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# Logistics Processes and Motorways of the Sea II

## Country Profile

*UZBEKISTAN*

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## LIST OF ABBREVIATIONS

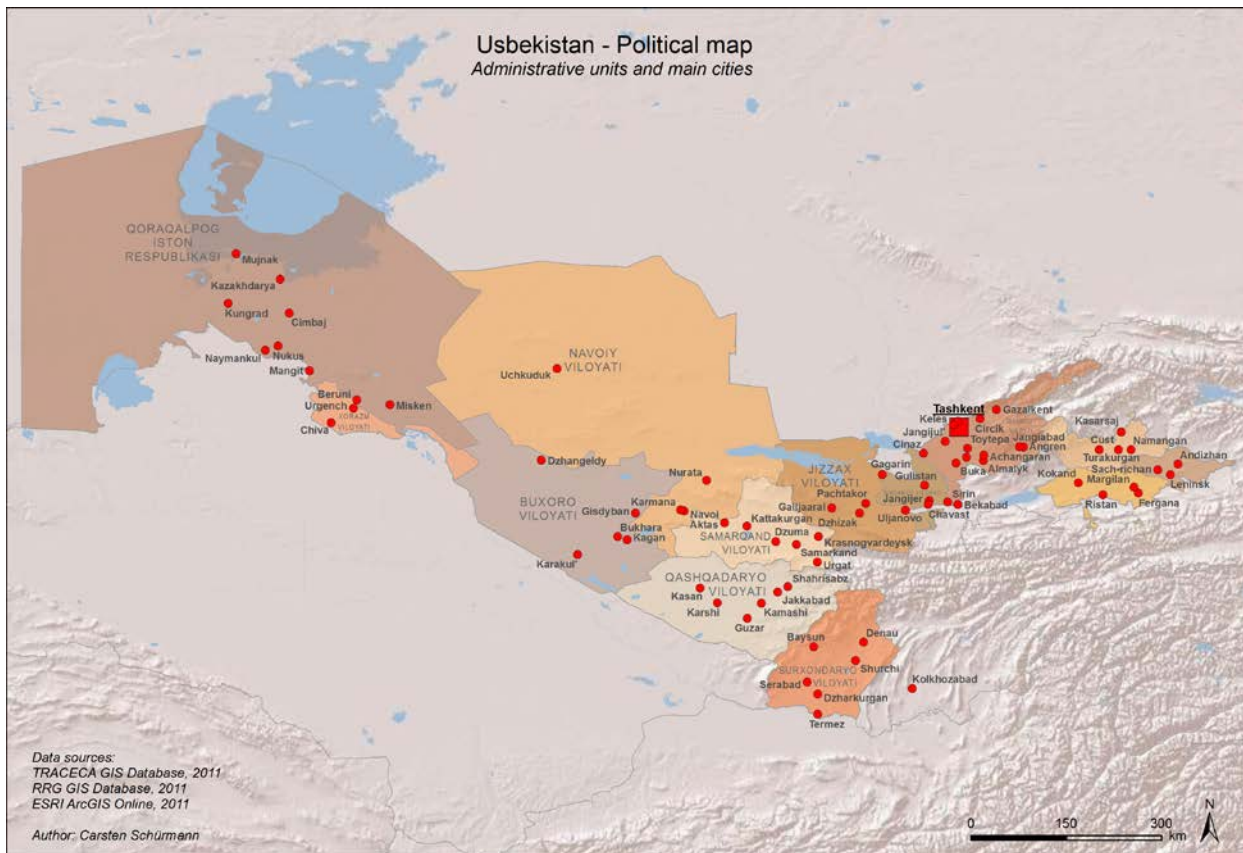
ADB	Asian Development Bank
AETR	European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport
AGTC	European Agreement on Important International Combined Transport Lines and Related Installations
ATP	Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage
CAREC	Central Asia Regional Economic Cooperation
CIS	Commonwealth of Independent States
CMR	Convention on the Contract for the International Carriage of Goods by Road
EBRD	European Bank for Reconstruction and Development
EU	European Union
FIEZ	Free Industrial Economic Zone
GM	General Motors
IFI	International Financing Institution
IGC TRACECA	Intergovernmental Commission TRACECA
ILC	International Logistic Center
JBIC	Japan Bank for International Cooperation
JICA	Japan International Cooperation Agency
LC	Logistic Center
LOGMOS	Logistics Processes and Motorways of the Sea
MOS	Motorways of the Sea
NATO	North Atlantic Treaty Organization
OPEC	Organization of the Petroleum Exporting Countries
OSJD	Organization for Co-Operation between Railways
PIARC	Permanent International Association of Road Congresses
TIR	Transports Internationaux Routiers
TRACECA	Transport Corridor Europe Caucasus Asia
UAE	United Arab Emirates
UN	United Nations
UNECE	United Nations Economic Commission for Europe
UNESCAP	United Nations Economic and Social Commission for Asia and the Pacific
USSR	Union of Soviet Socialist Republics
WTO	World Trade Organization





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Figure 1: Political Map of Uzbekistan



Source: TRACECA (2011)



## 1 INTRODUCTION

Uzbekistan is one of the biggest markets in Central Asia and one of the most advanced economies in Eastern TRACECA region. Uzbekistan shares common borders with Afghanistan, Kazakhstan, Kyrgyzstan, Tajikistan and Turkmenistan.

Uzbekistan has a unique situation as it is the only doubly landlocked country in Central Asia<sup>1</sup> whereby cargo must cross the borders of at least two countries to reach open seas:

- East – via Kazakhstan to China or Russia
- South East – via Afghanistan to Pakistan (but there is no crossing railway or safe motorway)
- South – via Turkmenistan to Iran
- West – via Turkmenistan to Caspian Sea and further, across two Caucasian countries to Black Sea
- North – via Kazakhstan to Russia, Baltic States, Europe.

Due to its geographical location Uzbekistan faces a major problem in maintaining its transport and therefore trade independence.

However, this very same position implies it is a crossroad for a number of international transport corridors:

- 3 rail OSJD corridors (No 1,8, 10)
- The multilodal Transport Corridor Europe-Caucasus - Asia (TRACECA)
- 2 European roads (E40 and E60)

Uzbekistan transport network includes 7 thousands km of railways, 183 thousands km of roads and 1 river port. The existing capacity allows the handling of 1 billion tons of cargo by rail.

The main problems identified in connection with the network are:

- for road transport: the insufficient availability of roads in good technical conditions, generating sub-standard speeds and long transit-times;
- for rail transport: an obsolete rolling stock and frequent shortages of suitable rail cars in sufficient quantity due to inappropriate use / delayed, untimely return by users, the limited capacity of access roads and rail tracks, slow renewal of infrastructure, low container turnover due to lack of back-load traffic.

To address the above mentioned shortcomings, Uzbekistan became a member in several international organizations (e.g., UNECE, UNESCAP, CAREC, PIARC and OSJD). Since 1993 it takes part in IGC TRACECA. At that time the Basic Multilateral Agreement on international transport for development of Europe – Caucasus - Asia Corridor was concluded by 12 parties: Armenia, Azerbaijan, Bulgaria, Georgia, Kyrgyzstan, Kazakhstan, Moldova, Romania, Tajikistan, Turkey, Ukraine and Uzbekistan.

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<sup>1</sup> The only other one example in the world being Liechtenstein.