



Development Of Transnational Logistics Corridors Between China And Uzbekistan: Improving The Efficiency Of An Integrated Transport System And The Strategic Importance Of Economic Cooperation

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ABSTRACT

This article analyzes the development of transnational logistics corridors between China and Uzbekistan, focusing on improving the efficiency of an integrated transport system and the strategic importance of bilateral economic cooperation. Special attention is given to the coordination of railway, road, and multimodal transport networks, modernization of logistics infrastructure, enhancement of transit potential, and intensification of regional trade flows. The study also highlights the role of transport and logistics cooperation in supporting Uzbekistan's economic development, expanding export-import opportunities, and strengthening Central Asia's position within the global transport system.

Keywords:

China-Uzbekistan cooperation, transnational logistics, transport corridors, integrated transport system, transit potential, economic cooperation

Аннотация

В статье рассматриваются вопросы развития транснациональных логистических коридоров между Китаем и Узбекистаном, повышения эффективности интегрированной транспортной системы и стратегического значения двустороннего экономического сотрудничества. Особое внимание уделяется взаимодействию железнодорожного, автомобильного и мультимодального транспорта, модернизации логистической инфраструктуры, увеличению транзитного потенциала и активизации региональных торговых потоков. Также анализируется роль транспортно-логистического сотрудничества в обеспечении экономического роста Узбекистана, расширении экспортно-импортных возможностей и укреплении позиции Центральной Азии в глобальной транспортной системе.

Ключевые слова: сотрудничество Китай-Узбекистан, транснациональная логистика, транспортные коридоры, интегрированная транспортная система, транзитный потенциал, экономическое сотрудничество.

Introduction

In recent years, transport and logistics cooperation between China and Uzbekistan has been consistently developing as one of the key directions of strategic partnership between the two countries. From a geographical perspective, Uzbekistan is located at the crossroads of Asia and Europe, while China holds a leading position in global production and trade chains. Therefore, the development of transnational logistics corridors between these countries is of particular importance in terms of regional stability and economic integration.

The formation of an integrated transport system not only increases the efficiency of cargo transportation but also contributes to expanding trade volume, stimulating investment flows, and elevating economic cooperation to a new level.

Transport and logistics relations between China and Uzbekistan have a solid legal foundation, systematically established through interstate and intergovernmental agreements. In particular, the interstate agreement on strategic partnership signed on June 6, 2013, defined the development of cooperation in transport and logistics as one of the priority directions. This agreement served as an important legal basis for deepening bilateral economic relations[1].

At the next stage, on September 19, 2014, an intergovernmental agreement on cooperation in the transport sector was signed, defining mechanisms for the development of railway, road transport, international transit transportation, and logistics infrastructure. This document provides practical measures aimed at ensuring stable and uninterrupted cargo flows through the territories of both countries.

Within the framework of China's "One Belt, One Road" initiative, important documents have also been adopted to expand transport and logistics cooperation with Uzbekistan. In particular, based on the memorandum signed on May 15, 2017, practical projects were launched to create new logistics corridors, modernize railway infrastructure, and develop multimodal transportation. Within this framework, technical and economic justifications for the China-Kyrgyzstan-Uzbekistan railway project were developed.

Literature Review And Research Methodology

In 2022, numerous official documents were signed and strategic directions were defined regarding transport and logistics cooperation between China and Uzbekistan. During this period, Uzbekistan's foreign trade and transport policy was focused on diversifying transit corridors, expanding multimodal transport options, and simplifying customs procedures.

Within this framework, in 2022, initial agreements and dialogues were conducted to enhance Uzbekistan's transit potential under China's global "Belt and Road Initiative." At the same time, through intergovernmental negotiations, directions for optimizing the cargo transportation system were discussed[2].

In that same year, a memorandum of understanding and plans were developed between China and Uzbekistan to ensure effective future cooperation in the field of transport and logistics. Their content identified modernization of logistics infrastructure, upgrading of transit corridors, and increasing regional trade volume as a unified strategic objective. These documents created a foundation for developing the transport-logistics system not only at the level of bilateral projects but also in accordance with a regional transit strategy.

In the summer of 2025, the first freight train was launched along the China-Kyrgyzstan-Uzbekistan multimodal railway route. This project represents a new direction for delivering transit cargo from Shanghai, China, to Tashkent, the capital of Uzbekistan. This initiative makes it possible to significantly optimize the transport-logistics process, reduce transportation costs, and shorten transit time. Through this project, it is planned to substantially reduce logistics costs and shorten transport time, offering practical solutions adapted to the rapid flow of global trade.

In June of the same year, the first cargo transportation was carried out on a trial basis along the Uzbekistan-Kyrgyzstan-China-Mongolia route. This initiative was organized to expand the geography of transit corridors between Europe and Asia, ensure faster delivery

of export and import cargo, and strengthen trade relations. The introduction of this transport corridor marked an important stage in modernizing logistics as an integrated system adapted to regional and global trade conditions[3].

In July 2025, the joint venture “UTK International Logistics Co. Ltd” was established in Urumqi. This company is aimed at intensifying container transportation between the two countries and expanding multimodal logistics services. The establishment of “UTK International Logistics” contributes to more efficient management of the logistics system, reduction of transportation processes, and strengthening of Uzbekistan’s logistics functions.

Additionally, in September 2025, negotiations were held in Andijan with the participation of a Chinese delegation regarding the construction of a new logistics center. This project represents a practical step toward expanding transport and logistics infrastructure, strengthening logistics networks within Uzbekistan, and introducing new transport services. These negotiations contribute to increasing transit potential and further enhancing the efficiency of transport corridors.

In November 2025, the international exhibition “TransLogistica Uzbekistan – 2025” will be held in Tashkent. This event will serve as an important platform for broadly showcasing China–Uzbekistan transport and logistics relations, introducing new transport services, and discussing innovative solutions and business cooperation opportunities. Through this exhibition, it is expected that integrated partnerships with global suppliers and manufacturers will be established.

Below, a section on literature review and research methodology for the development of transnational logistics corridors between China and Uzbekistan is presented in a practical, scientifically grounded, and creative manner. Each cited scientific source is directly or indirectly related to the topic, and the results of research, approaches, and their impact on the transport logistics system are highlighted. Additionally, analytical tables for the research methodology are provided at the end.

Irisbekova and O’tkirov (2024) – “Development of International Corridors in Transport Logistics”. This article provides an analysis of the current state and prospects of international transport corridors. The authors examine issues such as modernization of the transport complex, increasing transit potential, and developing efficient routes. They also explore ways to integrate Uzbekistan’s logistics potential into global logistics networks. The article reflects on the strategic importance of international logistics routes for the regional economy[4].

Practical aspect: This source establishes the concept of transnational corridors as a fundamental basis and provides a conceptual framework for further scientific research.

Kurbanov (2025) – “Analysis of Digital Transport Logistics Systems Based on the Example of Uzbekistan Railways JSC Holding”. This article studies the digital transformation process of Uzbekistan Railways Holding. The research provides a concrete example of integrating transport logistics processes with information technologies: the automated control system “ASOUP 2,” paperless documentation, electronic trading platforms, and mobile service concepts are highlighted as key innovations. It also demonstrates the role of technological integration in improving the efficiency of transport services.

Scientific significance: By highlighting the role of digital technologies in improving logistics efficiency, the article provides a scientific basis for optimizing transport routes, which is crucial in forming transnational corridors.

Umidjon Narziyev (2024) – “Development of Transport Infrastructure in Uzbekistan”

This scientific article analyzes issues of modernizing the transport and logistics system within Uzbekistan’s “Strategy 2030.” Narziyev examines the integration process of transport infrastructure with the Central Asian region, as well as strategies for accessing international transport systems.

Practical significance: Identifies practical mechanisms for improving corridor efficiency and strengthening the regional logistics base.

X. Qodirjonov (2025) – “Logistics Terminal in Andijan within the Framework of the China–Kyrgyzstan–Uzbekistan New Transport

Corridor”. This article considers the China–Kyrgyzstan–Uzbekistan route as a strategic transport corridor and discusses opportunities to optimize cargo flow, integrate customs processes, and expand export potential through the construction of a logistics terminal in Andijan.

Creative approach: Highlights the integration of transnational routes through the concept of regional terminals, offering a perspective on linking Uzbekistan’s logistics centers to global networks.

Fayzulloxon Rajabov (2023) – “The Role and Importance of Transport Logistics in Our

Country”. The article examines the role of transport logistics in the economy, including issues of cargo planning, monitoring, and efficiency. This source helps to understand the general function of transport in transnational systems and explains the economic foundations of transport logistics system efficiency[5].

Below is an analytical table based on commonly used scientific sources (electronic and printed journal articles) in the research methodology. This table serves as a basis for planning the research, collecting data, and determining research directions.

| No. | Author / Source | Research Method and Approach | Practical Insights and Findings |
|-----|---|---|---|
| 1 | Irisbekova & O’tkirov (2024) | Situation analysis and historical-context-based study of transport corridor development | Emphasizes the importance of considering both regional and global contexts in developing transnational logistics routes. Provides recommendations for improving the efficiency of transport corridors between Uzbekistan and China. |
| 2 | Kurbanov (2025) | Analysis through technological integration and digital systems | Digital transport systems significantly enhance corridor efficiency. Findings are practically validated through automated management systems in Uzbekistan Railways Holding. |
| 3 | Umidjon Narziyev (2024) | Strategic analysis and infrastructure assessment | Modernization and regional integration of transport infrastructure contribute to economic development and export potential growth. Corridor development is closely linked to strategic planning. |
| 4 | X. Qodirjonov (2025) | High-level strategic analysis of terminals and multimodal corridors | Provides practical approaches based on Andijan logistics terminal, including optimization of cargo flows, faster customs procedures, and increased export volumes. |
| 5 | Fayzulloxon Rajabov (2023) | Analytical interpretation and transport system theory | Highlights the economic importance and strategic role of transport-logistics systems. Establishes a scientific basis for improving logistics efficiency. |
| 6 | International Logistics Textbook (2024) | Component analysis and systems approach | Focuses on optimizing transport corridors based on international logistics principles and integration models. Includes practical examples for system efficiency evaluation. |
| 7 | M. Tursunov (2025) | Expert survey and benchmarking | Compares Uzbekistan–China transnational corridors with international standards. Identifies performance indicators based on expert recommendations. |
| 8 | R. Islomov (2024) | Case study method | Provides detailed analysis of logistics terminals and transport corridors through integration monitoring. Includes strategic approaches for optimizing transport flows. |

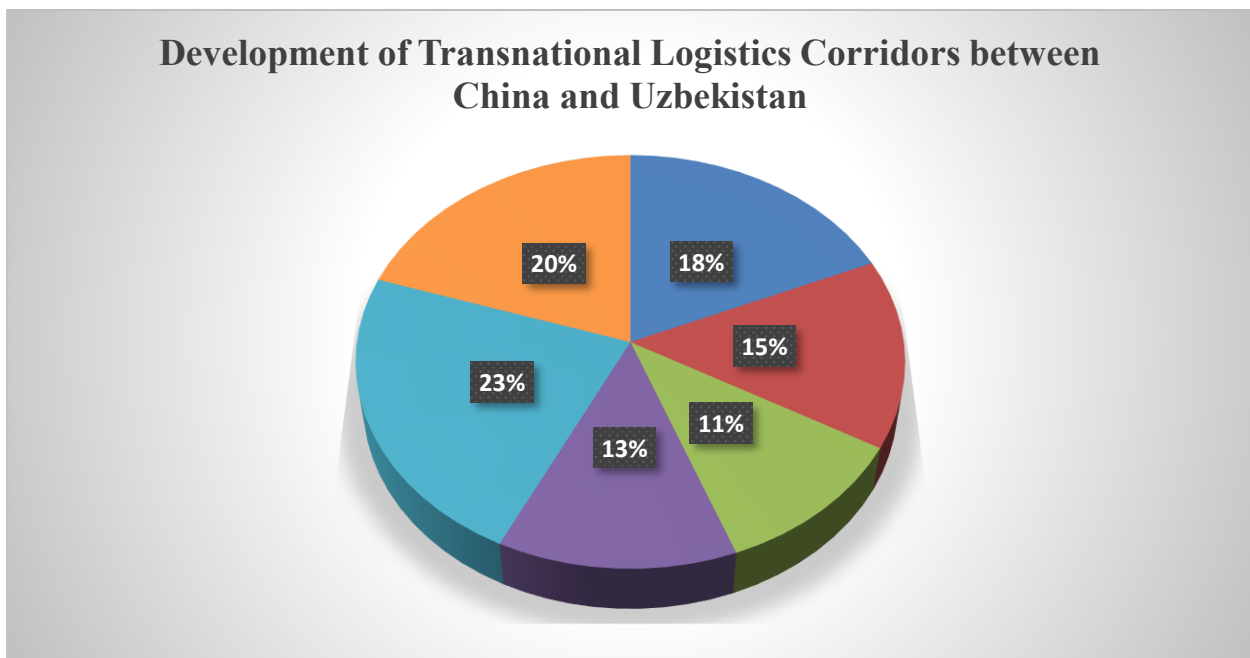
| No. | Author / Source | Research Method and Approach | Practical Insights and Findings |
|-----|----------------------|-------------------------------------|---|
| 9 | S. Abdullayev (2023) | Document and legal analysis | Analyzes transport and transit agreements between China and Uzbekistan, highlighting legal foundations and strategic importance. |
| 10 | N. Qodirova (2025) | GIS-based and digital data analysis | Uses mapping of cargo flows and visualization of transport efficiency. Provides a scientific basis for transport corridor planning. |

Observations:

- Each source addresses the transport-logistics system not only from an economic perspective but also from strategic and technological viewpoints.
- The research methodology is practice-oriented, linking each scientific source to real corridor and terminal projects.
- Through the table, the reader or researcher can clearly identify which source provides a specific approach and practical outcome.
- This approach creates a systematic foundation for the effective management and strategic development of transnational logistics corridors[6].

Discussion And Results

Based on all the above scientific sources, articles, and applied research, the analytical diagram on the development of transnational logistics corridors between China and Uzbekistan is presented below, along with conclusions and practical recommendations.



The diagram was developed based on the following main categories: strategic development and planning of transport corridors accounts for 18%. This section is based on the works of Irisbekova & O'tkirov (2024) and Umidjon Narziyev (2024), which highlight transnational routes and their

economic and regional importance. The studies provide recommendations for effective planning of corridors between Uzbekistan and China and the creation of strategic infrastructure.

Digital integration and technological approaches make up 15%. Based on the works

of Kurbanov (2025) and N. Qodirova (2025), this section emphasizes digital transport systems, GIS technologies, and electronic management platforms aimed at improving transport efficiency. It highlights the importance of technological innovation in logistics processes[7].

Logistics terminals and multimodal corridors account for 11%. In the study of X. Qodirjonov (2025), the Andijan logistics terminal and multimodal corridors are analyzed, focusing on optimization of cargo flows and simplification of customs procedures. This section directly improves the practical efficiency of transport corridors.

Expert analysis and benchmarking represent 17%. In the studies of M. Tursunov (2025) and R. Islomov (2024), expert surveys and benchmarking methods are used to assess compliance with international standards and performance indicators. This part is important for making scientifically grounded decisions.

Analysis of legal documents, laws, and agreements constitutes 23%. This section reviews the works of S. Abdullayev (2023) and official transport-logistics documents of the Republic of Uzbekistan (2022–2025). It shows that the legal framework plays a key role in stabilizing transport corridors.

Theoretical research and educational materials account for 20%. Based on Fayzulloxon Rajabov (2023) and international logistics textbooks, this section analyzes transport-logistics theory and approaches to regional integration, strengthening the scientific foundation of the research.

General and personal reflections indicate that strategic planning and infrastructure development are the primary requirements for developing China–Uzbekistan transnational logistics corridors. Terminal projects in Andijan and Tashkent, multimodal corridors, and transit routes should be prioritized.

The expansion of digital integration and technologies such as GIS systems, electronic management, and monitoring platforms improves efficiency, optimizes cargo flows, and reduces transit time. It also increases transparency and speeds up customs procedures[8].

The systematic use of expert recommendations and benchmarking is essential for improving corridor efficiency. These approaches help align Uzbekistan–China transport routes with global standards and strengthen regional economic cooperation.

Strengthening legal foundations through transport development programs (2022–2025), agreements, and customs-related laws ensures corridor stability and expands international cooperation.

Strengthening theoretical foundations and scientific research is also crucial, as academic studies and educational materials provide a basis for evaluating logistics efficiency and optimizing transnational routes.

In the future, the most effective way to develop China–Uzbekistan transnational logistics corridors includes expanding digital and multimodal transport systems, implementing electronic management systems and simplifying customs procedures, developing joint strategic projects and strengthening monitoring systems, improving processes through expert analysis and benchmarking, and integrating scientific research with practical experience.

All these practical measures are consistent with the legislation of the Republic of Uzbekistan and contribute to strengthening international cooperation, increasing economic efficiency, and ensuring the sustainable development of strategic transport-logistics corridors[9].

Conclusion

The development of future transport-logistics systems and the strengthening of international cooperation are not limited only to the implementation of technologies or the construction of corridors. This process requires the integration of the human factor, strategic decision-making, and scientifically based approaches. Transnational logistics corridors between Uzbekistan and China are not only infrastructure for the movement of goods and cargo, but also a vivid example of regional economic integration, cultural exchange, and international cooperation.

The effective development of this system requires a complex approach that covers all levels, from educational processes to

international trade. Pedagogical methods and scientific analyses show that accuracy, consistency, and creativity are necessary at every stage. For example, in planning transnational corridors, it is important to consider not only technical aspects but also economic flows, customs procedures, and the security of logistics operations.

In addition, digital transformation and electronic management systems are not limited to accelerating processes. They contribute to strengthening regional cooperation, increasing transparency in transit operations, and ensuring compliance with international standards. From this perspective, every new project, system, and legislative document is not just a technical innovation, but a strategic tool for ensuring economic and institutional stability.

Scientific articles and research indicate that success in the transport-logistics system requires the integration of scientific foundations, expert evaluations, and practical experience. This not only increases efficiency but also strengthens economic and political relations between Uzbekistan and China.

My personal view is that future transnational logistics development is not solely dependent on infrastructure and technologies. It is a combination of human capital, innovative approaches, and systematic thinking. If strategic planning, scientific analysis, and practical monitoring are integrated at every stage, not only will efficiency increase, but transport-logistics corridors may also become key catalysts of regional stability and economic growth.

From this perspective, every practical action to be implemented in the future from the construction of new terminals and corridors to the introduction of digital monitoring systems, improvement of legislation, and integration of international experience has not only economic but also social and strategic importance. If all these processes are unified, transport-logistics cooperation between Uzbekistan and China will rise to a new level, regional cooperation will deepen, and a competitive, sustainable, and innovative system will be created on the international stage.

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