
**IMPROVEMENT OF THE MANAGEMENT SYSTEM OF THE EURO-ASIAN
INTEGRATION OF THE REGION IN WORLD TRANSPORT**

Kasimov Saidakmal Saidahrolovich
Professor Tashkent State Transport University

Umarova Irodakhon Nuralievna
Mag. Student of Tashkent State Transport University

Abstract:

The article considers and analyzes the values and mechanisms of the foreign economic integration of the countries of the Eurasian region in world transport in modern conditions. It reveals the essence of the logistic integration of regions at the macro and meso-economic levels in the system of world economic relations. The article also discusses the measures taken by the SCO member states to create new and modernize existing road and rail routes on their own territories and on the territory of neighboring CIS states. In conclusion, it indicates that positive developments in the development of the transport sector will largely depend on the ability of its participants to develop a coordinated policy in the transport and logistics sector.

Keywords: international economic integration, Eurasian region, transport and logistics system, transport corridors, integration associations, transit, geopolitics, logistics integration, world economic relations, transport systems, economic security integration model, "One Belt one Way".

Introduction:

At present, the development strategy of New Uzbekistan is favorable for creating huge conditions for further strategic development and increasing transit potential. The construction of fundamentally new railways and roads within the country is underway. The main transit railways and highways of international importance are being reconstructed and electrified, international airports are being reconstructed, specialized international transport terminals are being created, and an appropriate regulatory framework is being developed to ensure the unhindered transit of goods through the territory of Uzbekistan. The Republic has already joined the main transport conventions and international treaties.

Uzbekistan is a party to more than 70 international conventions, agreements, and bilateral agreements on transport communications and participates in a number of international programs for their integration. Most of the implemented transport projects are focused on increasing the transit potential of the country. Currently, 99 routes intended for transit movement of foreign carriers through the territory of the Republic of Uzbekistan pass through Uzbekistan.

The main part: Globalization is recognized as a key factor in the evolution of the world community as the most important trend of economic and social development. The

current situation can be characterized as the era of the formation of the basic infrastructure of globalization processes. The enormous energy resource, communication, and military-strategic potential of the Central Asian region contributed to the beginning of the entry into it of states geographically very remote from the Eurasian crossroads (USA, China, EU, India).

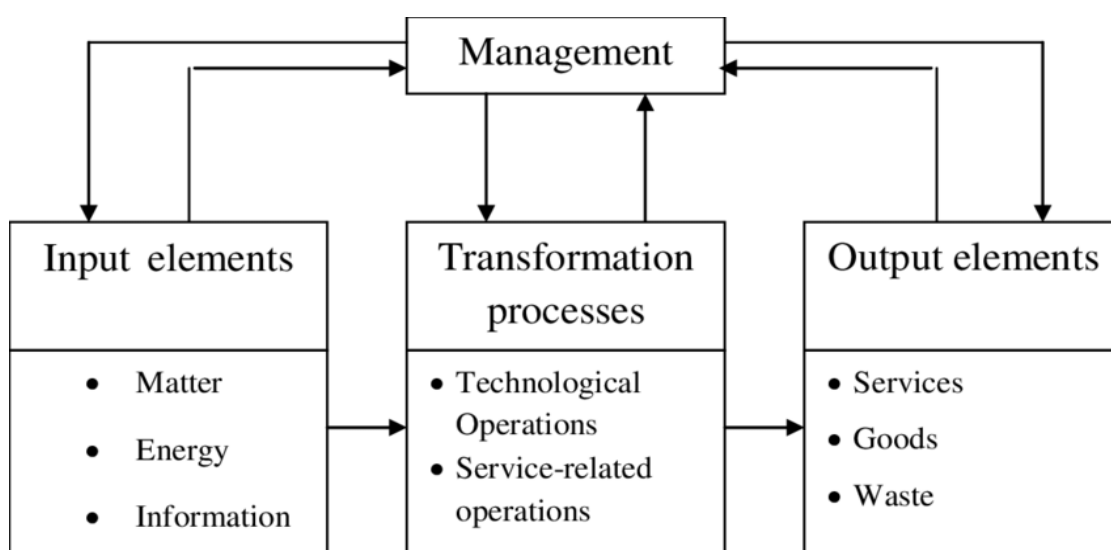
Analysis of the structure of world trade shows that the political and economic situation in any region affects the situation in other regions of the world. A number of economic analysts believe that in the near future, the influence of Southeast Asia, whose economic activity has increased significantly over the past decades, both on the world economy and on the economy of Europe, will increase. East Asia, including China, may surpass Western Europe in terms of GDP output, and after 2020, North America.

In the modern world, the transportation of goods and passengers is fundamental in the economic system of each state. It is very important not just to carry out transportation or delivery, it is necessary to observe the quality of this process. The main role in this is assigned to transport logistics. Historically, logistics has been used for military operations, and only in the future its strong influence is felt through the functions of production, distribution, and consumption. As the President of the Republic of Uzbekistan Sh.M.Mirziyoyev noted, "... our achievements over the past period are only the first results on the way to building a New Uzbekistan. Together with our creative people, we will continue this noble work and will definitely achieve our great goals[1]. Previously, transport logistics was more used in the transportation of goods, but today the transportation of passengers is also relevant. The development of the transport logistics system of the state makes it competitive in the transport market. Managing this process is quite difficult; it requires a special study of the geographical location of the connecting points, as well as the economic feasibility of this project [2].

Formal Models	An example of an integration grouping	Informal models	An example of an integration grouping
Model of North American Integration	NAFTA	Model for the development of international relations in the Asia-Pacific region	AE9C
Model of participation in pan-European integration	EACT	Model of transcontinental cooperation of dynamically developing economies	BRICS
Asian model of regional integration	ACEAH	Arab world integration models	LAG
Format of integration of East Asian countries	ACEAH + 3	Development model of Turkic integration	SSTG
Regionalization model for Latin America	MERCOSUR	Model of integration of the African continent	Countries Africa
Economic integration of the Eurasian space	EAYS		

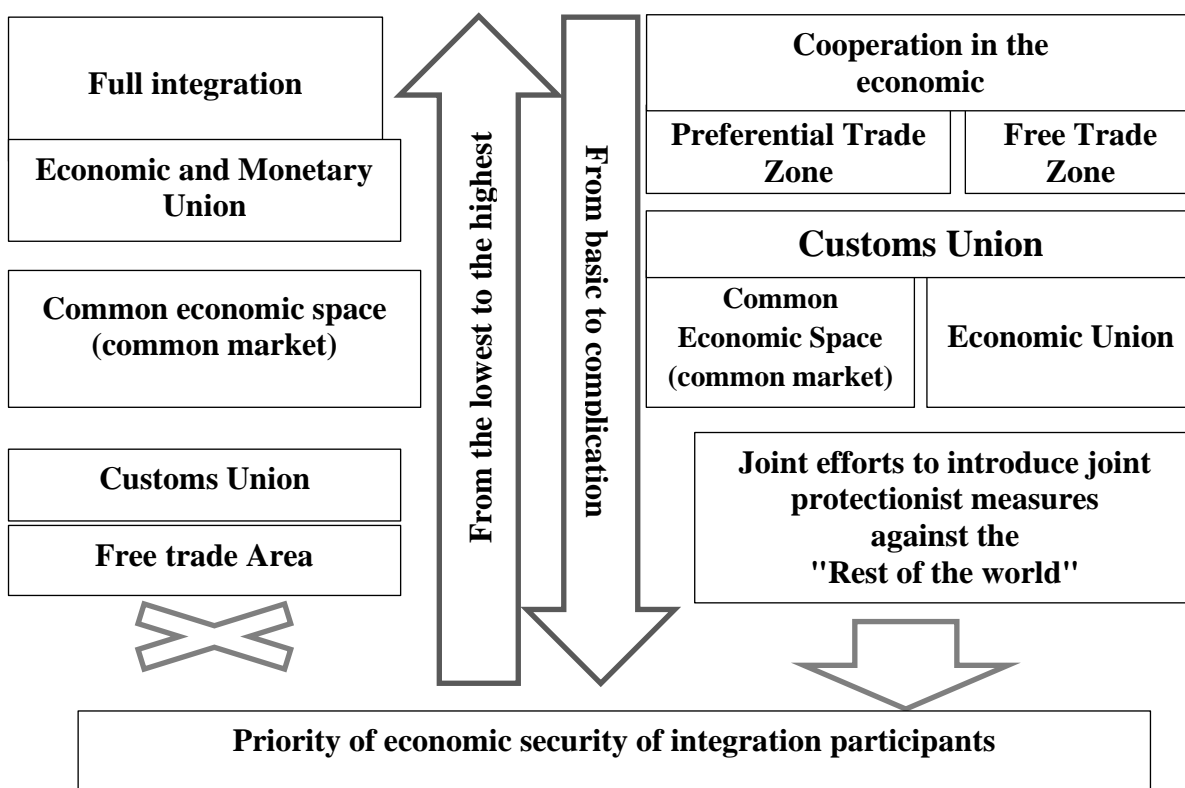
Scheme. 1. Priority of economic security of integration participants in transport

Logistics includes a wide range of activities dedicated to the transformation and circulation of goods, such as logistics of production, exchange, and communication of information flows, as well as convenience of passenger transportation. The goal of logistics activity is considered achieved if the basic rule is fulfilled: the necessary product of the required quality is delivered with the required level of costs to the right consumer in the required quantity, at the right time and in the right place [3,4]. Of particular importance is the concept of logistics in reducing transport costs. The company can solve the problem of minimizing transportation costs, provided that all types of transport are used rationally when organizing the transportation of its goods. The relevance of the problem is confirmed by the fact that enterprises that successfully operate in market conditions pay great attention to the organization of the work of the subjects of economic activity that are part of the enterprise. The reduction of transport costs is achieved with the optimal use of various types of transport: industrial rail and road for transportation within the enterprise and all types of transport for transportation outside the enterprise. In this case, it is necessary that the cargo meets the requirements of efficient and fast transshipment from one mode of transport to another. Therefore, attention should be paid to such stages of the transportation process as the packing of goods, their sorting, warehousing, and the means of mechanization used in this case. In the logistics chain of passenger transportation, the rule is important: "door-to-door" with the use of vehicles that ensure rational travel time and minimal costs for organizing traffic. The development of passenger transportation logistics makes it possible to reduce the travel time, and the passenger is ready to pay for meeting their needs in the most comfortable conditions [3].



Scheme. 1 External transport system management

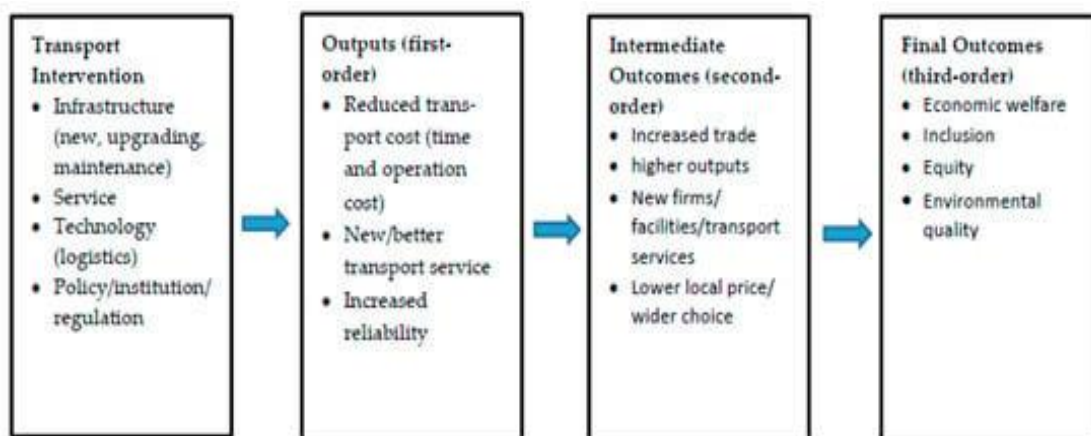
Thus, it is necessary to create a mechanism for managing the transport system of the state that will optimize the parameters of the transportation process with a minimum of costs and ensure a given level of quality of transportation based on logistics principles. It is also necessary to develop a management model for a particular region based on the integration of transport facilities and marketing research. Such an approach to the management of the external transport system of the state will optimize the costs of the entire system, develop criteria for the need to attract investments necessary for the renewal of fixed assets of transport, improve the mechanism of interaction with logistics intermediaries. Moreover, well-thought-out procedures for planning and controlling transportation are needed, linking them with the technological cycle of the enterprise.



Scheme. 2. Priority of economic security of integration participants

International economic integration is the process of international unification of the economies of countries and states into one common market, in which the gradual abolition of tariff and non-tariff restrictions leads to the unification of economic policy in economic sectors[2]. With economic integration, there is a rapprochement and understanding between states, which sometimes plays an important role in the life of the people both in the social sphere and in the economic sphere. The Republic of Uzbekistan is geographically located in a zone that needs integration to gain access to the world economy. According to the economic policy and the development path of the republic, a radical turn in its transport infrastructure is expected. This is most pronounced in the reconstruction and construction of new railway lines.

Another good example is the construction of a new Angren-Pap railway line, which in the future should become part of the China–Kyrgyzstan–Uzbekistan railway corridor. The project was put forward for discussion back in the distant 90s, when the newly independent republics still had a railway network based on ties with Russia. This implied a certain transport and infrastructure dependence on one state. In order to increase the economic potential, a number of negotiations were held against the background of the design and construction of the railway network, giving access to the world transport market to such republics as Uzbekistan and Kyrgyzstan. Several route options were considered. As a result, it was decided to stop on the Karasuu – Kurshab – Torugart–Kashgar route, which, after preparing a preliminary feasibility study, was approved by the government. The total length of the new railway should be 268.4 km. To lay it, it is necessary to build 50 tunnels, more than 90 bridges. The road will be single-track and designed for diesel traction. The planned cargo flow is more than 15 million tons of cargo per year. The construction of the Angren-Pape railway line lasted for 5 years (2013-2018), as a result of which \$ 1.9 billion was spent. The financing was carried out at the expense of loans from international financial institutions in the amount of up to one billion dollars and the Uzbek side's own 15 funds. The 124 km long railway line has a complex topographic location. One tunnel with a length of 19.2 km and seven stages were built on the line. Today, the Angren-Pape line is one of the most promising in the region – the volume of cargo and passenger traffic is growing every year. For the effective functioning and integrity of the China–Kyrgyzstan–Uzbekistan transport corridor, the construction of a railway by the Kyrgyz side is expected, which is estimated at \$ 6.5 billion, and negotiations are underway between the states to solve problems such as track width and the selection of funding sources.



Scheme. 3. Priority of economic security of integration participants in transport

To enhance the efficiency of Uzbekistan's transport and transit potential, its transport system should actively integrate into the global transport system and converge with the

communication systems of neighboring countries. This move will also help Uzbekistan compete better with its neighboring transport operators and enable more active participation in the implementation and functioning of international transport corridors running through its territory.

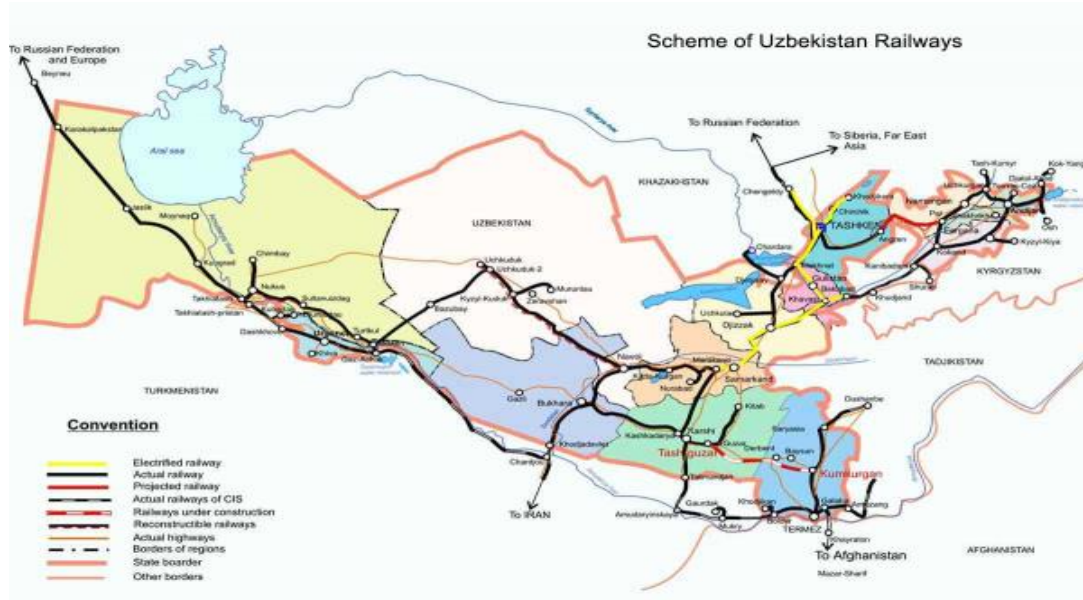


Figure 1 – Map of the transport network "One belt one way"

Conclusions

In conclusion, we can say that the Republic of Uzbekistan has huge potential for transport and economic development. Existing and planned projects for transport and logistics integration provide opportunities to enter the world market and develop various areas of logistics in the state. The new transport corridor, with planned cargo flows exceeding 15 million tons per year, already at the project implementation stage, contributes to the creation of new jobs and an increase in transit traffic volumes, and functioning at full capacity, will also contribute to the creation of new logistics networks and modern integration of the participating states into the global transport system.

At the same time, it should be emphasized that increasing cooperation within the SCO in the implementation of infrastructure projects will allow us to move to a fundamentally new and important stage of international cooperation in Central Asia, where the use of transit potential can bring enormous economic and political benefits not only to Central Asian countries but also to states external to the region.

Furthermore, the implementation of the China-Kyrgyzstan-Uzbekistan railway project will provide all countries in the Central Asian region with access to the markets of key players of the vast Eurasian continent and open up opportunities for achieving sustainable economic growth and prosperity in Central Asia.

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