

**THE ROLE OF DIGITALIZATION IN THE DEVELOPMENT OF GREEN
TRANSPORT CORRIDORS****Pardaev Gayrat Yaxshibaevich**

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Abstract:The article examines digitalization as a pivotal catalyst in the advancement of international green transport corridors. It underscores the imperative for a comprehensive global reconceptualization of business paradigms and accentuates the enhancement of corporate efficiency through the optimization and digital transformation of operational processes.

Keywords:digitalization, green transport corridors, digitalization of road transport and transport and logistics services, electronic document

Digitalization entails a comprehensive global re-evaluation of business approaches, aimed at enhancing corporate efficiency through the optimization and automation of business processes, as well as ensuring the seamless integration and coordination of IT systems.

Introduction

It represents one of the core strategic priorities of the Ministry of Transport of the Republic of Uzbekistan, encompassing all modes of transportation. In this context, significant practical initiatives are being undertaken nationwide to advance this sector.

As President Shavkat Mirziyoyev stated: “We must develop a National Concept of the Digital Economy, which envisions the renewal of all sectors of the economy based on digital technologies. On this foundation, we should implement the ‘Digital Uzbekistan – 2030’ program.”

The President also emphasized that particular attention must be given to information security in the process of developing the concept of “Transition to a Digital Economy.”

The transport sector remains one of the most heavily regulated industries globally. While many of these regulations are essential to ensure human safety and environmental protection, others are designed to align with broader transport development objectives. A striking illustration of this is the rise of autonomous vehicles (AVs), such as self-driving cars and delivery robots. Current regulatory frameworks are largely incompatible with this emerging technology, as existing safety standards are primarily based on human oversight and control.

Analysis and results

The integration of digital processes within the transit transport sector will enable the Russian Federation to establish a dependable link between Europe and Asia, unlock Uzbekistan’s transport potential, and enhance the attractiveness of transit corridors traversing its territory. The success of such implementation hinges on the effective integration of domestic digital infrastructure with global transport and logistics systems.

On September 21, 2021, negotiations took place in Moscow between representatives of

Uzbekistan Railways JSC and Russian Railways JSC concerning the establishment of “green corridors” for the transportation of agricultural goods under the Agroexpress project, in line with the bilateral agreement between Uzbekistan and Russia.

During the meeting, the parties discussed the organization of container trains transporting freshly harvested fruits and vegetables, as well as meat and dairy products, from Uzbekistan to Russia along the route Sergeli/Chukursoy/Tashkent (Uzbekistan) – Selyatino (Russia), with the return of these trains. It was mutually agreed to implement preferential conditions for this transportation initiative.

In November–December 2021, the first shipment under this agreement was successfully executed. Specifically, poultry meat was transported from Russia to Uzbekistan in two refrigerated containers, while fruits and vegetables were subsequently loaded in Uzbekistan and delivered to their designated destination via the same train. During this pilot shipment, all technological and control aspects of cargo transportation were thoroughly tested and refined. Furthermore, in January of the following year, a second batch of poultry meat was dispatched from Russia to Uzbekistan in six refrigerated containers.

It is noteworthy that from January 1 to December 31, 2022, Uzbekistan Railways JSC established a special tariff of \$305 per private refrigerated container for the transportation of freshly harvested fruits, vegetables, and other perishable goods in 40-foot and larger private refrigerated containers with a net load capacity not exceeding 30 tons. These shipments operated from Uzbekistan to Russia and vice versa via the Keles border station, covering routes from Sergeli, Chukursoy, and Tashkent stations to Selyatino station in Russia, within the framework of the Agroexpress project on a private platform. The same preferential conditions were extended to both individual and group shipments for the first quarter of 2022.

- Today, the primary advantages of the Agroexpress project include accelerated cargo delivery, the use of autonomous refrigerated containers that ensure cargo safety, streamlined customs procedures, and continuous real-time dispatch monitoring at every stage of transportation,” stated Rustam Mukhamedov, First Deputy Head of the Main Department for the Development of Logistics and Digitalization at Uzbekistan Railways JSC.

“In addition, to enhance convenience for shippers, tariff discounts of up to 50 percent have been introduced through the establishment of special rates. Specifically, the transportation tariff amounts to \$305 across Uzbekistan, \$550 through Kazakhstan, and \$528 across Russia. In response, Uzbek companies have expressed their commitment to increasing cargo volumes and contributing to the further development of the Agroexpress project.

Today, we are witnessing the emergence of digital assets, the transformation of the transport sector, and the development of a digital transport infrastructure — including intelligent transport systems and advanced digital solutions for passenger services and cargo terminals. The digitalization of vehicles is also underway, exemplified by the testing of drones for maintenance and repair operations. At present, digital transport services such as “mobility as a service” are being introduced. However, these innovations are primarily concentrated within leading transport enterprises, while in certain regions of the Republic of Uzbekistan, transport services remain underdeveloped and operate at a relatively low level.

Currently, digital transport services are being introduced (for example, “mobility as a service”). However, these initiatives are being implemented at the level of leading transport enterprises / In some regions of the Republic of Uzbekistan, low-level transport services are being provided.

Conclusion



In conclusion, the Government must commit to funding and implementing long-term policies and frameworks that encourage collaboration, provide access to their own sensitive data, attract and maximize investment, and encourage innovation.

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