

## REGARDING THE CLASSIFICATION OF INTERNATIONAL TRANSPORT CORRIDORS PASSING THROUGH THE TERRITORY OF UZBEKISTAN

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### Abstract

This article discusses the classification and description of transport corridors, shows that there are several criteria for classifying transport corridors and what these criteria consist of. The article also discusses transport corridors that meet the interests of Uzbekistan.

**Keywords:** criteria, classification, description, international and national corridors, trade corridors, Trans-Caspian, TRACECA, North-South corridor.

### О классификации международных транспортных коридоров, проходящих через территорию Узбекистана

#### Аннотация

В данной статье рассмотрена классификация и описание транспортных коридоров, показано, что существует несколько критериев классификации транспортных коридоров и из чего состоят эти критерии. В статье также рассматриваются транспортные коридоры, отвечающие интересам Узбекистана.

**Ключевые слова:** критерии, классификация, описание, международные и национальные коридоры, торговые коридоры, Транскаспий, ТРАСЕКА, коридор Север-Юг.

Ўзбекистон ҳудудидан ўтган халқаро транспорт коридорларининг таснифи хусусида

#### Аннотация

Ушбу мақолада транспорт коридорларининг таснифи ва тавсифлари кўриб чиқилган бўлиб, унда транспорт коридорларини таснифлашда бир нечта мезонлар мавжудлиги ва ушбу мезонлар нималардан иборатлиги кўрилган. Шунингдек, мақолада Ўзбекистон манфаатларига мос келувчи транспорт коридорлари ҳақида ҳам фикр юритилган.

**Калит сўзлар:** мезонлар, тасниф, тавсиф, халқаро ва миллий коридорлар, савдо коридорлари, Транскаспий, ТРАСЕКА, Шимолий-Жанубий коридор.

As Uzbekistan is geographically located in the center of Central Asia and does not have direct access to the sea, the land transport corridors connecting the west-east and north-south pass through or bypass this region. Therefore, by dividing the corridors into classifications, it becomes easier to study the possibilities of transport corridors and their development.

Transport corridors can be classified according to several criteria. For example,

### 1. Geographically:

- **International corridors:** these are transport routes connecting different countries or regions, often across continents.

- **National corridors:** transport routes within one country that facilitate movement and trade between regions within the country.

- **Regional corridors:** transport routes connecting countries located in the same region.

### 2. According to the type of vehicle:

- **Vehicle lanes:** these are, first of all, routes intended for highways, expressways and main road networks;

- **Railway lanes:** special railway lines or networks that facilitate the movement of goods and passengers;

- **Sea lanes:** shipping lanes and routes connecting major ports and harbors;

- **Air lanes:** flight paths established for air traffic between specific destinations.

### 3. According to the functional purpose:

- **Trade corridors:** specially designed routes to facilitate the movement of goods and services between economic regions or countries;

- **Tourist corridors:** routes designed to promote tourism by connecting popular destinations or places of interest.

### 4. According to direction:

- **East-West lanes:** transport routes that move mainly from east to west or vice versa;

- **North-South corridors:** mainly directions from north to south or vice versa.

### 5. In terms of infrastructure:

- **Physical corridors:** established routes with dedicated infrastructure such as roads, railways or canals;

- **Virtual corridors:** digital networks or platforms that facilitate the movement of information and services, often associated with electronic commerce and telecommunications.

### 6. According to economic importance:

- **Primary corridors:** major routes important for trade and transport, often connecting major economic centers;

- **Secondary corridors:** routes of less importance than the main corridors serving regional or local transport needs.

**7. According to the stage of development:**

- **Existing corridors:** established and operated transport routes;

- **Planned corridors:** projects or initiatives aimed at developing new transport routes to meet specific transport needs or stimulate economic development.

The above are the classification criteria obtained from the results of research conducted by researchers to date. The classification of transport corridors according to these criteria is general, that is, it applies to all transport corridors.

Given the specific location of Uzbekistan, the listed classification criteria may be expanded or reduced. "The future of Turkestan depends on what place it will have in world trade," academician B.Bartold said. The reality proves how important Turkestan's trade significance is to the development of railways, which restore the essence of land and sea trade.

In order to develop and effectively use the transport corridors necessary for the economy of the landlocked Republic of Uzbekistan, a number of research works have been carried out. In these research works, a classification of the transport corridors used by Uzbekistan or related to its national interests has been developed.

**Classification according to the characteristics of transport corridors**

<b>According to importance (to the extent of):</b>	<b>By type:</b>	<b>Depending on the situation:</b>
- international; - regional; - local.	- Railway; - Vehicle; - pipe; - sea (river); - air; - multimodal.	- implemented projects; - developing projects; - non-developing projects; - prospective projects.
<b>According to transferability:</b>	<b>By term:</b>	<b>In the interest of Uzbekistan:</b>
- up to 1-10 million tons; - 10-50 mln. up to tons; - 50-100 mln. from the ton more than	- short term; - medium term; - long-term.	- With the participation of Uzbekistan transport projects; - Traveling around Uzbekistan transport projects.

**In the interests of third countries:**

- Projects initiated by China;
- RF initiated projects;
- Projects initiated by the USA, Western Europe;
- Projects initiated by Iran.

If you pay attention to these classification criteria developed by scientists, these classification criteria are related to the projects of creating transport corridors or the projects and ideas of developing existing ones.

However, within the scope of the task under consideration, by implementing an approach from the point of view of international transport corridors that passed through the territory of Uzbekistan and transport corridors used by Uzbekistan, using the criteria developed above, the type of international transport vehicle, the functional purpose of the transport corridor and the direction of movement, and mainly **in the interest of Uzbekistan**, international transport corridors can be classified.

<b>According to importance (to the extent of):</b>	<b>Type of vehicle:</b>	<b>Transport corridor functional purpose:</b>
<ul style="list-style-type: none"><li>- international;</li><li>- regional;</li><li>- local.</li></ul>	<ul style="list-style-type: none"><li>- Railway;</li><li>- Vehicle;</li></ul>	<ul style="list-style-type: none"><li>- trade corridor.</li></ul>
<b>Direction of action:</b>	<b>In the interest of Uzbekistan:</b>	
<ul style="list-style-type: none"><li>- east-west;</li><li>- north-south.</li></ul>	<ul style="list-style-type: none"><li>- With the participation of Uzbekistan transport projects;</li><li>- Traveling around Uzbekistan transport projects.</li></ul>	

The multilateral foreign policy of the Republic of Uzbekistan after gaining independence, the reforms implemented in order to develop foreign trade and increase its position in the economy show that the importance of international and regional transport corridors is increasing in terms of the importance of transport corridors. This can be explained by the desire of major countries to open new markets and the beginning of the migration of the world trade market to the South-East Asian region, (Reciprocal trade between the countries of Central Asia 2.6 times - **from 4.2 billion dollars** in 2016 in 2022 increased **to 11 billion dollars**) as well as the increasing share of Central Asian countries in mutual trade.

**North-South Railway Corridor:** Connects Russia and Central Asia with Iran and then extends to the Persian Gulf and South Asia. Uzbekistan serves as a crucial transit point along this corridor.

**International North-South Road Transport Corridor (INSTC):** A multi-modal network of ships, railways and roads connecting India, Iran, Central Asia and Russia, forming part of the land route with Uzbekistan.

**China-Central Asia-West Asia Economic Corridor:** A road network connecting China with Central Asia, including Uzbekistan, and extending into West Asia.

**Trade corridors:**

**China-Central Asia-West Asia Economic Corridor:** Development of trade and economic cooperation between China, Central Asia and West Asia with Uzbekistan as the main transit country.

**Trans-European Transport Network (TEN-T):** providing transport connections between Europe and Asia, Uzbekistan plays a role in connecting Central Asia with Europe.

**East-West Corridors:**

**Trans-Caspian Corridor:** passes through the territory of Uzbekistan and connects Central Asia with Europe in the east-west direction.

**North-South Corridors:**

**North-South Railway Corridor:** from Russia to Iran, passing through the territory of Uzbekistan in a north-south direction.

In addition, today, in practice, a map of transport corridors for goods exported from the territory of Uzbekistan is presented on the website of the Ministry of Investments, Industry and Trade of the Republic of Uzbekistan, according to which the following routes are indicated (table 1.1).

**Table 1.1**  
**Transport corridors for goods exported from (exportable) the territory of Uzbekistan**

	Direction	Distance		Duration (days)
		tr ain	c ar	
	Uzbekistan-Kazakhstan-RF-European Union	43 00	4 800	15- 17/18
	Uzbekistan-Turkmenistan-Azerbaijan-Georgia-Turkey	49 00	4 800	25- 30/18-24
	Uzbekistan-Turkmenistan-Iran-Oman	28 30	2 900	16/17

Uzbekistan-Kazakhstan-Russia (Nakhodka)	88 50	8 800	26/14
Uzbekistan-Kazakhstan-China	59 50	5 900	20/22
Uzbekistan-Kyrgyzstan-China (Pyanyungan port)	49 50	5 000	31/20
Uzbekistan-Afghanistan-Pakistan (Karachi Port)	31 00	3 100	21/8

Depending on the direction of movement of vehicles (cars and trains), 99 transit routes and 78 rail transit lanes can be specified.

According to statistical data, the volume of goods transported in transit from Uzbekistan during 2010-2023 totaled **126,390.1 thousand tons**. Among them, the transport corridors with the most transit cargo are:

- Keles – Bekabad;
- Keles – Ghalaba;
- Keles - Quduqli.

There are a number of transport corridors circling Uzbekistan that are considered against the national interests of the Republic of Uzbekistan:

1. "Western Europe-Western China" road transport corridor;
2. "Kazakhstan - Turkmenistan - Iran" railway;
3. "Turkmenistan-Afghanistan-Tajikistan" railway;
4. "Russia-Kazakhstan-Kyrgyzstan-Tajikistan" railway;
5. "Tajikistan-Kyrgyzstan-China" road and railway<sup>1</sup>.

There are a number of transport corridors with the participation of Uzbekistan, which fully correspond to the economic interests of Uzbekistan.

In particular, during the period of changes in US-Russian relations, the

**TRACEKA program** was carried out from Europe to Central Asia, China and Mongolia through Black Sea ports (Poti, Batumi), Georgian and Azerbaijani railways, Caspian ferries (Baku/Alyat - Turkmanbashi and Baku/Alyat - Otkau/Kurik) it envisages the development of a railway, sea, air and road transport corridor, the use of various types of transport with a single transport document for the entire route to connect the railway networks of Turkmenistan, Uzbekistan, Kyrgyzstan, Kazakhstan and China, as well as the ports of China on the Pacific coast with Europe.

**For information:** TRACEKA was established in 1993 on the basis of the Brussels Declaration. Program members are Azerbaijan, Armenia, Georgia, Kazakhstan,

<sup>1</sup> S.A. Kutbidinov "Ўзбекистонни айланаб ўтувчи минтақавий транспорт коридорлари ривожининг миллий иқтисодий манфаатларга таъсири" master's dissertation. 2014, p. 37

Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan, Moldova, Mongolia, Ukraine, Turkey, Romania, Bulgaria and Iran.

The secretariat of the TRASEK intergovernmental commission is located in Baku. The program is financed by the European Union. Transit rail transport in Russia is becoming more active against the background of logistical problems and sanctions due to the special operation in Ukraine. China bypasses the territory of Russia and creates new routes to Europe: in 2022, 3 thousand TEU were transported through the Black and Caspian seas through the Europe-Caucasus-Asia transport corridor, which is a third more than in 2021.<sup>2</sup>

Taking into account that every country always prioritizes its own interests in international relations or in the international arena from a geopolitical point of view, it can be noted that the transport corridors that are constantly being created do not serve the interests of Uzbekistan. There are such transport corridors that are considered a threat (from the level of threat) to national interests in the economy of Uzbekistan.

**Trans-Caspian international transport route** (TMTM or Middle Corridor) is an international transport corridor passing through China (Lianyungang Port, Qian'an City) Aktau/Kurik — Baku/Alyat — Batumi/Poti. Further, the route goes to Turkey (Izmit, Mersin, etc.), Poland, Romania, Ukraine via Baku - Tbilisi - Kars.

**For information:** The headquarters of the coordinating committee is located in the city of Nursultan. From 2017 to 2020, 3.9 million tons of cargo was transported. Permanent members: JSC "Azerbaijan Railways" (Azerbaijan), "Azerbaijan Caspian Sea Shipping Company" JSC (Azerbaijan), JSC Aktau International Sea Trade Port (Kazakhstan), JSC "Baku International Sea Trade Port" (Azerbaijan), "Georgia Temir" road" JSC (Georgia), "Kazakhstan Railways" JSC (Kazakhstan), "TCDD Transportation" JSC (Turkey), "Ukrzaliznytsya" JSC (Ukraine).<sup>3</sup>

**"North-South"** - transport corridor between the Baltic countries and India to provide transport links through Iran, to reduce the transport distance by half or more (7.2 thousand kilometers), as well as to reduce the cost of transporting containers compared to the cost of transportation by sea (Suez Canal) intended for.

**For information:** cargo routes: through Transcaspian-Astrakhan, Olya, Makhachkala ports; Eastern - direct railway connection through Kazakhstan and Turkmenistan, access to the Iranian railway network through the existing Tejen - Serakhs border crossing; West-Astrakhan-Makhachkala-Samur route, then from the territory of Azerbaijan to the planned Astara border station. Participating countries are Russia, Azerbaijan, Armenia, Belarus, Kazakhstan, Oman, Syria, Iran, India.

Currently, one of the most active participating countries is Kazakhstan, for which the North-South route allows to direct exports to the Persian Gulf countries through

<sup>2</sup> Official Transport Corridor Europe-Caucasus-Asia site <https://traceca-org.org/ru/glavnaja/>

<sup>3</sup> Official TRANS-CASPIAN INTERNATIONAL TRANSPORT ROUTE site <https://middlecorridor.com/ru/>

Russia and the Black Sea. However, the target cargo for Kazakhstan is grain, not containers. In addition, to compensate for the investment in the Boloshak Serkhetaka railway line, Kazakhstan rerouted cargo from China to Iran and then bypassing Uzbekistan.

**The Lazuret Corridor** - Kabul initiative envisages transportation of goods from Afghanistan to the ports of the Mediterranean Sea and the Black Sea by rail and sea from Turkmenistan (Turkmanbashi Port) - Azerbaijan (Baku, Alyat Ports) through Baku - Tbilisi - Kars Corridor. The financing of this project will be discussed with the participation of international political actors such as the USA, Turkey and the European Union.

**For information:** The meeting of the first working group on this project was held in November 2014 in Ashgabat with representatives of 5 participating countries. The Transport Corridor Agreement was signed in September 2015 at the RECCA-VI conference in Kabul.

The development of this corridor is compatible with the current "block Russia" plans of Western countries, and also creates the possibility of forming an alternative route of ATR - India - Pakistan - Afghanistan / Iran - Turkmenistan - Azerbaijan - Georgia / Turkey - EU countries, while bypassing China passes.

The 2,100 km long China-Kyrgyzstan-Tajikistan-Afghanistan-Iran railway line connects China with Europe via Iranian seaports (Chabahar, Bandar Abbas), as well as Iran and Turkey. With the implementation of the project with a standard of 1435 mm, China and Europe will bypass Uzbekistan and open a non-cargo land corridor.

**For information:** in 2010, at the meeting of the transport ministers of China, Kyrgyzstan, Tajikistan, Afghanistan and Iran, the project of construction of the China-Kyrgyzstan-Tajikistan-Afghanistan-Iran (five-nation road) railway was agreed. The 1148 km road passes through six provinces of Afghanistan (Kunduz, Balkh, Jauzjan, Faryab, Badghis and Herat). In 2020, Iran completed an investment project to build the Haf-Herat railway with a track of 1435 mm.

As a result of the implementation of projects that can turn a number of countries into a crossroads between China and Europe, Southeast Asia and Europe, and the 1435 mm gauge **Five Nations** railways, China, India and Europe will have a congestion-free land corridor bypassing Uzbekistan.

Tat, Mozari-Sharif - Herat, Herat - Dilaram - Kandahar - Chaman railway projects are components of the trans-Eurasian railway for the benefit of the participating countries, as well as for the interests of China, Europe and Iran, while at the same time China's rapidly developing Eastern ensures the export of part of it to India and African countries.

For information: imports from Latvia in 2022 compared to 2021 it increased by 7,513 tons (149.8%), and from Lithuania by 6,620 tons (143.9%). Exports to Latvia



decreased by 1,509 tons (91.7%), and to Lithuania increased by 29,835 tons (149.8%). Compared to 2021, the volume of transport in import-export and transit relations with Ukraine increased by 4,282.3% in 2021. decreased by 10,730 tons (88.2%) compared to the year.

The development of transport corridors is definitely related to the economic development of the countries, the export of natural resources, the production of goods and the increase in the volume of exports to other countries.

For example, the Minister of Foreign Affairs of the Republic of Belarus during the visit of Pakistan to the Islamic Republic of Pakistan in 2023, the issues of strengthening the cooperation between the two countries in the framework of international regional organizations, especially within the framework of the Shanghai Cooperation Organization (SCO), as well as the expansion of bilateral trade and economic cooperation, as well as business circles and issues of activation of relations between the leadership of the regions of the two countries were discussed. In cooperation, the "Road map for increasing mutual trade turnover until 2025"<sup>4</sup> was agreed, which focuses on giving a new momentum to mutual cooperation in the field of trade between the two countries, implementing joint projects in the fields of industry, agriculture, pharmaceuticals, logistics, science and education.

Also, by the end of 2022, the volume of mutual trade between Belarus and Pakistan was **92.6 million** dollars, the export of Belarusian goods was **78.1 million** dollars, the growth rate was 2.13 times. The main export of Belarus is tractors and spare parts for them, potash fertilizers, special products, synthetic fibers, cellulose, dairy products, medicines, diesel engines.<sup>5</sup>

Due to the growth of economic cooperation between the two countries and the demand for agricultural vehicles produced in the Republic of Belarus, issues related to the formation (creation) of a new multimodal transport corridor Belarus-Russia-Kazakhstan-Uzbekistan-Afghanistan-Pakistan are being discussed. This transport corridor is a project of interest in the national interests of Uzbekistan.

Also, the project of the transport corridor "China-Kyrgyzstan-Tajikistan-Afghanistan-Iran" is a project fully compatible with the national interests of Uzbekistan.

**The "China-Kyrgyzstan-Uzbekistan" railway and the "China-Kyrgyzstan-Tajikistan-Afghanistan-Iran" transport corridor project** are very beneficial for Uzbekistan. Because, through these two transport corridors, Uzbekistan will be able to

<sup>4</sup> Belarus rasshiryaet otnosheniya s Pakistanom <https://easaily.com/ru/news/2023/06/01/belorusiya-rasshiryaet-otnosheniya-s-pakistanom>

<sup>5</sup> National Center for Marketing of Special Products in Belarus and Markets in Pakistan <https://www.belta.by/comments/view/natsionalnyj-tsentri-marketinga-ob-osobennostjakh-prodvizhenija-belorusskih-tovarov-na-rynok-pakistan-8188/>

reach the countries of South Asia, in addition, it will be possible to use the sea ports of Pakistan.

According to the data, in 2020, the total volume of foreign trade of Uzbekistan with South Asian countries was 1.38 billion dollars or 3.8% of the total volume of foreign trade. Afghanistan - 56.2%, India - 32% and Pakistan - 8.9% account for the largest volume of Uzbekistan's trade with South Asian countries.<sup>6</sup>

Within the framework of the Shanghai Cooperation Organization, through these two transport corridors, Uzbekistan will have access to the countries of India and Pakistan, and transit cargo to these countries (large markets) from the north.

In the address of the President of the Republic of Uzbekistan Sh. Mirziyoyev to the Oliy Majlis: "In order to deliver our products to domestic and foreign markets, to reduce their cost, we need to develop the transport and logistics sector... According to the conclusion of international experts, at the expense of improving the infrastructure, applying flexible tariffs and forming new promising routes we have the opportunity to increase the transit capacity from the current **7 million tons** to **16 million tons**."<sup>7</sup>

Also the President of the Republic of Uzbekistan the volume of transportation of transit goods through the territory of the republic in the priority direction of the second priority of the Strategy of ensuring the well-being of the population through sustainable economic growth, approved by Decree No. PF-158 of September 11, 2023 "Uzbekistan - 2030 strategy" a target indicator of **16 million tons** has been set.

In order to achieve this indicator, **China-Kyrgyzstan-Uzbekistan and Trans-Afghan** transport corridors can be mentioned as the corridors that are on the agenda in the transport policy today.

**The China-Kyrgyzstan-Uzbekistan** transport corridor has been discussed for more than 20 years, the construction of the railway part of the multimodal corridor is about to begin, and it was agreed to create a single company for the construction of the railway.

If the "China-Kyrgyzstan-Uzbekistan" railway is put into operation, Uzbekistan will have a huge transit opportunity. This railway can be connected to the Trans-Caspian and Trans-Afghan corridors. This route will provide access to the Indian Ocean if connected to the Trans-Afghan Corridor. Uzbekistan will be the main link - transit country.<sup>8</sup>

<sup>6</sup> M.B. Kalanov "Trade-economic, investment and transport logistics cooperation between the countries of Central and South Asia - a factor of development" Economy and education / 2021, issue 4, page 47

<sup>7</sup> Address of the President of the Republic of Uzbekistan Shavkat Mirziyoyev to the Oliy Majlis <https://president.uz/uz/lists/view/3324>

<sup>8</sup> Political scientist N. Umarova "The more alternative corridors, the better - why is activation in the OIC important?" <https://kun.uz/kr/news/2023/11/10/muqobil-koridorlar-qancha-kop-bolsa-shuncha-yaxshi-ihtdagi-faollashuv-nega-muhim>

The Trans-Afghan Transport Corridor<sup>9</sup> (ТАСТ) is a huge project to connect Central Asia with South Asia through Afghanistan. For Uzbekistan, ТАСТ is an important opportunity to expand trade opportunities and stimulate economic growth.

In terms of infrastructure, Afghanistan has highways. Mazari Sharif-Hirat-Kandahar-Kabul-Mazari Sharif highways connecting major cities and routes connecting these cities with the transport system of bordering countries have been laid in the country.

Railways, considered one of the cheap means of transportation today, are the most convenient and cheapest way to transport goods by land. Therefore, it is appropriate to consider the transport corridors passing through Afghanistan from the perspective of railways. Until now, there are two railway networks connecting Afghanistan with Turkmenistan and Uzbekistan:

The first is the 10-km railway connecting the settlements of Kushka in Turkmenistan and Turgundi in Afghanistan, which was built in 1960;

The second is the railway network that was built in 1982, connecting the settlements of Khayroton in Afghanistan from the city of Termiz in Uzbekistan.

The important sectors of the Trans-Afghan transport corridor for Uzbekistan are:

- Termiz-Mozori Sharif-Hirot-Khaf-Bafk-Bandar Abbas;
- Termiz-Mozori Sharif-Hirot-Dilorom-Milak-Chokhbahor (2298 km.);
- Termiz-Mozori Sharif-Hirot-Dilorom-Milak-Bandar Abbas (2308 km.);
- Termiz-Mazari Sharif-Hirot-Kandahar-Chaman-Quetta-Karachi;
- Termiz-Mazari Sharif-Hirot-Kandahar-Chaman-Quetta-Gwadar;
- Termiz-Mazari Sharif-Kabul-Jalalabad-Torkham-Peshawar-Karachi;
- Termiz-Mazari Sharif-Kabul-Jalalabad-Torkham-Peshawar-Karachi;
- Termiz-Mozori Sharif-Kabul-Jalalabad-Torkham-Peshawar-Gwadar;
- Termiz-Mazari Sharif-Kabul-Kandahar-Chaman-Quetta-Karachi;
- Termiz-Mazari Sharif-Kabul-Kandahar-Chaman-Quetta-Gwadar.

**In conclusion**, considering that the development of transport corridors is a vital interest of every country, despite the fact that the approaches and views are different, the common point for all of them is that transport corridors are not considered only an economic category, but have a strategic importance in state policy.

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<sup>9</sup> "Transafghan" transport corridor consists of networks in different directions. In theory, the type of transport includes pipeline transport. Based on this, most foreign experts also use the term "Trans-Afghan" for the Turkmenistan-Afghanistan-Pakistan-India (TAPI) gas pipeline project. The Trans-Afghan transport corridor and the initiative to create it were initially put forward by the President of the Republic of Uzbekistan I.A. Karimov, during the visit of the President of the Republic of Uzbekistan I.A. Karimov to Tehran on 17-18, 2003, the President of the Islamic Republic of Iran S. Hotami and the President of the Islamic Republic of Afghanistan A tripartite agreement "On the creation of the Trans-Afghan international transport corridor" was signed between H. Karzais. According to him, the Trans-Afghan transport corridor starts from the city of Termiz in Uzbekistan and leads to the ports of Bandar Abbas and Chokhbahar in Iran through the cities of Mazari Sharif and Herat in Afghanistan. "Automotive and transport corridors to Uzbekistan" <http://www.transport-centre.ru/1-43.php>

In the study of transport corridors, classification based on several criteria is the main tool in determining the goals and strategies of their use.

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