It connects Russia's Far East to Europe, passing through Kazakhstan, providing a key rail link for Central Asian countries to access Russian and European markets.

**North-South Transport Corridor (NSTC):**

The NSTC is a multimodal transport corridor that aims to connect Central Asia to the Persian Gulf and South Asia. It involves road, rail, and sea routes, providing a shorter and more efficient trade route for goods moving between Central Asia and these regions.

**Kazakhstan-Turkmenistan-Iran Railway:**

This railway corridor connects Kazakhstan, Turkmenistan, and Iran. It enhances trade and transport links between Central Asia and the Middle East, as well as providing access to Iranian ports on the Persian Gulf.

**CAREC Corridor 1b: Almaty-Bishkek Corridor:**

Part of the Central Asia Regional Economic Cooperation (CAREC) Program, this corridor connects Almaty in Kazakhstan to Bishkek in Kyrgyzstan. It aims to improve road infrastruc-

ture and reduce transit times, facilitating trade and economic cooperation.

The CAREC Transport and Trade Facilitation Strategy (TTFS 2020) presented an investment plan in upgrading all six transport corridors to international standards. Under the 2020 strategy, goals of 7,800 kilometers (km) of CAREC corridor roads and 1,800 km of rail track built were achieved in 2017. Corridors 1, 3, 4, 5, and 6 remain as defined by the TTFS 2020 in 2013.

**CAREC Corridor 2: Regional Road Corridor Investment Program:**

This corridor includes road networks that run through Central Asian countries, including Kazakhstan, Kyrgyzstan, Tajikistan, and Uzbekistan. It seeks to improve road infrastructure, border crossings, and trade facilitation within the region. Corridor 2 was revised in 2017 after Georgia joined the CAREC program. The corridor extension to Georgia expands the CAREC multimodal network connectivity to the Black Sea ports and to the land border with Turkey [12].

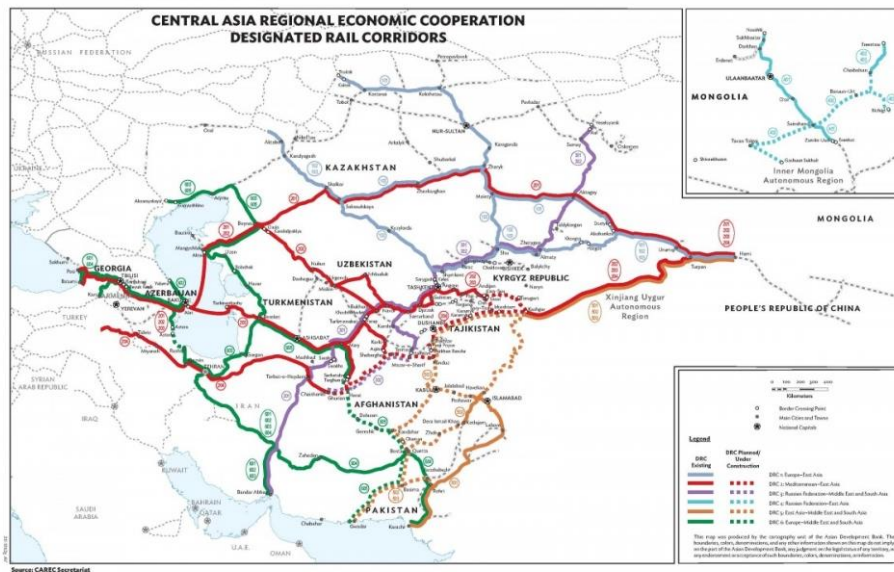


Figure 1. CAREC Corridors [12]

**Lapis Lazuli Corridor:**

This multimodal corridor connects Afghanistan to Turkmenistan, Azerbaijan, Georgia, and Turkey, providing access to the Black Sea and Europe. Central Asian countries like Turkmenistan and Uzbekistan play a role in this corridor's development.

**China-Pakistan Economic Corridor (CPEC):**

While not situated in Central Asia, CPEC has implications for the region. It connects China's western regions to the Gwadar Port in Pakistan, offering an alternative route for Central Asian

countries to access the Arabian Sea and global markets.

These transport corridors are critical for Central Asian countries' efforts to boost trade, economic growth, and regional integration. They also align with broader regional and global initiatives like the Belt and Road Initiative and the Central Asia Regional Economic Cooperation Program, promoting cooperation and connectivity across the region. The Logistics Performance Index (LPI) is a global benchmarking tool developed by the World Bank to assess the logistics performance of countries. It measures various

aspects of a country's logistics capabilities and infrastructure. While the LPI provides valuable insights into a country's logistics performance, it

does not specifically focus on Central Asian countries (CA) as a group. Instead, it assesses individual countries separately.

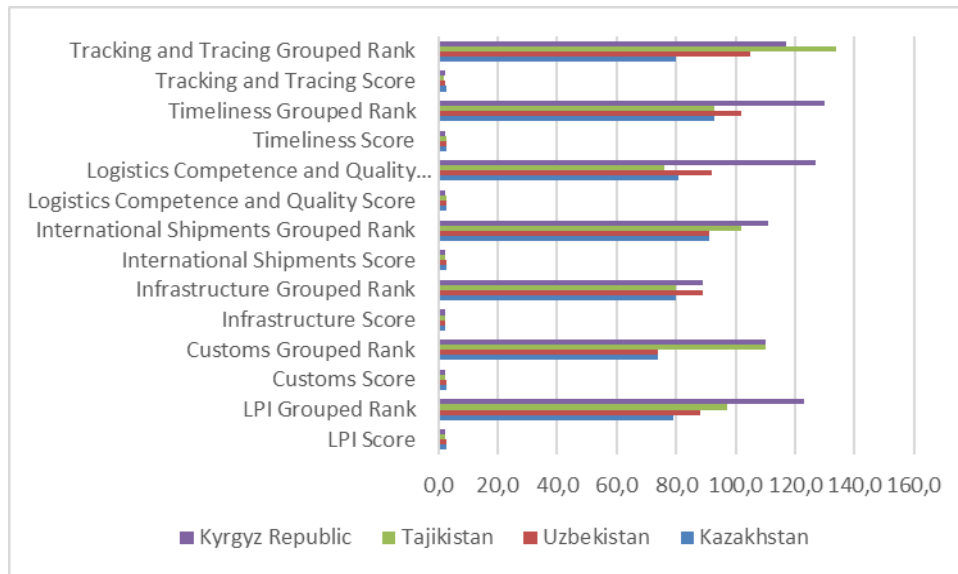


Figure 1. Logistics performance indicators (LPI) for CA countries in 2023[11]

Kazakhstan has the highest LPI Score among the four, followed by Uzbekistan, Tajikistan, and the Kyrgyz Republic in that order.

Kazakhstan:

Overall LPI Score: 2.7, ranked 79th.

Customs: Score of 2.6, ranked 74th.

Infrastructure: Score of 2.5, ranked 80th.

International Shipments: Score of 2.6, ranked 91st.

Logistics Competence and Quality: Score of 2.7, ranked 81st.

Timeliness: Score of 2.9, ranked 93rd.

Tracking and Tracing: Score of 2.8, ranked 80th.

Uzbekistan:

Overall LPI Score: 2.6, ranked 88th.

Customs: Score of 2.6, ranked 74th.

Infrastructure: Score of 2.4, ranked 89th.

International Shipments: Score of 2.6, ranked 91st.

Logistics Competence and Quality: Score of 2.6, ranked 92nd.

Timeliness: Score of 2.8, ranked 102nd.

Tracking and Tracing: Score of 2.4, ranked 105th.

Tajikistan:

Overall LPI Score: 2.5, ranked 97th.

Customs: Score of 2.2, ranked 110th.

Infrastructure: Score of 2.5, ranked 80th.

International Shipments: Score of 2.5, ranked 102nd.

Logistics Competence and Quality: Score of 2.8, ranked 76th.

Timeliness: Score of 2.9, ranked 93rd.

Tracking and Tracing: Score of 2.0, ranked 134th.

Kyrgyz Republic:

Overall LPI Score: 2.3, ranked 123rd.

Customs: Score of 2.2, ranked 110th.

Infrastructure: Score of 2.4, ranked 89th.

International Shipments: Score of 2.4, ranked 111th.

Logistics Competence and Quality: Score of 2.2, ranked 127th.

Timeliness: Score of 2.4, ranked 130th.

Tracking and Tracing: Score of 2.3, ranked 117th.

Through an analysis of various factors, including infrastructure investments, regional cooperation initiatives, and the influence of the Belt and Road Initiative (BRI), the following key results and takeaways emerge:

**Belt and Road Initiative (BRI) Influence:** The BRI, led by China, plays a central role in reshaping the transport possibilities of Central Asian countries. The region's strategic location as a bridge between East and West positions it as a vital component of BRI trade corridors. The influence of the BRI is visible in the significant infrastructure investments and connectivity projects undertaken in Central Asia.

**Infrastructure Development:** Central Asian countries have made substantial progress in enhancing their transport infrastructure. Investments in road and rail networks, pipelines, and modernized ports are expanding connectivity

both within the region and with neighboring countries. These developments are crucial for improving trade efficiency and reducing transportation costs.

**Geopolitical Complexities:** The region's transport possibilities are intertwined with complex geopolitical dynamics. Various countries, including Russia, China, and the United States, are competing for influence and control over transportation corridors. Central Asian countries are navigating this intricate geopolitical landscape to maximize their benefits.

**Trade and Economic Growth:** Efficient transport networks have the potential to boost trade and economic growth significantly. The development of multimodal transportation hubs and the adoption of modern logistics technologies are enhancing the region's capacity to handle goods and services efficiently. This, in turn, promotes economic diversification and prosperity.

**Regional Cooperation:** Central Asian countries are actively engaged in regional cooperation initiatives aimed at reducing trade barriers, increasing transit efficiency, and promoting stability. Diplomatic efforts and partnerships with international organizations are facilitating harmonious cross-border transportation and fostering economic integration.

**Challenges and Opportunities:** Despite the progress made, the region faces several challenges, including infrastructure gaps, customs procedures, and environmental sustainability concerns. These challenges present opportunities for further improvement and innovation in the transport sector.

**Conclusion and recommendations.** In conclusion, the transport corridors of Central Asian countries play a pivotal role in shaping the region's economic development, trade prospects, and geopolitical significance. Central Asia, strategically positioned at the crossroads of Asia, has been actively investing in infrastructure and regional cooperation to harness its transport possibilities. The development of these corridors reflects the region's commitment to becoming a key player in the global trade and connectivity landscape.

Key highlights from our analysis include:

**Belt and Road Initiative (BRI) Influence:** The BRI has been instrumental in reshaping Central Asia's transport landscape. It has spurred significant infrastructure investments and enhanced connectivity, positioning Central Asia as a vital link between China, Europe, and the Middle East.

**Infrastructure Development:** Central Asian countries have made substantial progress in developing road, rail, and multimodal transport networks. These investments have improved trade efficiency, reduced transportation costs, and spurred economic growth.

**Geopolitical Complexities:** Geopolitical dynamics, including competition among major powers for influence in the region, have added complexity to Central Asia's transport initiatives. Central Asian countries are navigating these complexities to maximize their benefits while ensuring regional stability.

**Trade and Economic Growth:** Efficient transport networks are pivotal in boosting trade and economic growth. The development of multimodal transportation hubs and logistics technologies has the potential to promote economic diversification and prosperity.

**Regional Cooperation:** Central Asian countries are actively engaged in regional cooperation initiatives to reduce trade barriers, enhance transit efficiency, and foster economic integration. These efforts are fostering harmonious cross-border transportation and diplomatic partnerships.

**Challenges and Opportunities:** While progress has been made, Central Asia faces challenges such as infrastructure gaps, customs procedures, and environmental sustainability concerns. These challenges present opportunities for further improvements and innovations in the transport sector.

**Recommendations:**

Based on the analysis of Central Asia's transport possibilities and the challenges and opportunities identified, the following recommendations can be made:

**Continued Infrastructure Investment:** Central Asian countries should continue to invest in the development and maintenance of transport infrastructure, including roads, rail networks, and ports. This will enhance connectivity and reduce trade costs.

**Harmonization of Customs Procedures:** Efforts to streamline and harmonize customs procedures across Central Asian countries should be a priority. Simplifying trade processes will reduce delays and boost trade efficiency.

**Environmental Sustainability:** Sustainability should be a key consideration in transport infrastructure development. Investing in environmentally friendly and energy-efficient transportation solutions will contribute to long-term environmental and economic sustainability.

Regional Cooperation: Central Asian countries should strengthen regional cooperation initiatives, such as the Central Asia Regional Economic Cooperation Program (CAREC), to further reduce trade barriers, improve transit routes, and promote economic integration.

Diversification of Trade Partners: While connectivity with China and Europe is essential, Central Asian countries should also explore trade opportunities with neighboring regions, including South Asia and the Middle East, to diversify their trade portfolios.

Conflict Resolution and Diplomacy: Efforts to resolve regional conflicts and build diplomatic relations are essential to maintaining stability in the region. Diplomatic initiatives should be

pursued to create a conducive environment for trade and cooperation.

Investment in Logistics and Technology: Continued investment in modern logistics technologies and the development of multimodal transportation hubs will enhance trade efficiency and competitiveness.

In conclusion, Central Asia's transport corridors hold immense potential for economic growth and regional integration. By addressing challenges, fostering cooperation, and making strategic investments, Central Asian countries can fully leverage their transport possibilities and play a more prominent role in the global trade arena.

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## TRANSPORT KORXONALARIDA IQTISODIY SALOHIYAT TAHLILINI TASHKIL ETISH XUSUSIYATLARI

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Toshkent davlat transport universiteti  
tayanch doktoranti

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**Annotatsiya.** Mamlakat iqtisodiyotida transportning tutgan o'рни. Uning iqtisodiy salohiyatini oshirish yo'llari. Iqtisodiy salohiyatini baholash usullari va temiryo'l transportida yuk va yo'lovchi aylanmalarining tahlili o'rganiladi.

**Kalit so'zlar:** transport, iqtisodiy salohiyat, yuk aylanmasi, yo'lovchi aylanmasi, baholash, samaradorlik, iqtisodiyot.