



"Development of Navoi Region as a Logistic Area in Central Asia"

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Abstract: The Navoiy Region in Uzbekistan holds significant strategic importance as a potential logistics hub in Central Asia due to its central geographical location, multimodal transport infrastructure, and supportive government policies. This thesis examines the region's development as a logistics center, focusing on the Navoi Free Industrial Economic Zone (FIEZ) and the international intermodal logistics center at Navoi Airport. It analyzes infrastructure projects, economic impacts, challenges, and future prospects within the context of Central Asian transport corridors like the Middle Corridor (Trans-Caspian) and China-Europe routes. The study highlights how Navoiy can enhance regional connectivity, attract foreign investment, boost exports, and contribute to Uzbekistan's goal of becoming a land-linked transit country. Key findings indicate substantial growth potential through public-private partnerships, digitalization, and infrastructure modernization, though issues like capacity utilization and competition persist. Recommendations include further integration with regional initiatives and sustainable development practices.

Keywords: Navoiy Region, logistics hub, Central Asia, multimodal transport, Free Economic Zone, transport corridors, Uzbekistan logistics, intermodal center.

Introduction: Central Asia is undergoing a transformation in global trade dynamics, shifting from a landlocked periphery to a vital connectivity bridge between East and West. Uzbekistan, positioned at the heart of the region, plays a pivotal role in this shift. The Navoiy Region, located centrally in Uzbekistan, stands out due to its proximity to major transport arteries and rich mineral resources. Established in 2008, the Navoi International Intermodal Logistics Center at Navoi Airport, combined with the Navoi FIEZ, forms the backbone of efforts to develop the region as a logistics powerhouse.



This development aligns with Uzbekistan's broader strategy to leverage its geography for transit potential, reducing reliance on traditional export commodities and fostering high-tech industries and services.

Relevance of Work: In an era of geopolitical shifts and supply chain disruptions, efficient logistics are critical for economic resilience. Navoiy's role is relevant as it supports the Middle Corridor, offers shorter routes from Southeast Asia to Europe, and facilitates trade with Afghanistan, China, and Europe. Enhancing Navoiy can reduce logistics costs, create jobs, and promote regional integration. This study contributes to understanding how secondary regions in developing countries can become specialized hubs, drawing lessons for other Central Asian initiatives.

Purpose: The main purpose is to assess the current state and development prospects of the Navoiy Region as a logistics hub in Central Asia. Specific objectives include: analyzing infrastructure and policy frameworks; evaluating economic impacts; identifying challenges; and proposing recommendations for sustainable growth.

Materials and Methods of Research: This research employs a qualitative and descriptive approach, utilizing secondary data from official reports (e.g., CAREC, World Bank, Uzbek government documents), academic articles, and statistical sources. Methods include literature review, comparative analysis with other regional hubs, and SWOT analysis. Data on cargo volumes, investments, and infrastructure were drawn from sources up to 2026.

Results and Discussion: The Navoi FIEZ, established near the airport, railway, and E-40 highway, offers tax incentives (e.g., exemptions on land, property, and profit taxes) to attract investors. The logistics center, developed with partners like Korean Air, has capacities for hundreds of tons of cargo daily and handles flights to major destinations.

Geographically, Navoiy benefits from being at the crossroads of North-South and East-West corridors. The airport serves as a dry port, shortening routes (e.g., 1,000 km shorter than via Dubai for some Asia-Europe flights). Integration with the Navoi Mining and Metallurgical Combine supports industrial cargo.

According to studies, multimodal logistics centers like Navoiy's combine industrial, transport, and social functions, fostering small business development. [1] Raximberdiyev, I.U. (2021). Logistika markazlari tashkil qilishning jahon amaliyoti va uni mamlakatimizda kichik biznes va xususiy tadbirkorlikni rivojlantirishdagi ahamiyati. *Economist*, pp. 5-12.



Challenges include underutilization (noted in presidential critiques), high tariffs, competition from Tashkent and other centers, and the need for better digital customs systems.

Positive developments include partnerships with DP World and investments in the Middle Corridor. Cargo processing capacity has expanded, and FEZ residents benefit from streamlined procedures.

Conclusion: The Navoiy Region has strong potential to evolve into a leading logistics hub, contributing to Central Asia's connectivity and Uzbekistan's economic diversification. Success depends on addressing capacity issues, enhancing regional cooperation, investing in green technologies, and human capital development. With continued reforms, Navoiy can significantly boost transit volumes and attract high-value industries. Future research should focus on quantitative impact assessments and digital logistics integration.

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