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The location of transport and logistics centers in Uzbekistan included in the list of international dry ports: regional opportunities and their integration with international transport corridors

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Abstract: This article analyzes the geographical location, infrastructural capacities, and the integration of transport and logistics centers included in the list of international dry ports of the Republic of Uzbekistan with international transport corridors. Within the framework of the study, the territorial distribution of 24 transport and logistics centers located across the country, their multimodal transport capabilities, proximity to railway lines and highways, and their integration with international transport corridors were comprehensively assessed.

During the analysis, the level of integration of these logistics facilities with the TRACECA and CAREC corridors, as well as with the Middle and Southern transport corridors, and the Asian Highway and Trans-Asian Railway networks, was examined through a comparative analysis. According to the results of the study, the majority of Uzbekistan's dry ports are located along international transport corridors, and their role in the national transport and logistics system is significant in enhancing the country's transit potential, diversifying cargo flows, and developing a multimodal transportation system. At the same time, it was observed that the logistics infrastructure is unevenly distributed in certain regions.

The results of the research contribute to the development of scientifically grounded recommendations aimed at strengthening Uzbekistan's role in the international transport and logistics system, developing regional logistics infrastructure, increasing transit opportunities, and establishing new transport and logistics centers in strategically important areas.

The research findings are presented in the form of systematized tables, analytical diagrams, and cartographic schemes, which provide a comprehensive understanding of the role of logistics centers in increasing Uzbekistan's transit potential and enhancing transport competitiveness.

Keywords: Dry port, transport and logistics center, international transport corridors, multimodal transport, transit potential, TRACECA corridor, CAREC corridor, Asian Highway Network, Trans-Asian Railway Network, Uzbekistan

1. Introduction

In the context of the modern global economy, transport and logistics infrastructure is considered one of the key factors ensuring the economic development of countries, the expansion of foreign trade relations, and access to international markets. In particular, for developing countries without direct access to the sea, the establishment of an efficient transport and logistics system plays a decisive role in reducing foreign trade costs and increasing transit opportunities. Due to its geographical location, Central Asia serves as an important land transport bridge between Europe and Asia. Uzbekistan, located in this region, occupies a strategically advantageous geographical position and is considered an important transit country that facilitates transport connections between the markets of China, Russia, the European Union, the Middle East, and South Asia. However, this very geographical location has also made Uzbekistan a doubly landlocked country. For landlocked developing countries (LLDCs), the absence of direct access to seaports due to geographical constraints leads to higher transport costs, which in turn reduces trade competitiveness.

Therefore, regional integration plays an important role for LLDCs, including the harmonization of investment frameworks aimed at establishing international dry ports in order to improve transit transport connectivity and expand regional markets.

In recent years, major transport initiatives aimed at developing international transport corridors across the Eurasian region have been implemented, including TRACECA, CAREC, the Trans-Caspian International Transport Route, the Asian Highway Network, and the Trans-Asian Railway Network. These corridors contribute to the diversification of international trade flows, the reduction of transport costs, and the strengthening of regional economic integration.

Under such conditions, the development of a network of modern transport and logistics centers and dry ports along international transport corridors becomes particularly important. Dry ports serve as a crucial link in the international transport chain by providing cargo handling, storage, redistribution, and customs clearance services.

International experience shows that dry ports are widely developed in countries without direct access to the sea, as well as in large countries with inland regions located far from maritime ports.

According to the recommendations on infrastructure and services provided within the framework of the Intergovernmental Agreement on Dry Ports, the services provided by dry ports are largely similar to those offered by

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transport and logistics centers. Thus, dry ports can be considered a specific type of international transport and logistics centers.

Dry ports represent one of the important infrastructure facilities for every country. Through the provision of cargo delivery, transport, and logistics services, they contribute to national economic growth. In addition, dry ports play an essential role in increasing the export and transit potential of LLDCs. For the effective development of transport and logistics centers, it is necessary to clearly define the concept of these centers and the forms of their operation.

These facilities function as transit nodes that provide services such as cargo storage, consolidation, distribution, and customs clearance. The optimal location of these centers in relation to major international transport corridors enables the optimization of transport speed and costs, the reduction of delivery times, and the improvement of the reliability of logistics operations.

The development of existing transport corridors and the creation of new routes are of significant importance for Uzbekistan. Considering the country's geographical characteristics, the main modes of cargo transportation are road and rail transport. Therefore, the development of road networks requires the formation of transport corridors supported by well-developed infrastructure.

In recent years, Uzbekistan has been implementing large-scale reforms aimed at modernizing transport and logistics infrastructure and strengthening integration with international transport corridors. In particular, special attention has been given to increasing the country's transit potential by developing international transport and logistics centers and granting them the status of international dry ports.

In this regard, a comprehensive analysis of the geographical location of international dry ports in Uzbekistan, their infrastructural capacities, and their integration with international transport corridors is of significant scientific and practical importance.

Scientific Novelty of the Research

The scientific novelty of this study consists of the following: For the first time, a comprehensive analysis was conducted on the spatial location of 24 transport and logistics centers included in the list of international dry ports of Uzbekistan in relation to international transport corridors.

The multimodal transport capabilities of transport and logistics centers and their level of integration with international railway and highway networks were assessed.

Strategic logistics zones located at the intersections of international transport corridors were identified. The regional imbalance and infrastructural gaps within the dry port network of Uzbekistan were scientifically substantiated.

Scientifically grounded practical recommendations were developed for the development of new logistics centers aimed at increasing the country's transit potential.

Carried out within the framework of the PhD dissertation titled "Improving the Methodology for Justifying the Role of Geolocation in the Organization of Transport and Logistics Centers.

2. Research methodology

Literature Review

Dry ports and transport and logistics centers (TLCs) are considered important instruments for landlocked developing countries (LLDCs) to ensure their connection with major seaports. At the international level, significant attention has been paid to the development of dry port networks within national territories in order to introduce services integrated with seaports.

A notable example is the "Intergovernmental Agreement on Dry Ports", adopted on May 1, 2013, in Bangkok by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP). According to this agreement, dry ports are defined as inland locations within a country that possess a terminal connected with one or more modes of transport and are designed for handling cargo transported in international trade, temporary storage, inspection where required by law, and the performance of applicable customs control functions and formalities [1].

The objective of the agreement is to strengthen cooperation among UNESCAP member states and promote international trade through the development of internationally significant dry ports that meet the requirements of international transport. The development of dry port networks accelerates the flow of goods and services, reduces transport costs and overall transit time, and improves the accuracy of route planning in international transport operations.

As of 2025, a total of 19 countries have joined the Intergovernmental Agreement, and the number of international dry ports included in Annex I of the agreement exceeds 300. Among the member states of the agreement, 10 countries (55%) are landlocked developing countries. For such countries, dry ports serve as essential infrastructure facilities that ensure connectivity with seaports.

The primary objective of establishing a regional dry port network is to expand trade opportunities by ensuring the seamless movement of cargo between dry ports located in different countries. This includes enabling the direct shipment of goods from a dry port in one country to a dry port in another country while minimizing border inspections and delays.

Over the past decades, several LLDCs have incorporated the development of dry ports and transport and logistics centers into their transport policies and programs, utilizing various institutional mechanisms and business models. However, some projects envisaged within certain programs and plans have failed to attract the expected demand or achieve the objectives initially set at the early stages. This has often been due to factors such as inappropriate site selection, unsuitable operational models, or inconsistencies with private sector demand and operational requirements [2].

The issue of site selection for newly established dry ports and transport and logistics centers is considered a critical factor that must be thoroughly studied when developing a dry port business plan [3].

In the scientific literature, there are numerous research studies focusing on the selection of optimal locations for dry ports and transport and logistics centers, all aimed at identifying the most suitable placement of such facilities. The selection of an appropriate location is a complex process that usually involves multiple criteria influencing the location decision, including distance to transport corridors, land availability, costs, environmental factors, economic and physical capacity of the region, and various social factors [4].

In order to further analyze the criteria influencing location selection, 25 scientific publications (articles and dissertations) related to the site selection of dry ports and transport and logistics centers were examined. The criteria

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used in these studies and the frequency of their application are presented in Table 1.

Table 1

Evaluation Criteria Used in the Literature and Their Frequency of Application [3]

Location		Air pollution	3
Proximity to railway	11	Green area / green space	1
Proximity to highway	12	**Freight volume / transport volume**	
Proximity to airport	10	Macroeconomic indicator	4
Proximity to seaport	7	Freight volume by road transport / Road freight volume	3
Land area / site area	5	Freight volume by rail transport / Rail freight volume	3
Expansion potential / possibility for expansion	4	Transport and logistics attractiveness	4
Proximity to economic zones / industrial areas	8	Transport infrastructure	5
Suitability for construction / buildability	3	International trade volume	2
Geography / soil conditions	2	Number of trade centers / commercial centers	1
Proximity to city center / urban accessibility	8	Level of development	2
Location area / Site location	2	Economic impact	4
Site infrastructure	4	Foreign investment	1
Proximity to inland waterways	1	Investment level	3
Proximity to industrial enterprises / manufacturing facilities	5	Business environment	3
Proximity to market / commercial centers	3	Degree of competition	2
Proximity to consumers / end-users	2	**Social factors**	
Cost		Security and protection	3
Land cost	4	Population	3
Cargo transport costs	3	Social benefits	2
Environmental impact		Land ownership type	1
Natural resources	2	Worker qualifications	2
Environmental impact	6	Rule of law and role of authorities	4
Environmental safety / ecological safety	3	Social stability	1

As shown in Table 1, the most frequently cited criteria in the literature for site selection of dry ports relate to their proximity to transport nodes (road, rail, and air transport). Considering these criteria, the availability of transport corridors passing through a region is a critical factor in determining the optimal location for a dry port.

Transport corridors provide clear and direct opportunities for fostering regional integration. Such integration improves the economic growth prospects of middle- and low-income countries, particularly for landlocked states without direct access to the sea. Legal, regulatory, and other constraints that hinder international trade and transport become particularly visible at the corridor level, enabling policymakers to implement targeted measures to mitigate them.

Transport corridors also serve as a territorial basis for cooperation and coordination among participating countries, as well as between public and private sector organizations providing trade and transport infrastructure and services [5].

To date, there is no universally accepted or precise definition of transport corridors in the scientific literature [6]. Leading experts and policymakers often fail to adequately recognize the role of this factor in international relations. Historically, control over transport corridors has been a necessary condition for ensuring the military and economic efficiency of states.

International transport corridors are not only systems of transport and logistics but are also intrinsically linked to economic and political processes. Nearly all major contemporary transregional initiatives prioritize the establishment of stable transport corridors and the development of relevant infrastructure. Corridors are often complementary in nature and shape regional competition.

When evaluating the efficiency and potential of transport corridors, the primary parameter is the freight-carrying capacity of the routes along the corridor. The lowest capacity segment of a route can limit the overall freight transport capability from the corridor's origin to its endpoint, thereby determining the ultimate throughput. Moreover, a corridor's capacity depends on whether it supports a single or multiple modes of transport, which also affects the locations where cargo must be transferred between modes. Therefore, it is essential to establish the necessary infrastructure along the corridor, in particular by forming a network of dry ports [7].

Dry Port and Its Significance

From a functional perspective, a dry port is defined as an operational and logistical hub that performs various activities related to freight transport, logistics, and cargo distribution, oriented toward the economic objectives of the operators and enterprises it hosts [8].

According to the Intergovernmental Agreement, a dry port of international significance is an inland transport-logistics center within a country that is connected to one or more transport modes and is intended for handling cargo transported in international trade, temporarily storing it, performing customs control functions, and processing cargo documentation.

A dry port provides direct connectivity to seaports via road or rail, enhancing the efficiency of the logistics system for landlocked developing countries (LLDCs). In this context, the Republic of Uzbekistan, as a landlocked state, has been implementing measures to reduce transport costs by developing transport-logistics centers as dry ports.

Uzbekistan is a signatory to the Intergovernmental Agreement on Dry Ports. The country joined the Agreement through Decree No. PQ-5256 of the President of the Republic of Uzbekistan dated October 5, 2021, designating

the Ministry of Transport as the competent authority responsible for its implementation [9]. On November 12, 2025, 24 transport-logistics centers in Uzbekistan were added to the list of international dry ports and officially granted dry port status.

Currently, efforts are underway to develop a modern network of dry ports across Uzbekistan. For international transport-logistics centers within the country to attain dry port status, they must comply with the model requirements established by Resolution No. 633 of the Cabinet of Ministers of the Republic of Uzbekistan dated October 8, 2025, and adhere to the provisions of the Intergovernmental Agreement on Dry Ports [10].

Research Gap

Existing studies have extensively examined the economic efficiency, site selection criteria, and transport infrastructure connectivity of dry ports and transport-logistics centers, with particular emphasis on their role in enhancing trade and transit operations for landlocked countries.

However, in the case of Uzbekistan, there is a lack of comprehensive research on: the territorial integration of the network of international dry ports with international transport corridors, the geographic location of these ports, and their multimodal transport capabilities.

Moreover, studies analyzing the spatial distribution of transport-logistics centers in relation to international transport corridors and their impact on the country's transit potential remain insufficient. From this perspective, the present study aims to partially fill this research gap by analyzing the degree of integration of Uzbekistan's international dry ports with international transport corridors.

Research Aim and Objectives

Research Aim: The aim of this study is to conduct a comprehensive assessment of the spatial location of Uzbekistan's transport-logistics centers included in the list of international dry ports in relation to international transport corridors and to analyze their multimodal transport capabilities.

Research Objectives:

To analyze the significance of dry ports for landlocked developing countries (LLDCs). To identify internationally recognized transport corridors passing through Uzbekistan, which are prioritized by international organizations for infrastructure development.

To systematize information on the transport-logistics centers included in the list of international dry ports, including the analysis of their territorial distribution and infrastructure capacities. To evaluate the connectivity potential of each dry port with rail and road corridors.

To identify strategically significant areas for establishing dry ports, determine the regional characteristics of logistics infrastructure, and outline prospects for developing the country's network of transport-logistics centers. To visualize the data using maps, diagrams, and tables, thereby providing a comprehensive understanding of the role of dry ports in enhancing Uzbekistan's transit potential.

Research Methodology

This study analyzed the spatial distribution and multimodal transport capabilities of Uzbekistan's transport-logistics centers included in the list of international dry ports in relation to international transport corridors. The following scientific methods were employed:

Analytical Method: The theoretical foundations of dry ports and transport corridors were analyzed through a review of international and national legal and regulatory documents, statistical data, and scholarly literature.

Comparative Analysis Method: The location of transport-logistics centers relative to international transport corridors, their infrastructure capacities, and multimodal transport services were evaluated through comparative analysis. Spatial (Geographical) Analysis Method: The proximity of transport-logistics centers to international transport corridors, railway stations, and highways, as well as their territorial distribution, was assessed using cartographic analysis.

Systemic Approach: The country's transport-logistics infrastructure was studied as an interconnected system in relation to international transport corridors, allowing for an integrated assessment of its functioning.

In addition, the evaluation criteria included the distance of transport-logistics centers to railway stations, proximity to international highways, infrastructure capacity, and the ability to provide multimodal transport services.

Main Section / Research Findings

Central Asia, due to its geographical location, has historically served as a key transit hub facilitating trade and connectivity between regions. Although it is landlocked and does not have direct access to open seas, it borders three major global economic powers—China, India, and Russia. These countries, with their large populations and high economic output, represent significant markets for transport and logistics services.

Furthermore, the region shares borders with rapidly growing regional powers such as Iran, Pakistan, and Turkey, enhancing its strategic importance. This geographic position establishes Central Asia as a vital overland bridge between East Asia and Europe. Notably, the shortest trade routes from China to European markets pass through Central Asia, highlighting the region's role in facilitating efficient transcontinental transport (see Figure 1).

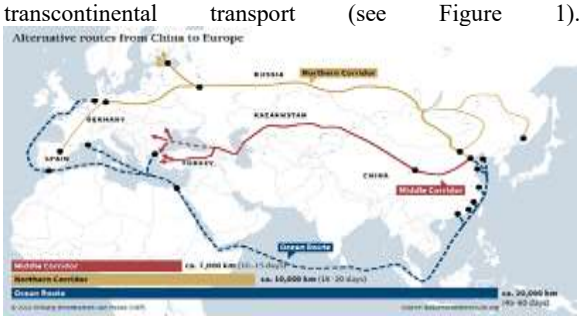

Fig. 1. Main corridors connecting China and Europe

Major Corridors Connecting China and Europe

Along this route, a significant portion of trade—approximately 80%—is transported by rail, while the remaining 20% relies on road transport. In the current era of global geopolitical and geo-economic changes, the countries of the region face the task of expanding the international transport corridor system and establishing new transcontinental corridors. This development provides Central Asian countries with opportunities to access new markets and expand connections to broader regions.

The table below illustrates the freight turnover between Central Asia and the world's major economic centers.

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Table 2

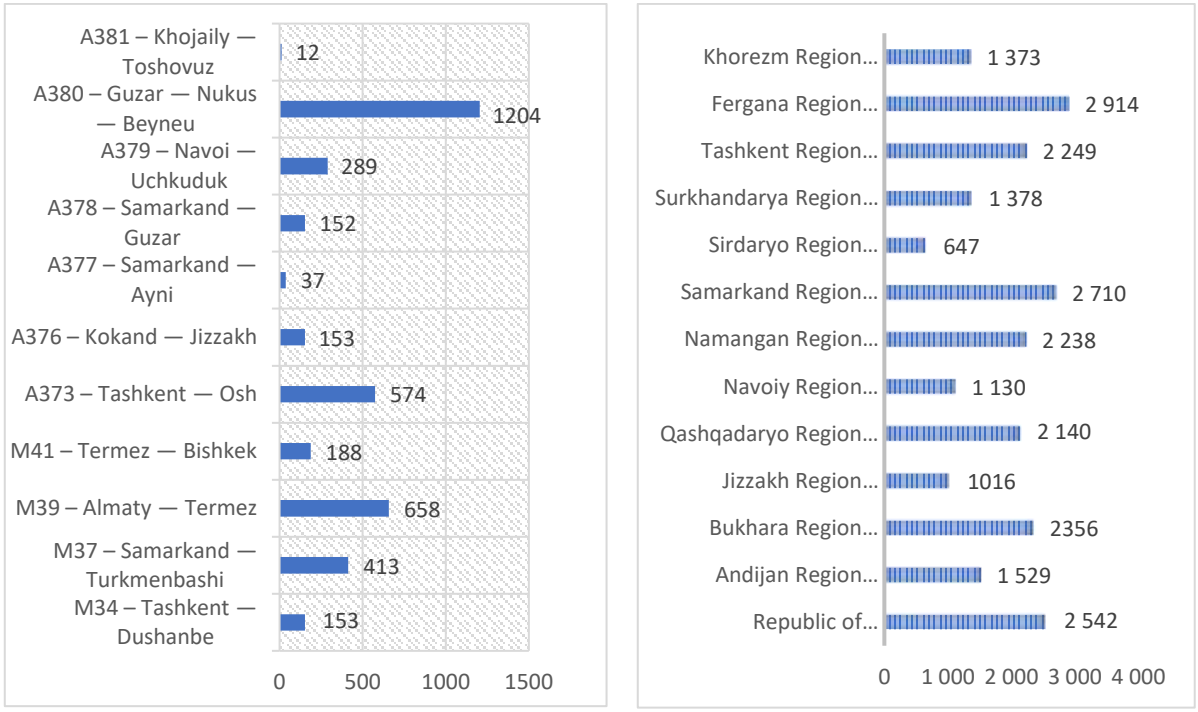
Freight Turnover of Central Asia with Major Economies, Thousand Tons [11]

	2018	2019	2020	2021	2022	2023	Share of Uzbekistan
Central Asia – European Union	34 825	34 748	36 082	32 903	38 749	49 323	2,27%
Central Asia – Russia	80 131	81 276	78 153	67 846	60 895	67 736	12,7%
Central Asia – China	37 432	15 941	16 830	16 827	72 070	32 363	12,4%
Central Asia – Iran	4 002	3 929	2 046	3 957	3 680	2 916	19%
Central Asia – India	1 611	2 990	5 065	3 628	3 065	1 924	5,5%
Central Asia – Pakistan	573	397	242	582	866	734	64%
Total	**158 574**	**139 280**	**138 418**	**125 744**	**179 325**	**154 996**	

Table 2 indicates that it is essential for Uzbekistan to develop transport corridors to access international markets in the southern, eastern, northern, and western directions. The development of international transport corridors requires not only agreements between countries but also consideration of the domestic road network. Well-developed domestic roads with robust infrastructure can attract additional cargo flows, thereby increasing overall transit traffic.

Road Network of Uzbekistan

As of early 2025, the total length of public roads in Uzbekistan amounts to 42,371 km, of which 3,833 km are of international significance. The road network includes numbered routes such as M34, M37, M39, M41, A373, A376, A377, A378, A379, A380, and A381, forming the backbone of the country's domestic and international transport connectivity. Information on the lengths of international and national roads in the territory of Uzbekistan is shown in Figure 2 below.



Length and Route of International Highways (km) **State-significant Highways**

Fig. 2. Lengths of international and national roads in the territory of Uzbekistan

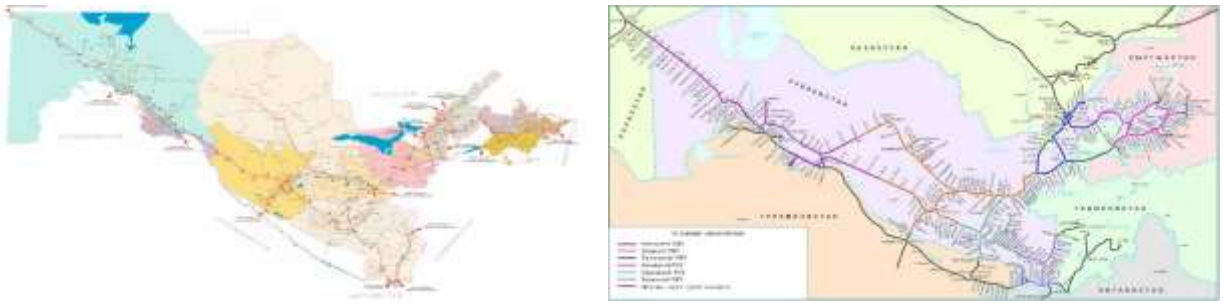
The total length of nationally significant roads in Uzbekistan is 14,316 km, while locally significant roads account for 24,222 km [12]. The air routes cover approximately 26,000 km, and inland waterways extend for 550 km. Regarding the railway network, Uzbekistan provides free movement along public-use lines. The current total length of railways is 7,400 km, of which 3,145 km are electrified.

The railway system is divided into six regional rail hubs: Tashkent, Kokand, Bukhara, Qongirot (Kungrad), Qarshi, and Termez.

The primary functions of these regional hubs include:

Assessing regional transport markets, Developing transport infrastructure, and providing users with a wide range of railway services.

Figure 3 illustrates the road and railway network of Uzbekistan.



Roads Map Railway Map

Fig. 3. Map of Uzbekistan's Road and Railway Network

In Uzbekistan, there are 138 road transport corridors designated for transit. These corridors include 48 road crossing points, located on public roads, which connect Uzbekistan with all neighboring countries.

For railway transit, Uzbekistan has 78 designated transport corridors, linked with neighboring countries via 17 railway crossing points [8].

Geographically, Uzbekistan is located at the center of Central Asia and primarily conducts cargo transportation through the following routes:

Uzbekistan – Kazakhstan – Russia – European Union / Asia-Pacific countries, Uzbekistan – Kazakhstan / Turkmenistan – Azerbaijan – Georgia / Turkey – Europe, Uzbekistan – Turkmenistan – Iran – Turkey, Uzbekistan – Kazakhstan / Kyrgyzstan / Tajikistan – China – Asia-Pacific countries, Uzbekistan – Afghanistan – Pakistan – Southeast Asia countries.

For these routes, Uzbekistan utilizes internationally recognized transport initiatives and corridors, developed under intergovernmental agreements or by international organizations, including TRACECA, the Trans-Caspian International Transport Route (Middle Corridor), the Northern Corridor, the Southern Corridor, CAREC corridors, Asian Highway Network, and the Trans-Asia Railway Network.

Strategic Significance of International Transport Corridors through Uzbekistan and Central Asia

The TRACECA project (Transport Corridor Europe-Caucasus-Asia) was launched on 8 September 1993 at the initiative of the European Union in Brussels, initially involving eight countries of Central Asia and the Caucasus. On 7–8 September 1998, the Multilateral Framework Agreement on TRACECA was signed at a summit in Baku, granting the project the status of an international transport corridor [13].

The corridor spans the route Europe – Black Sea – Caucasus – Caspian – Central Asia. Uzbekistan, via Turkmenistan or Kazakhstan, can access the Caspian ports and connect to Europe through the Trans-Caspian Route (Figure 4).

Fig. 4. TRACECA Corridor and Its Section Passing Through the Territory of Uzbekistan

Northern Corridor

The Northern Corridor connects Europe with China and Mongolia via the Trans-Siberian Railway through Russian territory. Cargo transportation from Central Asia to the European Union is primarily conducted using a single mode of transport through Russia and Belarus (Figure 6).

One of the main advantages of this corridor is the uniform 1520 mm broad-gauge railway network, which allows freight to reach the EU border without transshipment. Additionally, the corridor benefits from integrated transport systems in terms of legal, economic, and technical standards [11].

Trans-Caspian International Transport Route — Middle Corridor

The Middle Corridor is a multimodal transport route connecting China and Europe. It bypasses Russia, requiring transit across the Caspian Sea and multiple border crossings. To reach the European border west of the Caspian, alternative routes include overland transport through Turkey or maritime transport via the Black Sea.

The primary route follows:

China – Kazakhstan – Caspian Sea – Azerbaijan – Georgia – Turkey – Europe, with a total length of approximately 11,000 km (4,256 km overland, 508 km maritime). Uzbekistan connects to this corridor through Kazakhstan and Turkmenistan (Figure 5).

The development of the Middle Corridor began in 2013 with the establishment of a Coordination Committee in Astana, followed by the creation of an International Association in 2016, which became operational in 2017. This transport route enhances logistics efficiency and links Central Asian countries to global markets.

From a strategic perspective, the Middle Corridor is of economic significance to China and political importance for the European Union. Its main goal is to provide an efficient transit route between Central Asia and Europe while

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bypassing Russia, avoiding duplication of initiatives linked to TRACECA [14]. Additionally, it offers an alternative to China's Belt and Road Initiative through the EU's Global Gateway and G7 PGII programs.

Fig. 5. The Middle Corridor and its connection through Uzbekistan-Turkmenistan and the China-Kyrgyzstan-Uzbekistan railway project

Southern Transport Corridor

The Southern Corridor is an emerging transport route connecting Tajikistan, Uzbekistan, Turkmenistan, Iran, and Turkey to Europe. Unlike some alternative routes, it does not require crossing the Caspian Sea, enabling access to the European Union via Bulgaria or Greece. For Uzbekistan, this corridor provides opportunities to connect to seaports, thereby enhancing both its transit capacity and trade-economic potential (Figure 6).

The development of the corridor, however, is progressing slowly due to several infrastructural and operational challenges, including: the need to cross Lake Van in Turkey, Western sanctions on Iran, differences in rail gauge standards (1520 mm vs. 1435 mm), lack of system integration, and absence of an international coordination body.

The activation of the "China – Kyrgyzstan – Uzbekistan" railway line has the potential to transform the corridor into a land bridge between Eurasian and African rail networks, thereby significantly increasing its future transit potential [11].

Fig. 6. Northern, Central, and Southern International Transport Corridors

Central Asia Regional Economic Cooperation (CAREC) Corridors The Central Asia Regional Economic Cooperation (CAREC) program was established in 2001 with the primary aim of developing regional transport and logistics networks, facilitating trade, strengthening energy cooperation, and deepening economic integration. The program is coordinated by the Asian Development Bank (ADB).

According to the 2006 Transport and Trade Facilitation Strategy (adopted at the 5th CAREC Ministerial Conference, Ürümqi, China), six CAREC corridors were officially identified, along with their priority infrastructure projects and measures to simplify trade and customs procedures (Figure 7) [16]. These corridors connect the region's main economic centers and provide landlocked CAREC member states with access to other Eurasian and global markets.

Fig. 7. CAREC Corridors (The 2nd, 3rd, and 6th CAREC corridors pass through Uzbekistan (Figure 8).)

CAREC 2 Corridor: China – Kyrgyzstan – Uzbekistan – Tajikistan – Kazakhstan – Azerbaijan – Georgia – Turkey. Within Uzbekistan, the route passes through Andijan, Kokand, Tashkent, Jizzakh, Samarkand, Navoiy, Bukhara, Qarshi, Termez, Urgench, and Nukus. This corridor serves as a key East–West transit route. CAREC 3 Corridor: Russia – Kazakhstan – Uzbekistan – Turkmenistan – Iran. In Uzbekistan, it covers Tashkent, Sirdaryo, Jizzakh, Samarkand, Navoiy, Bukhara, and Surkhandarya regions. This North–South corridor provides access for freight to Iranian ports and facilitates integration between the Russian Federation, the Middle East, and South Asia.

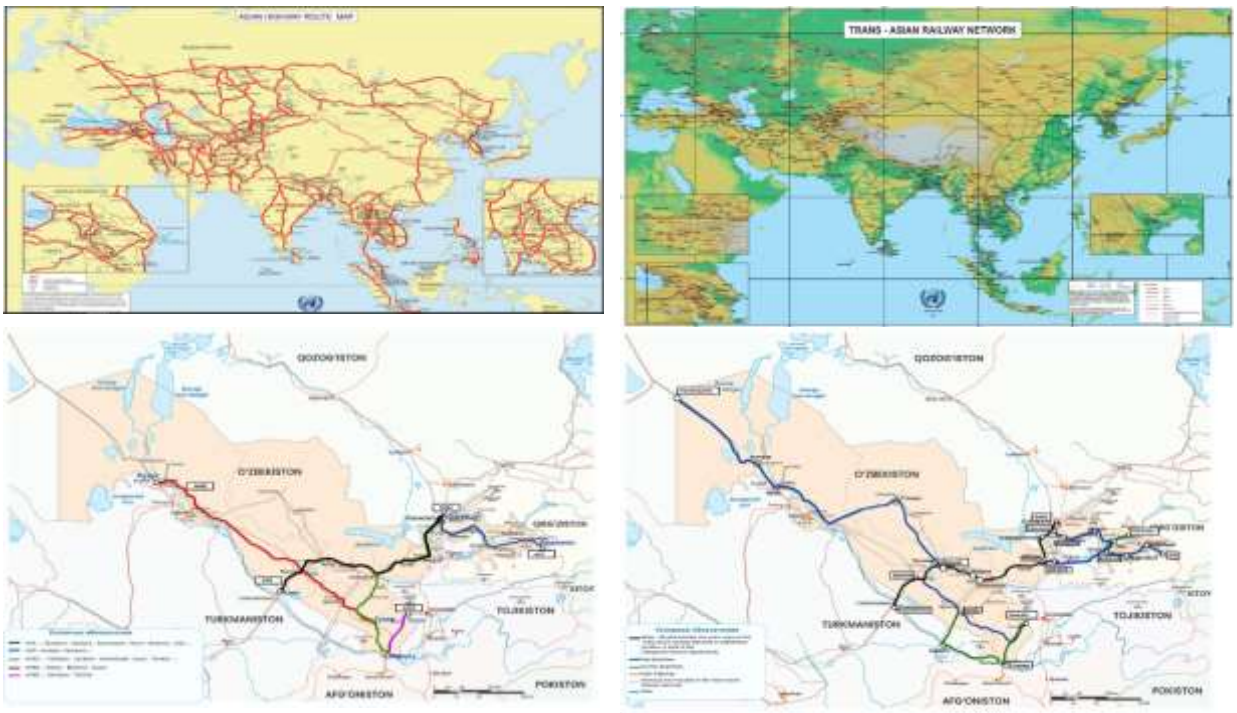
CAREC 6 Corridor: Russia – Kazakhstan – Tajikistan – Uzbekistan – Afghanistan – Pakistan – Iran. In Uzbekistan, the corridor passes through Karakalpakstan (Nukus), Urgench, Bukhara, Navoiy, Qarshi, and Termez, connecting Europe, the Middle East, and South Asia [17].

CAREC 2 CAREC 3 CAREC 6

Fig. 8. CAREC Corridors 2, 3 and 6 passing through Uzbekistan

Asian Highways and Trans-Asia Railways

The Asian Highways (2003) and the Trans-Asia Railways intergovernmental agreements (2006) were developed under the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP). These agreements include the main transport routes passing through countries in the region, connecting Europe and Asia.



Section of the Asian Highways Passing Through Uzbekistan

Section of the Trans-Asia Railways Passing Through Uzbekistan

Fig. 9. Asian Highways and Trans-Asia Road Network

On April 26, 2004, Uzbekistan acceded to the Intergovernmental Agreement on the Asian Highway Network. According to this international agreement, highways are numbered in the ranges 60–89 and 600–899, covering the Northern, Central, and Southwest Asia subregions, including Afghanistan, Armenia, Azerbaijan, Georgia, the Islamic Republic of Iran, Kazakhstan, Kyrgyzstan, Russia, Tajikistan, Turkey, Turkmenistan, and Uzbekistan [18].

Within Uzbekistan, five Asian Highway routes pass through the country: AH5, AH7, AH62, AH63, and AH65 (Figure 9). These routes integrate Uzbekistan's international

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road network, connect all regions of the country, and provide access to road border checkpoints with Kazakhstan, Turkmenistan, Afghanistan, Kyrgyzstan, and Tajikistan.

Table 3 presents the Asian Highway routes passing through Uzbekistan.

Table 2

Asian Highway Routes Passing Through the Territory of Uzbekistan

№	Route	Territory in Uzbekistan
AH5	China–Turkey	Tashkent → Sirdaryo → Samarkand → Navoiy → Bukhara → Alyat
AH7	Russia–Pakistan	Andijan → Tashkent → Sirdaryo → Khavast
AH62	Kazakhstan–Afghanistan	Tashkent → Sirdaryo → Samarkand → Guzor → Termez
AH63	Russia–Uzbekistan	Nukus → Bukhara → Guzor
AH65	China–Uzbekistan	Termez

The Republic of Uzbekistan signed the Intergovernmental Agreement on the Trans-Asia Railway Network on November 10, 2006, and ratified it on July 28, 2009 [20]. According to the Agreement, the section of the Trans-Asia Railway Network passing through Uzbekistan includes: one main line, four branch lines from the main line, and three additional lines from the branch lines. All these lines are considered to have the same status (see Table 3).

Table 3

Trans-Asia Railway Network passing through the territory of Uzbekistan

№	*Route*
	Main network
1	Main route: (Sary-Agash, Kazakhstan) Keles (border station) — Tukumachi — Sirdaryo — Khavast — Samarkand — Ulugbek — Navoi — Bukhara — Khodchadavlet (border station) (Turkmenabad, Turkmenistan)
	Branches from the main Trans-Asia railway network (secondary lines):
2	Tukumachi — Ozodlik — [Angren — Xalqobod] — Pap — Qo‘qon
3	Xavast — Bekobod — (Hay — Kanibadam, Tojikiston) — Suvanobod (chegara stansiyasi) — Qo‘qon — Marg‘ilon — Andijon (chegara stansiyasi) — (Osh, Qirg‘iziston)
4	Navoiy — Tinchlik — Uchkuduk — Nukus — Qung‘rad — Qoraqalpog‘iston (chegara stansiyasi) — (Oazis, Qozog‘iston)
5	Buxoro — Qarshi —— Tashguzar [Dehanabad — Darband] — Boysun — Kumkurgan — Saryasiya —— (Pakhtobod, Tojikiston)
	Additional lines on the network
6	Kukand — Pap — Namangan
7	Karshi — RZhD 154 — (Talimardjan — Kerkichi — Kelif, Turkmenistan) — Termiz —— Galaba (border station) — (Khairaton, Afghanistan)
8	Termiz — Kimkurgan — Saryasiya (border station) — (Pakhtobod, Tajikistan)

The main route included in the agreement for Uzbekistan Railways is the “Keles — Khodchadavlat” line, with a total length of 732 km. A transit freight train covers this route in 4–5 days. In Table 4 below, the main information on international transport corridors crossing Uzbekistan and Central Asia is presented. The transport corridors shown in this table that passthrough Uzbekistan include CAREC corridors 2, 3, and 6, TRACECA, the Southern Corridor, the Asian Highway network, and the Trans-Asia Railway. These corridors directly traverse Uzbekistan, meaning the country can perform its role as a transit state.

For the Northern and Middle corridors, Uzbekistan can connect via the territory of Kazakhstan, which currently implies that Uzbekistan cannot fully serve as a transit state for freight transported along these corridors.

Table 4

International Transport Corridors Crossing Uzbekistan and Central Asia

Corridor Name	Year Esta-blished	Coordinating Body	Sections Passing Through Uzbekistan	Border Points	Connectivity
CAREC 2 (East–West)	2006	Asian Development Bank (ADB)	Andijan, Kokand, Tashkent, Jizzakh, Samarkand, Navoi, Bukhara, Kashkadarya, Surkhandarya, Khorezm, Karakalpakstan	Kazakhstan, Kyrgyzstan	TRACECA, Middle Corridor, North and South corridors, CAREC 3, 6, Asian Highways and Trans-Asia Highways
CAREC 3 (North–South)	2006	Asian Development Bank (ADB)	Tashkent, Sirdaryo, Jizzakh, Samarkand, Navoi, Bukhara, Surkhandarya	Kazakhstan, Afghanistan, Turkmenistan, Tajikistan	CAREC 2: via Tashkent, Jizzakh, Samarkand, Navoi, Bukhara; CAREC 6: via Navoi, Bukhara, Surkhandarya; Southern Corridor: via Surkhandarya

CAREC 6 (Southern)	2006	Asian Development Bank (ADB)	Tashkent, Jizzakh, Samarkand, Navoi, Bukhara, Kashkadarya, Surkhandarya, Khorezm, Karakalpakstan	Kazakhstan, Afghanistan, Tajikistan	TRACECA, Middle Corridor, North and South corridors, CAREC 2, 3, Asian Highways and Trans-Asia Highways
TRACECA (Europe–Caucasus–Asia)	1993	European Union	Andijan, Fergana, Namangan, Tashkent, Sirdaryo, Jizzakh, Samarkand, Navoi, Bukhara, Kashkadarya, Surkhandarya, Khorezm, Karakalpakstan	Kazakhstan, Turkmenistan, Afghanistan, Tajikistan, Kyrgyzstan	Middle Corridor, North and South corridors, CAREC 2, 5, 6, Asian Highways and Trans-Asia Highways
Northern Corridor	–	–	Tashkent, Sirdaryo, Jizzakh, Samarkand, Navoi, Khorezm, Karakalpakstan	Kazakhstan	TRACECA, Middle Corridor, Southern Corridor, CAREC 2, 3, 6, Asian Highways and Trans-Asia Highways
Middle Corridor	2013	Coordination Committee / International Association	Tashkent, Sirdaryo, Jizzakh, Samarkand, Navoi, Bukhara, Khorezm, Karakalpakstan	Kazakhstan, Turkmenistan	TRACECA, Northern Corridor, Southern Corridor, CAREC 2, 5, 6, Asian Highways and Trans-Asia Highways
Southern Transport Corridor	2023	CIS Transport Forum (memorandum)	Andijan, Fergana, Namangan, Tashkent, Sirdaryo, Jizzakh, Samarkand, Bukhara, Kashkadarya, Surkhandarya	Kyrgyzstan, Turkmenistan, Afghanistan	TRACECA, Middle Corridor, Northern Corridor, CAREC 2, 3, 6, Asian Highways and Trans-Asia Highways
Asian Highways	2003	UNESCAP	Andijan, Fergana, Tashkent, Sirdaryo, Jizzakh, Samarkand, Navoi, Bukhara, Kashkadarya, Surkhandarya, Khorezm, Karakalpakstan	Kazakhstan, Turkmenistan, Afghanistan, Tajikistan, Kyrgyzstan	TRACECA, Middle Corridor, North and South corridors, CAREC 2, 3, 6, Trans-Asia Highways
Trans-Asia Railways	2006	UNESCAP	Andijan, Fergana, Namangan, Tashkent, Sirdaryo, Jizzakh, Samarkand, Navoi, Bukhara, Kashkadarya, Surkhandarya, Khorezm, Karakalpakstan	Kazakhstan, Turkmenistan, Afghanistan, Tajikistan, Kyrgyzstan	TRACECA, Middle Corridor, North and South corridors, CAREC 2, 3, 6, Asian Highways

Based on Table 4, it is evident that all international transport corridors passing through the territory of Uzbekistan traverse the cities of Tashkent, Sirdaryo, Jizzakh, Samarkand, Navoi, and Bukhara.

Integration of Dry Ports and International Transport Corridors

The study indicates that all international and transit transport corridors crossing Uzbekistan, as well as the Asian Highway Network and the Trans-Asia Railway network, are strategically located along the country's public road and railway infrastructure (see Figures 3 and Table 4).

According to the Resolution No. 633 of the Cabinet of Ministers of the Republic of Uzbekistan, dated 7 October 2025, titled "Model Requirements for Equipping Transport-Logistics Centers with Modern Equipment and Technology", international transport-logistics centers (dry ports) located along transport corridors must be situated near at least one international and one national road. Furthermore, the distance from railway and road nodes, as well as from international or nationally significant roads to the transport-logistics center, should not exceed 3 km along sufficiently wide roadways.

In accordance with Presidential Decree No. PQ-28 of the Republic of Uzbekistan, dated 27 January 2025, vehicles transporting cargo under customs control are permitted to stop exclusively at transport-logistics centers and TIR parks. Additionally, new transport-logistics centers and cargo terminals should be established in peri-urban areas, with phased restrictions on the movement of heavy vehicles within urban zones.

Moreover, international transport-logistics centers listed under the "Intergovernmental Agreement on Dry Ports" are recognized as facilities of international significance. Consequently, the existing dry ports in Uzbekistan are considered an integral part of the infrastructure of international transport corridors. On 12 November 2025, during the 6th meeting of the Working Group on Dry Ports, 24 international transport-logistics centers in Uzbekistan were included in the list of international dry ports under the Intergovernmental Agreement on Dry Ports.

Figure 10 illustrates the geographic distribution and location of these 24 dry ports across the regions of Uzbekistan.

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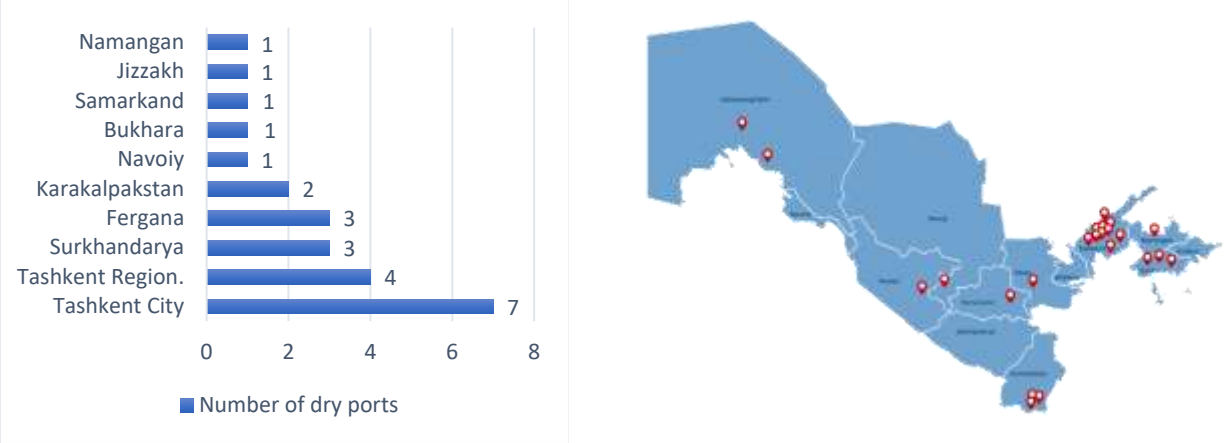

Fig. 10. Geographic Distribution and Location of Uzbekistan's 24 Dry Ports by Region

As shown in Figure 10, the densest part of the dry port network corresponds to Tashkent city and Tashkent region.

The location of Uzbekistan's 24 transport-logistics centers, which have been granted the status of international dry ports, was analyzed in terms of their access to international corridors (see Table 5). In this analysis, even if an international corridor does not pass directly through the dry port location, the connection via public road networks was considered, provided that the distance to the corridor did not exceed 30 km.

Table 5

Analysis of the Location of Transport-Logistics Centers in Terms of Access to International Corridors

№	Name	Location relative to international corridors						
		TRAC-ECA	Middle Corridor	Northern Corridor	Southern Corridor	CAREC	Asian Highway Network	Trans-Asia Railway
1	Kungrad Cargo Impeks	+	+	+	-	CAREC 2, 6	+	+
2	Nukus Logistics Center	+	+	+	-	CAREC 2, 6	+	+
3	Bukhoro Logistics Center	+	-	-	+	CAREC 2, 3,6	+	+
4	Navoiy Cargo	+	+	+	+	CAREC 2, 3, 6	+	+
5	Termiz Logistics Center	+	-	-	+	CAREC 2, 3	+	+
6	Airitom Logistics Center	+	-	-	+	CAREC 2, 3	+	+
7	Termiz Cargo Center	+	-	-	+	CAREC 2, 3, 6	+	+
8	Ulugbek Logistics Center	+	+	+	+	CAREC 2, 3, 6	+	+
9	Jizzakh Logistics Center	+	+	+	+	CAREC 2, 3, 6	+	+
10	Highway logistics center	+	+	+	+	CAREC 2, 3, 6	+	+
11	Uzbekistan Airports Cargo	+	+	+	+	CAREC 2, 3, 6	+	+
12	Asia Trans Terminal	+	+	+	+	CAREC 2, 3, 6	+	+
13	Terminal Services Invest	+	+	+	+	CAREC 2, 3, 6	+	+
14	Orient logistics center	+	+	+	+	CAREC 2, 3, 6	+	+
15	TexnoPark	+	+	+	+	CAREC 2, 3, 6	+	+
16	Universal logistics cervises	+	+	+	+	CAREC 2, 3, 6	+	+

17	First dry port terminals	+	+	+	+	CAREC 2, 3, 6	+	+
18	Multimodal Trans Terminals	+	+	+	+	CAREC 2, 3, 6	+	+
19	Forward Trans Terminals	+	+	+	+	CAREC 2, 3, 6	+	+
20	Angren Logistics Center	+	+	-	+	CAREC 2	+	+
21	Kokand Logistics Center	+	+	-	+	CAREC 2	+	+
22	Margilan Logistics Center	+	+	-	+	CAREC 2	+	+
23	Fargona Ulgurji Savdo	+	+	-	+	CAREC 2	+	+
24	Rouston Logistics Center	+	+	-	+	-	-	+

Table 5 indicates that among the dry ports in Uzbekistan, the majority—20 of them—provide services for both road and rail transport, ensuring multimodal connectivity. One port offers services combining air, rail, and road transport, another integrates road, river, and rail, a separate facility serves both air and road transport, and one port functions solely for road transport. Notably, the transport-logistics centers located in Samarkand, Jizzakh, and Tashkent city and region—including Ulugbek Logistics Center, Jizzakh Logistics Center, Highway Logistics Center, Uzbekistan Airports Cargo, Asia Trans Terminal, Terminal Services Invest, Orient Logistics Center, TexnoPark, Universal Logistics Services, First Dry Port Terminals, Multimodal Trans Terminals, and Forward Trans Terminals—are integrated with all international transport corridors that pass through Uzbekistan. This integration highlights their strategic role in connecting the country's transport infrastructure with regional and global logistics networks. Figure 11 depicts the geographical distribution of these dry ports in relation to the segments of international transport corridors crossing Uzbekistan.

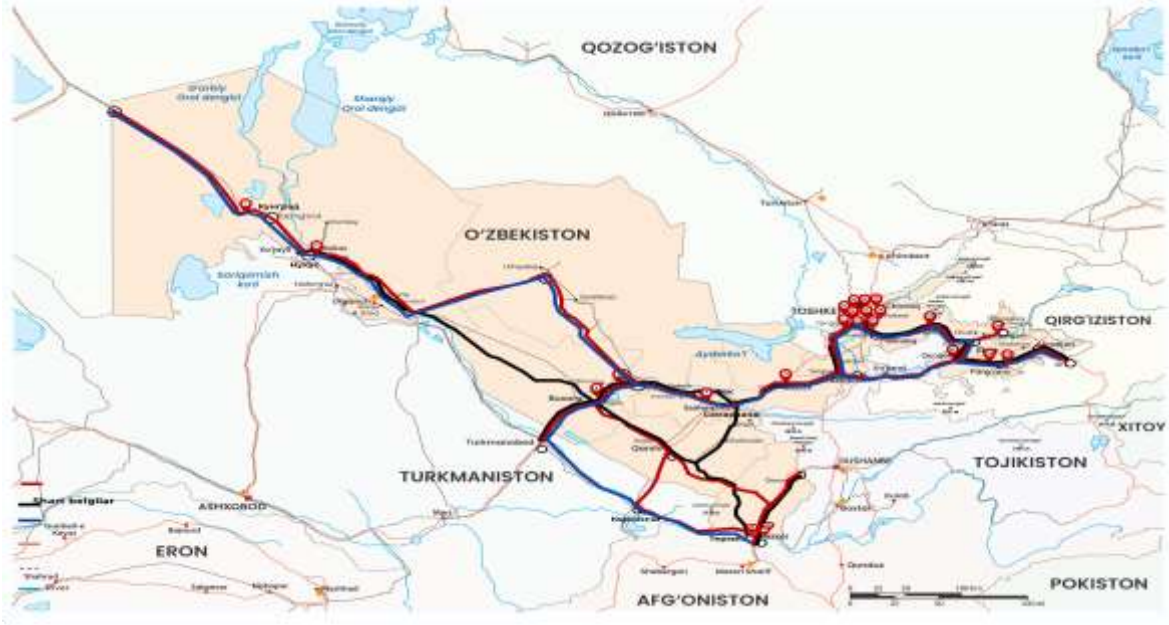

Fig. 11. Illustrates the spatial distribution of dry ports in relation to the segments of international transport corridors crossing Uzbekistan

Discussion

The research findings indicate that Uzbekistan occupies a strategically significant position within the Eurasian transport system. Located at the heart of Central Asia, the country is traversed by several international transport corridors connecting Europe, Russia, China, the Middle East, and South Asia. This geographic advantage positions Uzbekistan as a key regional transit hub.

Analysis shows that most of the transport-logistics centers in Uzbekistan with international dry port status are situated along these international corridors and are integrated with TRACECA, CAREC corridors, the Asian Highway Network, and the Trans-Asia Railway network. Such integration facilitates the development of multimodal transport services and supports the efficient organization of international freight flows.

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However, the study also revealed an uneven regional distribution of transport-logistics infrastructure. While logistics centers are highly concentrated in Tashkent city and Tashkent region, other strategically important areas remain underdeveloped. For instance, although major international transport corridors pass through Jizzakh and Sirdaryo regions, the network of dry ports in these areas is limited. Similarly, regions such as Qashqadaryo and Khorezm lack transport-logistics centers of international standard.

This imbalance may constrain the country's ability to fully exploit its transit potential. Therefore, it is crucial to develop a geographically balanced transport-logistics infrastructure, establish new logistics centers along international transport corridors, and modernize existing facilities to maximize Uzbekistan's role as a regional transit hub.

Research Findings

The study yielded the following key conclusions:

International transport corridors passing through Uzbekistan (TRACECA, CAREC, the Middle Corridor, and the Southern Corridor) are aligned along the country's main transport arteries.

A majority of the 24 transport-logistics centers with international dry port status are capable of providing multimodal services via road and rail transport.

Most dry ports are concentrated in Tashkent city and Tashkent region, while logistics infrastructure in certain strategically important areas remains underdeveloped.

Developing logistics infrastructure in regions such as Jizzakh, Sirdaryo, Qashqadaryo, and Khorezm could further enhance the country's transit potential.

The integration of transport-logistics centers with international transport corridors strengthens Uzbekistan's strategic role within the Eurasian transport system.

Recommendations

Based on the research findings, the following scientific and practical recommendations can be proposed:

Establishment of new dry ports in strategic regions

It is advisable to establish new transport-logistics centers in the regions of Jizzakh, Sirdaryo, Qashqadaryo, and Khorezm, where international transport corridors intersect.

Development of multimodal transport infrastructure.

Modernizing existing logistics centers to enhance the rapid and efficient redistribution of cargo between rail, road, and air transport is necessary.

Strengthening connectivity with international transport corridors.

The road and rail infrastructure linking transport-logistics centers to CAREC, TRACECA, Middle, and Southern Corridors should be further developed to improve integration.

Improvement of regional planning for logistics infrastructure.

Strategic planning mechanisms should be implemented within national transport policy to ensure the balanced development of logistics infrastructure across regions.

Expansion of private sector participation

Attracting private investments through public-private partnership mechanisms in the development of transport-logistics centers is recommended.

3. Conclusion

The study demonstrates that Central Asia is geographically situated along one of the shortest overland transport routes connecting Europe and Asia. Uzbekistan's central location in the region gives it strategic significance in international transport networks. The passage of TRACECA, CAREC, Middle and Southern transport corridors, as well as the Asian Highway Network and Trans-Asian Railway through the country, significantly enhances its transit potential.

The analysis of 24 transport-logistics centers designated as international dry ports shows that most of them are located along international transport corridors and are capable of providing multimodal transport services. This is a crucial factor for integrating Uzbekistan's logistics system into international transport networks.

However, the study also revealed uneven development of logistics infrastructure in certain regions. For example, although the main international transport corridors pass through Samarkand and Jizzakh, the network of dry ports in these regions is not sufficiently developed. Likewise, Qashqadaryo, Khorezm, and Sirdaryo lack internationally significant transport-logistics centers.

These conditions may limit the country's full utilization of its transit potential. Therefore, it is essential to establish new transport-logistics centers in strategic regions where international corridors intersect, modernize existing infrastructure, and expand multimodal transport capabilities. These measures will strengthen Uzbekistan's role in the Eurasian transport system, increase transit cargo flows, and enhance the competitiveness of the national economy.

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