



INFRASTRUCTURE CONDITIONS FOR LOGISTICS ACTIVITIES IN UZBEKISTAN: CAPACITY, CONNECTIVITY, AND INTERNATIONAL CORRIDOR INTEGRATION


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Abstract. *Uzbekistan's logistics performance is increasingly shaped by the interaction of "hard" infrastructure (roads, railways, airports, terminals) and "soft" infrastructure (customs, trade facilitation, border management, and corridor governance). As a doubly landlocked economy, the country's competitiveness depends not only on domestic connectivity but also on reliable access to external gateways through regional corridors. Using a corridor-and-nodes framework, this article assesses current infrastructure conditions for logistics activity in Uzbekistan and links them to international requirements for time, predictability, intermodality, and compliance. Evidence from global benchmarking (World Bank LPI), CAREC corridor diagnostics, OECD trade facilitation analysis, and recent national policy measures suggests that Uzbekistan has expanded its logistics-node network (including internationally recognized dry ports) while still facing bottlenecks in containerization, cross-border interoperability, and corridor coordination.*

Keywords: *Uzbekistan; logistics infrastructure; trade facilitation; dry ports; CAREC corridors; Trans-Caspian Transport Corridor; intermodal transport; customs single window; corridor governance.*

Introduction




Logistics is not merely a transport function; it is a national competitiveness system linking production, trade, and regional integration. For Uzbekistan—positioned at the crossroads of Central Asia—logistics performance is shaped by domestic infrastructure quality and by the reliability of cross-border corridors connecting to global markets. International benchmarking continues to highlight the urgency of logistics modernization: Uzbekistan ranked 88th in the World Bank's 2023 Logistics Performance Index (LPI), indicating persistent gaps in infrastructure quality, border efficiency, and service capability.¹⁰⁰

At the same time, the reconfiguration of Eurasian trade routes has increased the strategic importance of alternative corridors linking Europe–Caucasus–Central Asia and China–Central Asia–South Asia. This amplifies the role of corridor governance, interoperability, and hub efficiency for Uzbekistan's logistics system.

¹⁰⁰ World Bank. (2023). Logistics Performance Index (LPI) 2023 – Uzbekistan ranked 88th. LPI portal and Uzbekistan scorecard. <https://lpi.worldbank.org/>





Analytical Framework and Method. This study applies a corridor-and-nodes framework widely used in international logistics policy. It distinguishes between: (i) hard infrastructure (network capacity and asset quality), (ii) soft infrastructure (rules, procedures, and digital systems that govern flows), and (iii) corridor governance (coordination mechanisms that reduce uncertainty across borders).

The analysis draws on (a) global benchmarking (World Bank LPI), (b) corridor performance diagnostics under the Central Asia Regional Economic Cooperation (CAREC) Program, and (c) trade facilitation assessments from the OECD. Together, these sources allow a comparative reading of Uzbekistan’s infrastructure conditions against international logistics requirements: time-to-release, predictability, intermodality, and compliance.¹⁰¹

Logistics Geography of Uzbekistan: Domestic Connectivity and External Gateways.

Uzbekistan’s geography offers hub potential, but its doubly landlocked status makes “gateway access” a decisive variable. In practice, logistics outcomes depend on how effectively domestic networks connect to external corridors via neighboring states. This includes (1) westward and northward routes through Kazakhstan to wider Eurasian networks; (2) southward routes toward Iran and Türkiye; (3) Trans-Caspian (Middle Corridor) routing via the Caspian Sea and the South Caucasus; and (4) eastern connectivity toward China.

CAREC corridor mapping and monitoring identify Uzbekistan as a core transit and distribution node across multiple corridors. However, corridor competitiveness depends on the end-to-end performance of border points, terminals, and regulatory interoperability—not only on domestic road or rail assets.¹⁰²

Hard Infrastructure: Roads, Railways, Airports, and Logistics Nodes

Road transport remains critical for domestic distribution and short- to medium-haul international flows. Strategic upgrades on the A380 highway (Guzar–Bukhara–Nukus–Beyneu) illustrate the focus on strengthening CAREC Corridor 2 links, improving resilience, and modernizing safety and operating standards.¹⁰³

Rail is central for long-haul transit and bulk/container traffic, especially where cost efficiency and scale matter. Corridor diversification efforts include the China–Kyrgyzstan–Uzbekistan (CKU) railway initiative, which is expected to reduce dependency on a single route structure and deepen Uzbekistan’s integration into east–west supply chains.¹⁰⁴

Air cargo is essential for high-value, time-sensitive shipments. Uzbekistan’s policy direction to enhance operational efficiency at Navoi International Airport reflects a hub

101 OECD. (2023). Trade Facilitation in Central Asia. OECD Publishing. <https://doi.org/10.1787/80ed999c-en>

102 CAREC Program (CPMM). (2023). Uzbekistan country profile. <https://cpmm.carecprogram.org/2023-report/uzbekistan/>


103 Asian Development Bank. (2025). ADB Supports Strategic Road Upgrade in Uzbekistan (A380; ~87 km).

<https://www.adb.org/news/adb-supports-strategic-road-upgrade-uzbekistan>

104 CAREC Program. (2025). China–Kyrgyzstan–Uzbekistan Railway Construction (session materials).

https://www.carecprogram.org/uploads/Session-6_KGZ-CKU_EN-1.pdf





strategy that seeks to combine air cargo capabilities with multimodal logistics services and competitive route offerings.¹⁰⁵

Inland logistics nodes and dry ports

A notable infrastructure trend is the expansion of inland logistics centers recognized as international dry ports under UN ESCAP's framework. Dry ports can reduce border pressure and improve predictability by enabling inland customs processing, bonded warehousing, container handling, and consolidation services.¹⁰⁶

In 2025, Uzbekistan reported that 24 transport and logistics centers had received international dry port status, indicating a deliberate node-building strategy to strengthen corridor throughput and support multimodal trade connectivity.

Soft Infrastructure and Corridor Governance. International experience shows that improvements in logistics performance are often driven by “soft” infrastructure: trade facilitation, risk management, and digital interoperability. OECD analysis of Central Asia highlights Uzbekistan's efforts to develop and expand a Unified Customs Single Window as a mechanism to streamline permits and documentary compliance.¹⁰⁷

These measures correspond to global trade facilitation norms under the WTO Trade Facilitation Agreement, including pre-arrival processing and risk management to speed up release for low-risk consignments.¹⁰⁸

Trans-Caspian corridor integration and external partners. The Trans-Caspian Transport Corridor has become a focal point for EU–Central Asia connectivity efforts. In November 2025, an investors forum in Tashkent under the EU's Global Gateway strategy emphasized investments and cooperation mechanisms intended to strengthen transport links and improve trade flows across the region.¹⁰⁹

Uzbek government communications around the same period framed the forum as a platform to deepen engagement with international financial institutions and the private sector, reflecting the growing importance of corridor diplomacy and governance in logistics development.¹¹⁰

Corridor performance signals

CAREC's Corridor Performance Measurement and Monitoring (CPMM) mechanism provides empirical indicators on time and cost along corridors. The 2023 Uzbekistan country profile reports improvements in road logistics efficiency indicators, while also

¹⁰⁵ Republic of Uzbekistan (LEX.UZ). (2026). Resolution of the President No. RP-50 on measures to increase the efficiency of activities of the Navoi international airport. <https://lex.uz/uz/docs/8040601>

¹⁰⁶ UN ESCAP. (2013). Intergovernmental Agreement on Dry Ports. <https://www.unescap.org/resources/intergovernmental-agreement-dry-ports>

¹⁰⁷ OECD. (2023). Trade Facilitation in Central Asia (Box on Uzbekistan's Single Window).

https://www.oecd.org/content/dam/oecd/en/publications/reports/2023/12/trade-facilitation-in-central-asia_93190ff4/80ed999c-en.pdf

¹⁰⁸ WTO. (2014). Agreement on Trade Facilitation, Article 7 (pre-arrival processing; risk management).

https://www.wto.org/english/docs_e/legal_e/tfa_e.htm

¹⁰⁹ European External Action Service (EEAS). (2025, Nov 27). Global Gateway: Trans-Caspian Transport Corridor and Connectivity Investors Forum – key deliverables. https://www.eeas.europa.eu/delegations/uzbekistan/global-gateway-trans-caspian-transport-corridor-and-connectivity-investors-forum-key-deliverables_en

¹¹⁰ Government of Uzbekistan. (2025, Nov 28). Forum of Investors on Trans-Caspian Transport Corridor and Interconnectedness. <https://gov.uz/en/news/view/106197>

linking performance outcomes to fleet utilization and corridor upgrades—suggesting that infrastructure modernization and operational reforms can produce measurable gains when implemented consistently.¹¹¹

Key Constraints and Practical Priorities

Despite progress, several bottlenecks remain binding for internationally competitive logistics services:

Containerization and intermodal scaling: limited specialized terminal equipment and standardized container handling capacity constrain throughput growth.

Cross-border interoperability: corridor performance is sensitive to the weakest segment; harmonized procedures and data exchange with neighbors remain essential.

Fleet and standards compliance: the availability of compliant vehicles and specialized assets affects reliability, safety, and access to international service markets.

Hub efficiency and service quality: node investments translate into competitiveness only when supported by predictable governance, competition in logistics services, and professional standards.

Table 1 summarizes a practical sequencing of priorities that aligns infrastructure upgrades with international logistics performance criteria.

Domain	Observed signal in Uzbekistan	International logistics linkage	Priority action
Border management	Progress in digitalization and procedural reform, but uneven corridor execution	Time-to-release and predictability for shippers	Expand risk-based clearance; pre-arrival processing; joint border KPIs
Intermodal terminals	Dry port network expanding; terminal capability varies by node	Intermodality and scalable container flows	Modernize container handling; integrate rail schedules and bonded logistics
Road/rail corridors	Strategic upgrades on Corridor 2; corridor diversification underway	Reliability and route resilience	Target bottlenecks; enhance maintenance and safety; coordinate corridor timetables
Air cargo hubs	Navoi airport	High-value	Improve ground

¹¹¹ CAREC Program (CPMM). (2023). Uzbekistan indicators and discussion of road logistics efficiency in CPMM 2023 reporting. <https://cpmm.carecprogram.org/2023-report/uzbekistan/>



	efficiency measures and hub positioning	supply chains and express logistics	handling, service-level agreements, and route incentives
Governance	Growing role of corridor diplomacy and external partner platforms	Cross-border interoperability	Institutionalize corridor management bodies; data exchange agreements

Conclusion: Uzbekistan’s logistics modernization is increasingly corridor-driven: domestic investments in strategic roads, inland terminals, and hub platforms are being paired with trade facilitation reforms and international connectivity initiatives. However, international diagnostics indicate that infrastructure expansion alone will not guarantee performance gains. Measurable competitiveness will depend on integrated execution—especially border efficiency, intermodal scalability, and cross-border interoperability.

In policy terms, the most effective sequence is to (1) lock in border and corridor performance through risk-based, digital, and cooperative measures; (2) upgrade terminal and dry port capabilities to enable containerized scaling; and (3) strengthen service markets and governance so that infrastructure translates into predictable logistics outcomes that meet global shipper standards.

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