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BAKHODIR RAKHMANOV BAKHTIYOROVICH

**THE ROLE OF RAILWAY TRANSPORT IN FOREIGN TRADE
ACTIVITY OF PEOPLE'S REPUBLIC OF CHINA**

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Research supervisor

Ph.D. in Economics, associate professor

Makhmudov Erkin Rakhimovich

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Head of Master's studies department

R.R.Alimova
Ph.D. in history

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Introduction

Nowadays the government of People's Republic of China (PRC) and Republic of Uzbekistan pays great attention to such aspects as innovative way of development of economy and society. Mainly it explains by transition to market economy and innovation development, overcoming the raw material orientation of national economies. Taking it into consideration, both countries try to develop key sectors of economy, which can change conditions of life to the better side and improve living standards. Uzbekistan is for developing relations with China in all directions and especially interested in further expanding cooperation in energy, transport, trade, telecommunication and other areas. The President of the Republic of Uzbekistan during the meeting with his Chinese counterpart Xi Jinping in Tashkent on 9 September 2013 underlined that: "Optimization of transport communication – is special priority of bilateral economic relations". In this case, it is logical to point the importance of the principles of public policy in relation to transport policy, in particular, railway policy. Railway transportation is always considered by the government of both countries as the engine of economic development as well as a key factor of diversification of economy and trade development. The two parties foster cooperation in transport infrastructure. One of the key dimensions of interaction to fully suit the interests of the entire region is further progress in transport and communications.

China's railway transportation (CRT) has long served as the country's primary mode of transportation; almost every person in China has traveled using the CRT, especially for long-distance commuting. The CRT also carries about 30%¹ of the total market share in transportation of goods. With rapid economic development in recent decades, China, not unexpectedly, has witnessed soaring demands for better mobility. In 2011 alone, nearly 1.9 billion passengers² and 3.9 billion tons of goods³ were shipped through the CRT network.

¹ According to the data of National Bureau of Statistics of China

² ³ According to the data of National Bureau of Statistics of China

As for Uzbekistan case, the demand for transportation as well as for energy and urban services in Uzbekistan will increase substantially over the next 10 years. This statement can be proven by the following statistics (see Chapter III, Paragraph 1, Tables 3.1. - 3.3.). Transport policy is carried out within the close cooperation with foreign investors. Uzbekistan wishes to become a modern, self-sufficient country with a diversified economy. New infrastructures and reforms are needed if this is to occur.

Actuality of the research topic. Being the student of master courses in the sphere of “Economy of foreign countries and country study (China and Southeast Asian countries)”, I always show interest in issues relevant foreign trade activity of this region, especially it concerns PRC. During studying different issues in the sphere of foreign trade of China I became familiar with key factors that drives foreign trade activity, one of them is railway transportation. Railway transportation is always considered by not only the government of PRC but also by Uzbekistan as the engine of economic development, which plays a critical role in modernization of national economy. Rail transport is kind of “circulatory system” of the national economies. In order to achieve an innovation breakthrough, maintain and strengthen geopolitical potential of both countries, the governments have to provide an effective functioning of rail transport, diversify international transport corridors.

The increasing demand for railway transportation resulting from the fast and steady economic development of both countries and a much more above – average growth after the outburst of the global financial crisis following the US subprime crisis in 2008, has been a key factor that drives PRC and Uzbekistan to continue and to speed up its railway development and construction. For instance, in Uzbekistan, branches of economy like transport and trade developed by sustainable rates: transport carriage – by 10,2 percent, sphere of trade – by 7,2 percent⁴. Despite worsening condition of external market, the foreign trade turnover

⁴ ⁵Islam Karimov. The world financial and economic crisis, ways and measures for its overcoming in Uzbekistan// The publishing and printing House «Uzbekistan». - Tashkent city, 2009.

increased by 21,4 percent in 2008 given that the export of goods and services grew by 28,7 percent. This has resulted in considerable growth of volumes of positive balance in foreign trade balance which serves as the most important indicator of reliability of balance of payment and sustainability of our economy, as a whole⁵. This dynamic development of the economy requires advanced development of transport and communications, and diversification of international transport corridors to ensure optimal and reliable delivery of goods to foreign markets.

So, the relevance of the research topic can be proven by:

1) rising the role of railway transport in foreign trade activity of China and also by increasing the degree of interaction of economic condition of transport and macroeconomic environment of different spheres of country as well;

In case of Uzbekistan, the **relevance of the research topic** is explained by:

1) Government's attitude. For the last 15 years, the Government of the Republic of Uzbekistan has implemented a lot of laws and normative acts in the relevant sphere. It can be explained by the importance of railway transport in diversifying of national economy. For the instance, Decree of the President of the Republic of Uzbekistan №UP-4058 as of November 28, 2008 "On Program of measures for support of the entities of key branches of real production sector, to ensuring their stable work and increase in the export potential", where the President, I.A. Karimov pays a great attention on technical modernization of railway transport; Resolution of the President of Republic of Uzbekistan №1446 as of December 21, 2010 "On rapid development of infrastructure of Transport and Communication Construction for 2011-2015"; Resolution of the Cabinet of Ministers of the Republic of Uzbekistan №136 as of March 20, 2001 "On measures to implement the project "Modernization of Railways""; Resolution of the Cabinet of Ministers of the Republic of Uzbekistan №8 as of January 17, 2014 "About approval of the situation on discipline of workers of the rail transport" and etc.

2) rising the role of railway transport in the system of national economy of Uzbekistan and in foreign trade activity as well. As you know, Uzbekistan is a

doubly land-locked country and it occupies the central position within Central Asia. Most of Uzbekistan's railways are part of the regional transportation corridor. No country within this region can benefit from regional integration more than Uzbekistan, and no country can lose opportunities from regional segregation more than Uzbekistan. Uzbekistan should actively pursue trade and regional transit opportunities by modernizing transport infrastructure and by engaging neighbouring countries with customs agreements.

The purpose and tasks of the research. The main purpose of this dissertation is to study the role of railway transport in foreign trade activity of China and to define factors based on experience of China with railway transport development practice and to identify which factors are relevant to Uzbekistan's condition.

Achievement of the specified purpose is provided with solution of the following **tasks**, namely:

- ✓ Review features of economic development in the post-reform of China;
- ✓ Reveal essence of foreign economic relations of China;
- ✓ Determine the role of transport factor in the development of China's economy;
- ✓ Analyse the role of railway transport in foreign trade development of China and Uzbekistan;
- ✓ Define the barriers and prospects of railway transport development in Uzbekistan;
- ✓ Determine China-Uzbekistan's cooperation in the sphere of railway transport;
- ✓ Provide statistics and relevant data within the analysis;
- ✓ Define factors based on experience of China with railway transport development practice and provide analysis to identify which factors are relevant to Uzbekistan's condition;
- ✓ Find practical recommendations and policy implications for the railway policy of Uzbekistan.

Object of research is foreign trade activity of the national economy of People's Republic of China.

Subject of research is railway transport and its role in foreign trade activities of People's Republic of China.

Main issues and scientific hypothesis. Main issues of research paper are theoretical aspects of economic development and foreign trade development of China, current state and features of railway transport development in national economy of China.

Scientific hypothesis is to identify factors that are relevant to Uzbekistan's condition based on experience of China with railway transport development practice.

Degree of developing of a research theme. There are numerous studies on this topic. To illustrate, Jefferson⁶ (2008) provides an excellent review on China's reform experience. The miraculous growth rate of China's economy has prompted a great deal of study, especially among economists. One strand of the economic literature decomposes China's economic growth into labor, capital, and technology and/or institutional change components. Most of these quantitative studies (Lin⁷, 1992; Fan⁸, Zhang⁹, Zhang¹⁰, 2004) find that institutional change accounts for a significant proportion of the observed economic growth since the reform. In addition, the structural change from low - productivity agriculture to more productive industrial and service sectors also contributed to rapid economic growth. While this body of literature undoubtedly helps increase the understanding of the major sources of China's growth, it does not address the question of how the institutional changes occurred in the first place. There have been numerous studies on the transport infrastructure and economic development related issues in the past

⁶ Jefferson, Gary H. How Has China's Economic Emergence Contributed to the Field of Economics// Comparative Economic Studies. - 2008. - №50 (2). – p. 167-209.

⁷ Lin, Justin Yifu, Fang Cai, and Zhou Li. The Lessons of China's Transition to a Market Economy // Cato Journal, volume 16 (2). - 1992. - №13.

⁸ Fan, Shenggen, Ravi Kanbur and Xiaobo Zhang. Regional Inequality in China: Trends, Explanations and Policy Responses. - Routledge, forthcoming. - 2009.

⁹ Zhang, Xiaobo. Fiscal Decentralization and Political Centralization in China: Implications for Growth and Regional Inequality// Journal of Comparative Economics. - 2006b . - №34 (4). – p. 713-726.

¹⁰ Zhang, Xiaobo. Asymmetric Property Rights in China's Economic Growth// William Mitchell Law Review. - 2007. - №33 (2). – p. 101-116.

decades. This section briefly reviews some related issues. According to Banister and Berechman¹¹ (2001), it is widely agreed that the economic growth happens mainly due to capital, labor, etc. and only partly relying on the infrastructure improvement. Transport acts as a necessary condition for the growth to occur. Although there is no doubt about the direct effect that the transport infrastructure improvement contributes to cost savings of productive sectors, such as time saving, whether there is spillover effect, i.e. additional benefit generated from the infrastructure is discussable. Due to the data availability prevailing studies on China are mainly on macro level. Early study by Sylvie¹² (2001) examined China data to find that the infrastructure might explain the regional disparities of economic development. In recent years, some related studies have also come forth in China. Xu¹³ (2007) formulated a two-stage correlation between highway transport and economic development. There are also many other researches on this issue (Liu¹⁴ 2005, Zhang¹⁵ 2007), 2011 Y.H. Han¹⁶, C. Chen¹⁷ described relationship between freight transportation and economic growth of China.

Methodology and research technique. In the process used empirical generalization (observation, comparison, etc.) in relation to a wide range of statistical data, the specific facts, the activities of government and private authorities, methods of theoretical studies (abstraction, analysis and synthesis, groups, etc.). Different methods of analysis, including methods of system analysis of socio-economic phenomena, systematic, comparative, statistics, as well as scientific abstraction, induction and deduction, normative and positive analysis and

¹¹Berechman, Y., Banister, D. Transport Investment and the Promotion of Economic Growth// Journal of Transport Geography. – 2001. - Vol. 9. – p. 209-218.

¹² Sylvie D’emurger. Infrastructure Development and Economic Growth: An Explanation for Regional Disparities in China// Journal of Comparative Economics . – 2001. - №29. –p. 95–117.

¹³ Xu Haicheng, Li Jian, Yang Yan. Relationship between highway transportation and economic development in China// Journal of Changan University (Social Science Edition). – 2007. - №9(22). – p. 8-13.

¹⁴ LIU Bing-lian, ZHAO Jin-tao. Empirical Study on Causality between Transportation and Regional Economic Development in China// China Soft Science. – 2005. - № 6.

¹⁵ ZHANG Wang, ZHOU Jian-an. An Analysis on the Impact of the Investment of Infrastructures to the Economic Growth in China// Statistics & Information Forum. – 2007. - № 22(3).

¹⁶ Han, C.CHEN, Yang Yan. Relationship between railway transportation and economic development in China// Journal of Changan University (Social Science Edition). – 2007. - № 9(22). – p. 8-13.

¹⁷ Chen, Xiwen. China is Already Capable of Solving the ‘Three Dimensional Rural Problem. - Chapter 23.

synthesis that bringing together the diverse phenomena to identify the main stable relationship and predict the further development.

Legal and theoretical base. Legal base of research includes the laws and, normative documents, international and mutual agreements, and other the regulatory legal acts applied in the relevant sphere within the legislative base of PRC and Uzbekistan. Theoretical basis of the study are works of the President of Uzbekistan, the works of foreign authors, publications of international financial organizations, research institutes, materials of scientific conferences and international seminars, foreign press on the development of the railways sector of national and China's economy, and investment aspects, develop infrastructure industries, etc.

Information base of the study constitutes the statistical material of China and foreign information and statistical agencies, including materials of UNCTAD (United Nations Conference on Trade and Development), the World Bank (WB), European Bank for Reconstruction and Development (EBRD), International Monetary Fund (IMF), the Organization for Economic cooperation and Development (OECD) as well as data and statistics of Uzbekistan.

The theoretical importance is that the theoretical positions developed in master's dissertation expand the maintenance of concepts. The results of dissertational research expand a scientific base concerning the development of railways transportation in national economies of China and Uzbekistan, open the specificity of their correlation.

The practical significance of the study is that the results of dissertation research may have practical significance for Uzbekistan railway transport to be used in development of freight transportation, development schemes of interaction between business and government. Results will contribute to the improvement of structural policies strengthening the interaction of public and corporate sectors. The information is then used for policy implications. Some of the data presented and the results can be used in the process of modernizing the legal framework in

Uzbekistan. Some parts of the results can be used as practical textbook and illustrations for academic relevant disciplines.

Scientific novelty of dissertational research is expressed by:

- 1) identification the current trends in socio-economic processes in China;
- 2) using new statistic data relevant to different issues of research theme;
- 3) comparative analysis of impact of railway transport on the national economies of China and Uzbekistan.

Structure of the work. Analyses of survey data led to the next following structure: introduction, three chapters, consisting of 7 paragraphs, conclusion and bibliography.

In the **introduction** is shown the relevance of the research topic, determined object and subject of research, as well as objective and tasks of the research, revealed theoretical and methodological basis of research as well as information base of study, characterized the scientific hypothesis and practical significance of the dissertation research.

The Chapter I “Approaches of economic development and foreign economic relations of China” is divided into the three paragraphs: 1) Approaches of Chinese economic reforms and its features in the post-reform China. In this paragraph, there are three approaches to explain the features of Chinese economic reforms; 2) The main stages of foreign economic relations development and its role of China’s economy. In this paragraph, the development of foreign economic relations are divided into the stages, where it can be observed the evolution of development, the areas of cooperation and etc. Its role is characterized by participation of China in regional and international trade and financial organizations; 3) The role of transport factor in the development of China’s economy. Here is shown the economic impacts of transportation as well as growing economic opportunities and socioeconomic impacts.

The Chapter II “The role of railway transport in foreign trade development of China” consists of two paragraphs: 1) Railway services as a key factor of diversification of economy and trade development of China. Here is given

clarification of railway services, their role in economic development, features of railway services in diversification of China's economy; 2) The main areas and tendencies of development of rail transportation of goods and its features in foreign trade of China. This paragraph not only provides the data related to China's railway corridors within foreign trade, but also gives full picture of current situation and position of China in foreign trade.

In the **Chapter III “The barriers and prospects of railway transport development in Uzbekistan and China”**, two paragraphs are given: 1) The problems and outlook of railway transport development in the economy of modern Uzbekistan; 2) Prospects of expansion of Sino-Uzbek cooperation in the field of railway transport.

In the **conclusion** of work, author states general points to define main aspects and features of foreign trade development of China and Uzbekistan and devote influence of railway transport on the national economies of both countries, as well as provides conclusive statements related to analysis of transport systems of both countries and give brief summary what kind of factors are relevant to Uzbekistan's condition.

Conclusion

Summarizing the results of this study allows us to led to the following conclusions and recommendations:

1. The theoretical approaches have provided detailed assessment of Chinese reforms: 1) a pragmatic and incremental approach; 2) a Micro-first and Self-propelling approach; 3) Dual-track and growing-out-of-plan approach.
2. The history of trade development shows that China's foreign trade system has been reformed in four stages.
 - ✓ The first stage (1979-1987) was a transitional period of delegating power to lower levels;
 - ✓ The second stage (1988-1990) involved fully implementing the foreign trade contracting system;

✓ The third stage (1991-1993) was a transitional period for the foreign trade operational mechanism;

✓ The fourth stage (1994-present) embraces reforms in foreign trade structure.

3. The Chinese experience in the sphere of railway policy demonstrates that transport's contribution to economic development of China includes:

✓ Network effects—linking more locations exponentially increases the value and effectiveness of transport;

✓ Performance improvements—reducing cost and time for existing passenger and freight movements increase transport's contribution to economic growth;

✓ Reliability—improves time performance and reduces loss and damage, thus reducing economic drag;

✓ Market size-access to wider markets adds to economies of scale in production, distribution, and consumption, thereby increasing economic growth;

✓ Productivity—transport increases productivity gained from access to a larger and more diverse base of inputs such as raw materials, parts, energy, and labor, and broader markets for more diverse outputs (intermediate and finished goods);

✓ Transportation also has a broader role in shaping development and the environment. Policy concerns in the next millennium will increasingly focus on the effects of transportation on where people live and on where businesses locate;

✓ Transport is crucial for sustained economic growth and modernization of a nation;

✓ Transport demand, both freight and passenger, is linked to the level of economic activity and development needs;

✓ Transportation also contributes to the economy by providing millions of jobs.

4. The practice shows that one of key factor of diversification of China's economy is railway services. As it can be seen from the Table 9, the share of the sector "transport, storage and postal" in GDP constitutes 4, 6% as of 2011;

5. The fast development of the wholesale and retail trades and the transport, storage and postal sectors of tertiary industry mostly reflects China's export drive;

6. World practice shows that Europe, Russia, China and India are the main economic powers responsible for major goods exchanges within the Eurasian Continent, their desire is to have the most direct trade routes with one another. There are three initiatives “CAREC and TRANS EURASIA”.

7. Uzbekistan’s case characterized that transport sector accounts for 9% of Uzbekistan’s GDP and 4% of its total employment.

8. The practice shows that the foreseen and ongoing infrastructure improvement projects in Uzbekistan, which will improve the Uzbek TRACECA section are:

✓ Planned in 2010 – 2015 electrification of the high traffic density sections, including: Samarkand-Navoi – Uchkuduk – Urgench - Nukus section and Navoi - Bukhara railway line;

✓ Feasibility studies were carried out for the Uchkuduk - Kyzyl Orda connection which can offer some alternatives for the railway corridors within the TRACECA region;

✓ Discussions of a project to construct a China – Kyrgyzstan – Uzbekistan railway, which will compete with the China – Kazakhstan – Uzbekistan railway.

9. In regards to recommendations, in order to solve the problems relevant to modernization and optimization of railway transport and further development, the government of the Republic of Uzbekistan has to do the following:

- Call for attracting the equivalent of more than USD 1.64 billion in annual investments for the development of the transport sector until 2016¹⁸. These measures must be synchronized with the reform and further upgrade of institutional mechanisms for regulating transport, including the implementation of new forms and methods for developing the transport and logistics services market as well as stimulation of the development of the transport and logistics services market, creation of a network of multimodal transportation and logistics centers (both regional and sub regional) and improvement of the transit regime for freight (by

¹⁸ Due to the Program “On rapid development of infrastructure of Transport and Communication Construction for 2011-2015” .Resolution of the President of Republic of Uzbekistan №1446 as of December 21, 2010;

ground and air) through Uzbekistan in order to make more effective use of the country's transport and transit capacity. The experience of developed countries in using transportation and logistics centers (TLCs) shows that their operation reduces shipping costs by up to 20%, loading and unloading expenses and the storage of material resources and finished goods by up to 30% and general logistics costs by up to 35%¹⁹.

- The formation of a network of multimodal TLCs must be viewed in linkage with raising the level of containerization of shipments. This calls for an increase in the stock of containers and the fleet of container carriers and the creation of capacities for processing them, which will help to reduce shipping costs for exports and imports and to attract transit flows. Containerization overcomes physical transportation problems in the following manner:

- It unites air, road, rail, and water transport networks and provides a way to weave these together into a connected and coherent network. As an example, rail-truck-rail container transport is an excellent method of connecting the disjointed rail network segments in the CAREC region to form a unified integrated rail system. The efficiency of using trucks as a link between rail networks has already been proven in the US. For decades, thousands of containers and trailers have been shuttled between US railroads every week to speed up traffic interchange, even when their rail tracks are connected.

- It overcomes the problem of transloading freight from wagons of one gauge to wagons of another gauge, which is very labor- and time-intensive, and increases the risk of loss of, and damage to, goods. It speeds up cargo transfer at “break of gauge” locations (such as Sarakhs and Alashankou) since containers can be efficiently transferred from one gauge system to another simply by lifting the containers from one flat wagon of a given gauge to a parallel flat wagon of another gauge.

¹⁹ According to the Report of EU on development TLCs.

- It is effective and efficient in connecting region to global markets (e.g., the US and Japan). With containerization, goods are ready to be placed on board ships with no extra handling being required at port.
- It is an excellent method of estimating real traffic potential before the construction of new rail lines, e.g., testing the realizable traffic between the PRC, the Kyrgyz Republic, and Uzbekistan before investing over \$2 billion in the construction of the PRC–Kyrgyz Republic–Uzbekistan Railway.
- It reduces cargo handling, hides the cargo from view, and secures the cargo inside a locked box. Less handling, a stronger locking mechanism, and stealth mean less loss and damage.
- Multimodal transport is more energy efficient and lessens adverse environmental impact.
- Upgrading of the system of institutions responsible for working out and implementing a unified transport policy. Today the sector is governed by the Cabinet of Ministers, several government agencies and monopolies. The sector management system is too fragmented, which allows a narrow institutional approach to prevail in the formulation and implementation of transport policy. It is worth considering the creation of a single governing body (a Ministry of Transport), whose staff would be formed by transferring some of the personnel from the Uzbekistan National Railway Company; Uzbek Airways; Uzavtoyul, the state highway company; the Trucking and River Transport Agency; the Uzbekistan State Railway Inspectorate; the State Air Safety Inspectorate; and others;
- Privatization of as many components as possible should be the long-term goal, but it should be undertaken only when conditions are appropriate;
- Marketing should be reinforced with increased responsibility in defining commercial policies;
- Simplify its customs laws and regulations and increase transparency in the formulation of rules and regulations, and ensure transparency and uniformity in their enforcement;
- Promote the harmonization of border crossing procedures;

- Formulate and implement a customs risk management system;
- Maximize cooperation among all the agencies involved in border control;
- Establish joint border crossing facilities with its neighbors;
- Automate procedures of border control agencies to improve control and facilitate data exchange;
- Reduce entry burden on importers and exporters;
- Exchange cross border information with neighboring countries;
- Institute single window processing;
- Provide the trader with a choice of clearance facilities to clear imported goods;
- Minimize the required use of convoys and Create public/private stakeholders groups to facilitate import and export and etc.

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