

THEORETICAL ANALYSIS OF THE PROCEDURE FOR TRANSPORTING GOODS ACROSS THE CUSTOMS BORDERS OF THE REPUBLIC BY ROAD TRANSPORT**Sodiqov Salohiddin Shuhratjon ugli**

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Abstract: This article provides a theoretical analysis of the procedure for transporting goods across customs borders by road transport, the specific features of customs control, mechanisms for handling customs documentation, and issues of compliance with international transportation regulations. In addition, the paper highlights the practical outcomes of reforms being implemented in the Republic of Uzbekistan aimed at developing foreign economic activity, improving the transport and logistics system, and digitizing and automating customs control. The study emphasizes the importance of modern customs procedures in enhancing trade efficiency, reducing transportation costs, and strengthening the country’s transit potential.

Keywords: road transport, customs border, cargo transportation, control system, declaration, logistics, foreign trade, digitalization.

Annotatsiya: Mazkur maqolada avtomobil transportida yuklarni bojxona chegaralaridan olib o‘tish tartibi, bojxona nazoratining o‘ziga xos xususiyatlari, hujjatlar bilan ishlash mexanizmlari va xalqaro tashish qoidalariga muvofiqlik masalalari tahlil qilingan. Shuningdek, O‘zbekiston Respublikasida tashqi iqtisodiy faoliyatni rivojlantirish, transport-logistika tizimini takomillashtirish, bojxona nazoratini raqamlashtirish va avtomatlashtirish bo‘yicha olib borilayotgan islohotlarning amaliy samaralari yoritilgan.

Kalit so‘zlar: avtomobil transporti, bojxona chegarasi, yuk tashish, nazorat tizimi, deklaratsiya, logistika, tashqi savdo, raqamlashtirish.

Аннотация: В данной статье анализируется порядок перевозки грузов через таможенные границы автомобильным транспортом, специфические особенности таможенного контроля, механизмы работы с документами, а также вопросы соответствия правилам международных перевозок. Кроме того, освещаются практические результаты проводимых в Республике Узбекистан реформ по развитию внешнеэкономической деятельности, совершенствованию транспортно-логистической системы, цифровизации и автоматизации таможенного контроля.

Ключевые слова: автомобильный транспорт, таможенная граница, перевозка грузов, система контроля, декларация, логистика, внешняя торговля, цифровизация.

Introduction

Based on the national economic potential, the improvement of existing infrastructure and the construction of new transport corridors, taking into account the specialization and opportunities of remote regions, are considered important practical measures. These initiatives contribute to reducing transportation costs and ensuring the timely and high-quality delivery of goods to central markets. Improving the condition of existing infrastructure and further developing

modern transport and logistics services makes it possible to reduce overall costs, which in turn increases budget revenues.

According to statistical data, the Central Asian region loses up to an average of 2% of its GDP annually. At the same time, logistics costs account for approximately 60% of the total value of goods. An analysis of these indicators shows that products in the global market compete primarily in terms of quality, characteristics, and price. The lower the price of a marketable product—provided that it meets consumer demand—the higher its sales volume is likely to be.

In Uzbekistan, the delivery of goods from production enterprises located in remote regions to logistics centers often involves additional transportation costs and risks associated with improper handling or failure to meet required conditions. Therefore, reducing the distance between production facilities and logistics centers, as well as locating logistics hubs closer to manufacturing enterprises, is of significant importance.

Uzbekistan is a developing country located at the heart of Central Asia. All sectors of the national economy are developing rapidly, with particular emphasis placed on export and import operations. As the number of production enterprises and firms increases, the volume of manufactured goods grows proportionally. While part of this output is intended for domestic consumption, a substantial share is export-oriented. In this context, the level of development of logistics services plays a crucial role in ensuring the effective delivery of export goods.

Central Asian countries are landlocked and do not have direct access to oceans, seas, or gulfs, which limits their ability to export goods directly via maritime routes. Globally, four main modes of freight transportation are commonly used:

- Maritime transport
- Railway transport
- Air transport
- Road transport

Maritime transport is considered the most cost-effective mode and allows for the transportation of large volumes of cargo. Railway transport is also suitable for large shipments; however, it involves higher costs compared to maritime transport and is constrained by fixed routes. Air transport is the most expensive mode and is limited by cargo capacity. Road transport is the most suitable option for landlocked and mountainous regions or areas with underdeveloped railway infrastructure. Although cargo capacity is relatively limited and costs may be higher, road transport offers flexibility and accessibility.

Since Uzbekistan is a landlocked country, railway transport has traditionally been considered one of the most viable options for freight transportation. However, the introduction of multimodal transport practices, which represent global best practices, is of particular importance. Multimodal transportation involves the use of two or more modes of transport, selected based on geographical conditions and infrastructure availability, in order to improve efficiency and reduce costs.

Following independence, one of the priority areas of Uzbekistan's economic policy became the development of the transport and communication system and the improvement of customs procedures. The country's strategic location at the crossroads of major international transport corridors has positioned Uzbekistan as a key participant not only in domestic but also in international freight transportation.

Road transport plays a vital role in the national economy, ensuring a significant share of foreign trade turnover due to its mobility, flexibility, and ability to deliver small consignments within short timeframes. At the same time, road transport is closely linked to customs clearance, control, and declaration procedures carried out at customs borders.

The deepening of global economic integration, the expansion of logistics networks, and the widespread adoption of digital technologies have imposed new requirements on customs systems. These include the acceleration of customs clearance, elimination of excessive bureaucratic

barriers, online tracking of cargo movement, automation of risk analysis, and the adoption of electronic systems in line with international standards.

Within the framework of the “New Uzbekistan” Development Strategy proposed by the President of the Republic of Uzbekistan, Sh. M. Mirziyoyev, the digitization of the transport and logistics system and the introduction of simplified customs procedures have been identified as key drivers of economic growth. Consequently, organizing road freight transportation across customs borders in accordance with modern requirements and international standards has become an integral part of state policy.

The procedure for transporting goods across customs borders by road transport represents a comprehensive system aimed at ensuring the legality, security, and economic interests of foreign trade operations. In this regard, the effectiveness of customs authorities, the legal awareness of carriers and exporters, and the proper use of digital technologies are of critical importance.

Significant reforms are being implemented to modernize the customs system and improve road freight transportation procedures. The introduction of the “Single Window” information system has substantially reduced the time required for customs clearance, minimized the number of documents, and created a more favorable business environment. In addition, the expansion of risk management systems that classify cargo according to risk levels has increased the efficiency of customs control and accelerated international freight movements.

The implementation of electronic declaration systems and electronic transit mechanisms (such as e-TIR) has enhanced transparency and traceability within transport and logistics processes. These systems enable real-time monitoring of cargo movement and simplify cooperation between economic operators and customs authorities.

Simplifying customs procedures and optimizing road freight transportation contribute to the growth of foreign trade volumes, improvement of the investment climate, and expansion of transit potential. Uzbekistan’s strategic position along the “Europe–China” transport corridor, access to European markets via the Caspian Sea, and strengthened logistics cooperation with Central Asian countries underscore the country’s growing role in international trade networks.

Numerous domestic and foreign researchers have examined issues related to road freight transportation and customs procedures. Studies on the modernization of transport and logistics systems, development of international transport corridors, and improvement of customs clearance processes have become integral to contemporary economic research.

Under modern economic conditions, the efficiency of transport and customs systems has become a key determinant of foreign trade volumes, investment attractiveness, and competitiveness of production chains. For Uzbekistan, this area holds not only economic but also geopolitical significance.

According to official data, Uzbekistan’s total foreign trade turnover exceeded USD 62 billion in 2024, with exports accounting for 40% and imports for 60%. These results were largely achieved through the gradual modernization of transport and logistics infrastructure, simplified customs mechanisms, and the introduction of electronic information exchange systems.

The digitalization of customs procedures has expanded opportunities for automating clearance and transit processes. Electronic declarations, unified information portals, online control mechanisms, and mobile applications have enhanced transparency and reduced human involvement. As a result, the average customs clearance time has been reduced from 24–36 hours to 3–6 hours.

Conclusion

Improving and developing logistics activities in Uzbekistan requires the modernization of internal infrastructure, including the capital renovation of existing facilities and the construction of additional logistics corridors. The high level of logistics-related costs in the country is mainly attributed to:

- A shortage of qualified and experienced personnel in the transport sector and insufficient training quality;

- Imperfections in the legal framework governing the transport sector;
- Underdeveloped transport infrastructure and technologies.

In recent years, the digitalization of the customs system, modernization of logistics infrastructure, and simplification of foreign trade procedures have led to significant efficiency gains in freight transportation. Innovative solutions such as electronic declaration systems, the Single Window mechanism, and e-TIR have accelerated customs clearance, reduced human involvement, and ensured transparency.

Road transport, due to its flexibility and speed, plays an essential role in enhancing the export potential of the national economy. The expansion of transit corridors, establishment of new logistics centers, and strengthening of regional cooperation have further reinforced Uzbekistan's position in the international trade network.

The findings of this study demonstrate that an efficient customs system not only accelerates the movement of goods but also improves the investment climate, enhances competitiveness, and strengthens economic security. Continued adoption of modern technologies, improvement of staff qualifications, and integration of international best practices will further enhance the effectiveness of the transport and customs system.

Foydalanilgan adabiyotlar

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