



2 NATIONAL TRANSPORT POLICY

The policy of Uzbekistan in the field of transport is defined in the following documents:

- The Program of “Speed-up of development of infrastructure, transport and communication construction in 2011 – 2015”, which has been adopted on December 21, 2010.

It determines the development and the construction of transport communications by attracting foreign and local investments, modern technologies and renewal of industrial capacities:

- Further development of Uzbek National Motorway;
 - Modernization of railways, electrification, supplying with locomotives and wagons;
 - Introduction and further development of multimodal transport;
 - Creation of new transport corridors, increase of transit;
 - Creation and reconstruction of modern infrastructure alongside National Motorway and international railway routes;
 - Imports of road building machines, modern cost saving technologies and materials.
- “Conception of Auto Roads Development” from March 3, 2006.

The main task of this concept is to provide a defensive and economically sound network of roads on the territory of Uzbekistan, reducing the dependence upon any of the access transit countries by offering a multichoice of road alternatives.

It also includes provisions regarding intensification of cooperation with international organizations and regional integration structures (TRACECA, Trans Afghan transport corridor, ESCAP and others), attracting international financial institutions into investments of road construction projects.

- “Conception of reliability growth of bridges on the motorways in 2008-2015”
- “Schedule of rail transport communications until 2020”

As far as the LOGMOS Project is concerned, the most relevant provisions of the Program and concept pertain to the following issues:

- Development of transport infrastructure by means of expanding road network and constructing of by-pass roads, increasing capacity of railways and terminals (“dry port” type);
- Renewal of rolling stock;
- Improvement of investment climate by means of implementing public-private partnerships;
- Availability and quality of transport services by means of developing international transport corridors, widening the implementation of container and piggy-train techniques, reducing delivery time and time spent at border crossing points, introducing electronic document exchange.

The specific priorities are:

- in rail transport the rehabilitation of infrastructure along international transport corridors, the expansion of the capacity of railway stations, the increase in train



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cruising speed, the reduction of delivery time and the widening of logistics centres network;

- in road transport: the widening of the road network and improvement of road transport technology;
- an effective transport support to foreign trade and increase in transit cargo flows;
- the joint elaboration and implementation of transit transport technologies and through rates with neighbouring countries;
- the support to intermodal transport and opening of new container transport routes;
- the establishment of logistics centres for transport, handling and storage, etc.

Less Afghanistan (that has not until now any sound transit capacity), all other countries surrounding Uzbekistan are CIS States and all transport corridors pass 1-3 borders of former USSR. This issue places Uzbekistan in position to support all CIS transport agreements (tariff policy, administration etc.)

Uzbekistan signed over 40 international conventions (e.g. Brussels, 1950, 1983, 1986, Vienna 1968, Geneva, 1956, 1970, 1972, 1975, 1978, 1982, 1994, New-York, 1975, Roma, 1988), as well as multinational and bilateral agreements (over 100).

In the LOGMOS perspective the Agreements for Coordination of railway transport and Regulation of transit transportation between Azerbaijan, Georgia, Turkmenistan and Uzbekistan (Sarakhs, May 13, 1996) could be very important. But various infrastructure problems (return of empty wagons via Caspian Sea, low capacity of Georgian ports and other) as well as different political issues came to almost naught this perspective transport corridor.