

INNOVATION SCIENCE AND TECHNOLOGY



Scopus || Electronic journal specializing in Scopus

ISSUE 5



Acceptance of papers **MAY, 2025**



**Acceptance of
papers**

Published monthly



Topics

economics,
technology, social
sciences



EDITOR-IN-CHIEF:

Mirzaliev Sanjar Makhmatjon ugli

DEPUTY EDITOR-IN-CHIEF:

Makhmudov Nosir Makhmudovich
DSc., Prof., Academician

DEPUTY EDITOR-IN-CHIEF:

Ochilov Bobur Bakhtiyor ugli – Senior
lecturer at TSUI

THE SCIENTIFIC-POPULAR ELECTRONIC
JOURNAL **"INNOVATION SCIENCE AND
TECHNOLOGY"** HAS BEEN REGISTERED
UNDER THE NUMBER **C-5669633** BY THE
AGENCY FOR INFORMATION AND MASS
COMMUNICATIONS (AOKA) OF THE
REPUBLIC OF UZBEKISTAN, EFFECTIVE
FROM OCTOBER 9, 2024.

CONTACTS

Phone: **97-748-70-03**

Website: <https://ist-journal.uz>

Email: munis.iriskulova@gmail.com

The scientific electronic journal "Innovation Science and Technology" has been included in the list of scientific publications recommended for the publication of main scientific results of dissertations for the award of PhD and DSc degrees in economics and technical sciences, in accordance with the Resolution No. 370 of the Presidium of the Higher Attestation Commission of the Republic of Uzbekistan, dated May 8, 2025.

Editorial board:



Sharipov Kongiratbay Avezimbetovich,
Doctor of Technical Sciences (DSc), Professor



Abdurakhmanova Gulnora Kalandarovna,
Doctor of Economic Sciences (DSc), Professor



Cham Tat Huei,
Doctor of Philosophy (PhD), Professor (Malaysia)



Muhammad Imran Sadiq
Doctor of Philosophy in Economics (PhD),
Professor, Malaysia



Ahmed Aziz Ismail
Doctor of Technical Sciences (DSc),
Professor (Egypt)



Lee Chin
Doctor of Philosophy in Economics (PhD),
(Malaysia)



Asongu Simplicé
Doctor of Philosophy in Economics (PhD),
Cameroon



Rui Dang
Doctor of Chemistry (DSc), Professor, China



Zahoor Ahmed
Doctor of Philosophy in Economics (PhD), Turkey



Shujaat Abbas
Doctor of Philosophy in Economics (PhD), Russia



Tina A Coffelt
Doctor of Philosophy in Educational Sciences
(PhD), USA



Judy B. Smetana
Doctor of Philosophy in Economics (PhD), USA

CONTENTS

The development potential of ecotourism and sustainable tourism practices in the kashkadarya region.....	6
Khushvakhtov Ramziddin	
How transport access affects housing prices.....	9
Mannonov Shahzod Istam Ugli, Ibragimov Xasan Usmonjon Ugli	
Prospects and effectiveness of implementing mobile marketing technologies in higher education institutions.....	18
Murod Batirovich Khidoyatov	
Factors influencing the development of the food processing industry: an economic analysis.....	23
Urolova Sevara Bekhzod kizi	
Ensuring cybersecurity in commercial banks of Uzbekistan.....	29
Erdashov Alimjan Baxramovich	
University students' adoption of cashless payments in uzbekistan: behavior, trust, and challenges.....	33
Khikmatullaev Ismoilkhuja Khusan ugli, Asep Miftahuddin	
The effects of inflation rate and investment rate toward unemployment in Uzbekistan.....	43
Ruziev Bekmurod Urol ugli, Dr.Susanti Kurniawati	
The importance of using e-commerce systems in enhancing the financial potential of joint-stock companies.....	47
Vakhobov Shokhjahan Valiyevich	
Integration of optoinformatic systems and artificial intelligence for automatic quality control of video equipment.....	50
Allamuratov Timur Koshmurat uli	
The role and importance of commercial banks in the development of the capital market.....	53
Aybek Kayipbergenov, Baymuratova Zina Akilbekovna	
Global trends in mobile payment adoption: a systematic literature review with insights for indonesia.....	57
Mukhitdinov Islomjon Jakhongir ugli, Dr. Maya Sari, S.E., M.M.	
Decision-making algorithms in higher education management: application of artificial intelligence systems in indonesia.....	65
Sattikulov Mukhammadkhon, Budhi Pamungkas Gautama	
Innovation financing mechanisms for enterprises in uzbekistan: current state, systematic analysis, and strategic development directions.....	72
Sukhrob Turanov	
The role of the islamic financial system in financing infrastructure projects.....	81
Mamadiyarova Aziza Nuriddin kizi, Dr. Denny Andriana	
Statistical analysis of total population income in the republic of Uzbekistan.....	85
Akbarova Barno Shuxratovna, Chintemirova Diyora Shuxrat kizi	
Strengthening the financial resource base of commercial banks in the context of digitalization.....	89
Dilnoza Khaitboyeva	
Using examples of folklore to effectively organize the process of teaching english to children through digital learning tools.....	94
Boqijonova Nargiza Jumanazar kizi, Rajabboyeva Gulchexra Foziljon kizi	
Standard methodology of throwing techniques in judo and their effectiveness.....	97
Tangriyev Abdulkarim Tivoshevich	
Improving marketing management at the enterprise.....	101
Musayeva Shoira Azimovna	
The financial-theoretical frameworks of the anti-monopoly regulation in the digital economy.....	106
Djalilova Dilnoza Raxmatovna	

Modern approaches to deposit turnover and operations in commercial banks	110
Olimov Abror Axadjon o'g'li	
The Role of Innovation Policy in Advancing Uzbekistan's Textile Industry: Empirical Evidence and Strategic Forecasting.....	115
Ravshan I. Nurimbetov, Khojakbar M. Karimov	
Afomalized model of backward throwing technique: a methodological approach for judo	121
Tangriyev Abdullo Tivoshevich	
The Role of External Audits in Strengthening Corporate Governance: A Case Study of Aloqabank	126
Rustamov Muhammadyusuf Madaminjon ugli, Indah Fitriani, SE., Dr. Aristanti Widyaningsih, S.Pd.,	
Comparison of mental disorders in parents of children with developmental defects with mental disorders in parents of healthy children without defects	132
Yadgarova Nargiza Fahritdinovna, Mirzaliyeva Surmaniso Alisher kizi	
inflation and the Financing of Education in Uzbekistan: A Mediation Analysis of Macroeconomic and Social Channels	138
Toshpulatov Jakhongir Dilmurod ugli, Dr Arief Ramdhany	
Quantitative Analysis of Financial Statement Fraud in Uzbek Banks: Patterns, Red Flags, and Risk Indicators	145
Ismatullaev Javokhir Jahongir ugli, Toni Heryana, Elis Mediawati	
Dynamics and analysis of value added tax revenues in the state budget of uzbekistan	152
Ergashev Ilkhomjon Obodovich	
The role of green bonds in the stock market as a sustainable financial instrument	157
Khushvakov Islombek Mukhammadi ogli	
Uzbekistan's transition to a cashless society: policy reforms and comparative analysis	162
Khikmatullaev Ismoilkhuja Khusan ugli, Dr. Maya Sari, S.E., M.M.	
Strategic approaches to innovation process management	170
Togonov Ibrohimkhoja	
Exploring renewable hydrogen pricing strategies: addressing cost uncertainties	174
Komila Sanakulovna Nuraliyeva	
Diversification of Major International Transport Corridors in the Interests of Uzbekistan	179
Mukhlisakhon Ulug'bek qizi Qo'chqorova	

DIVERSIFICATION OF MAJOR INTERNATIONAL TRANSPORT CORRIDORS IN THE INTERESTS OF UZBEKISTAN

Mukhlisakhon Ulug'bek qizi Qo'chqorova

Lecturer, Department of Management
International School of Finance, Technology and Science
Email: mukhlisakhon.kuchkorova@gmail.com

Abstract: This article provides a comprehensive analysis of Uzbekistan's involvement in the international transport system and its geostrategic significance. Due to the country's lack of direct access to seaports, it heavily relies on various transit corridors for its foreign trade activities. In this regard, the diversification of international transport routes has become one of Uzbekistan's key strategic priorities. The article examines the strengths and weaknesses of existing routes and highlights the advantages of emerging alternatives such as the China–Kyrgyzstan–Uzbekistan railway, the Trans-Caspian corridor, and the Uzbekistan–Iran route. Particular attention is paid to political stability, economic feasibility, and the development of transport and logistics infrastructure. The article also puts forward specific recommendations for optimizing transport policy, enhancing private sector participation, and strengthening international cooperation.

Key words: transport corridors, diversification, logistics infrastructure, foreign trade, transit potential, geostrategic interests, regional integration, economic security, multimodal transportation, international cooperation.

INTRODUCTION

In the 21st century, the intensification of globalization trends has compelled countries to increasingly focus on aligning and modernizing their transport and logistics infrastructure in accordance with international standards. Today, international transport corridors are recognized not only as key drivers of economic dynamism but also as critical pillars of regional integration, political stability, and geostrategic security. This is especially true for landlocked countries lacking direct access to seaports, where the diversification of transport routes plays a vital role in enhancing the efficiency of foreign economic activities, optimizing transportation costs, and deepening integration with global markets.

The Republic of Uzbekistan is one such country, strategically located at the heart of Central Asia and positioned as a critical juncture in transcontinental transport flows. Historically, Uzbekistan has served as a major transit hub along the ancient Silk Road, connecting East and West. Since gaining independence, the country has aimed to strengthen its position in the global economic space by expanding foreign trade relations, streamlining export-import operations, and comprehensively developing its transit potential. As a result, the formation of advanced transport infrastructure, active integration into international transport corridors, and their diversification have become strategic priorities of national policy.

Currently, Uzbekistan accesses external markets through four main transport vectors:

Northern route via Russia to the Baltic Sea ports;

Southern route via Afghanistan to Pakistan and the Indian Ocean;

Western route through Turkmenistan and Iran to the Middle East and European markets;

Eastern route via China to the Asia-Pacific region.

Each of these routes presents unique logistical advantages. However, certain challenges such as geopolitical instability, limited infrastructure capacities, and high transit costs negatively affect the country's external economic security.

In this context, the diversification of transport corridors emerges as a strategic necessity. A diverse and interconnected transport network not only ensures the uninterrupted movement of external cargo flows but also contributes to sustainable national economic growth, integration of interregional logistics nodes, and the formation of a competitive environment in the transport services market. This ultimately leads to reduced shipping costs, improved service quality, and the adoption of innovative approaches in logistics.

This research paper aims to provide a comprehensive analysis of Uzbekistan's position within the international transport and communication system, examining the strengths and weaknesses of its existing corridors, the necessity and prospects for their diversification, and conceptual recommendations for the development of alternative, economically efficient transport route options aligned with national interests.

LITERATURE REVIEW

In recent years, the growing role of Uzbekistan in international transport corridors and the importance of developing a diversified, multi-vector transport system have become pressing subjects of analysis not only at the national level but also within international academic and analytical communities. A comprehensive review of existing scholarly sources indicates that the effective functioning of the transport and logistics system is a key factor in expanding the country's foreign economic relations, strengthening its transit potential, and securing a competitive position in the global economic arena.

Reports and statistical data provided by leading international financial and specialized organizations—such as the World Bank (2022), the Asian Development Bank (ADB, 2021), and the United Nations Economic Commission for Europe (UNECE, 2020)—highlight the current capabilities of Uzbekistan's transport and logistics infrastructure, existing bottlenecks, and the development trends of promising projects. In particular, the Trans-Caspian International Transport Route (TITR), the “China–Kyrgyzstan–Uzbekistan” railway line, and the “Uzbekistan–Iran” multimodal route are underscored as strategically significant directions in the country's foreign economic activities.

Among national academic contributions, the works of researchers such as A. Qodirov (2019), S. Khamidov (2021), and M. Tursunov (2022) focus on the priority directions of Uzbekistan's transport policy, the economic effectiveness of regional transit opportunities, and mechanisms for improving the logistics infrastructure. A. Qodirov, in particular, has analyzed the role of transport route diversification in enhancing foreign economic security, while S. Khamidov emphasized the potential of strengthening multilateral transport cooperation with China under the “Belt and Road” initiative.

Recent academic publications have also proposed the establishment of logistics centers, the development of ecologically sustainable (“green”) transport infrastructure, and the introduction of digitalized monitoring mechanisms. These initiatives are aimed at creating the organizational, legal, and technical prerequisites required to strengthen Uzbekistan's position as a regional transport hub.

The overall literature review demonstrates that the diversification of international transport corridors is not only crucial for ensuring economic resilience and integration into foreign markets but also for advancing Uzbekistan's geopolitical and geo-economic positioning. However, many of the existing studies remain within a general strategic framework and often lack alignment with the current state of infrastructure development on the ground. Therefore, this article aims to re-examine the topic through a new theoretical and methodological lens, employing a complex approach to situational analysis and the formulation of specific, actionable policy recommendations.

RESEARCH METHODOLOGY

The conceptual foundation of this study is built upon classical and contemporary theories regarding the role of transport systems in national economic development, their significance in regional integration processes, and their impact on geo-economic competitiveness. In particular, the study draws on theoretical perspectives related to international logistics systems, transit-based economies, multimodal transport, and infrastructure policy.

In the applied phase of the research, existing statistical data, government programs, and strategic policy documents related to international transport routes passing through Uzbekistan and neighboring countries were thoroughly analyzed. These included:

Reports from the Ministry of Transport of the Republic of Uzbekistan;

Official statistics published by the State Committee of the Republic of Uzbekistan on Statistics;

Open data sources from international institutions such as the United Nations (UN), the World Bank, the Asian Development Bank (ADB), and the International Transport Forum (ITF);

Bilateral agreements in the field of transport cooperation with countries such as China, Russia, Iran, Kazakhstan, Turkey, and others.

Furthermore, Uzbekistan's transport system was compared with those of other landlocked countries—namely Kyrgyzstan, Tajikistan, Kazakhstan, and Armenia—to identify best practices in infrastructure development, route diversification approaches, and distinct transit policies. This comparative analysis laid the groundwork for selecting optimal practical strategies applicable to Uzbekistan's context.

During the research process, expert interviews were conducted with key stakeholders, including representatives of transport organizations, customs officials, entrepreneurs engaged in export-import activities, and regional logistics experts. These consultations enabled the development of analytical conclusions grounded in real-world conditions. Based on these insights, a set of well-reasoned and actionable proposals for alternative transport corridors was formulated.

Additionally, to enhance the study's spatial and visual dimensions, major existing transport routes, infrastructure facilities, and prospective new corridors passing through Uzbekistan were graphically modeled using maps. This allowed for comparative evaluation of route distance, cargo capacity, and the geographic distribution of logistics hubs.

As a final outcome, the combination of qualitative and quantitative research methods made it possible to develop scientifically grounded and practically applicable recommendations aimed at diversifying Uzbekistan's international transport corridors.

ANALYSIS AND RESULTS

Uzbekistan's Integration into the International Transport System and the Need for Diversification: An Analytical Approach

Following its independence, the Republic of Uzbekistan adopted a strategic policy aimed at expanding its foreign economic relations by actively integrating into international transport systems to gain access to global markets. In this process, the modernization of domestic transport infrastructure and its integration with international routes became a top priority. However, in light of current global geopolitical threats, disruptions in supply chains, economic constraints, and regional conflicts, there is an increasing need for Uzbekistan to revise its transport policy and diversify its existing route network.

At present, Uzbekistan conducts its foreign trade through the following main international transport corridors:

Northern Corridor (via Russia): This has historically been the primary route for freight transport. However, international sanctions against Russia and rising political instability have significantly undermined the reliability of this corridor.

Southern Corridor (via Iran and Pakistan): Provides access to Gulf ports, but persistent instability in Afghanistan and Iran's international isolation hinder its consistent utilization.

Western Route (via the Trans-Caspian Corridor to Europe): Politically promising, yet high logistical costs limit its competitiveness.

Eastern Route (via China): Involves large-scale infrastructure projects under the "Belt and Road Initiative," though Uzbekistan's participation is still in the early stages of development.

Analytical findings indicate that transitioning to a multi-vector system of transport corridors offers the following key advantages:

Mitigating External Risks: Reduces dependence on a single route, thereby enhancing security and continuity in freight transport.

Expanding Transit Potential: Uzbekistan's geographic position offers the opportunity to become a central transit hub in Central Asia.

Access to New Markets: Direct connections with Pakistan, India, Turkey, Iran, and China will enable the diversification of export destinations.

Strengthening Regional Cooperation: Enhanced transport communications promote economic and political cooperation with neighboring states.

Current analyses reveal several systemic challenges within Uzbekistan's transport and logistics infrastructure:

Portions of the railway and highway networks do not meet modern technical standards;

Logistics service infrastructure is underdeveloped, with service quality remaining low;

Customs clearance procedures are time-consuming, slowing down cargo turnover.

The elimination of these issues is outlined within the framework of the "Uzbekistan – 2030" strategic development program, which envisions the renewal of rail networks, establishment of multimodal logistics centers, and digitalization of customs operations.

According to the study's findings, the following transport routes are deemed promising for Uzbekistan:

China–Kyrgyzstan–Uzbekistan Railway: Facilitates direct transport connections with East Asia;

Trans-Afghan Corridor: Provides access to the ports of Karachi and Gwadar in Pakistan via Afghanistan;

Uzbekistan–Caspian Sea–Azerbaijan–Georgia–Turkey–Europe Route: Enables faster freight delivery to Europe.

These corridors could reduce delivery times by 30–40%, lower transportation costs, and attract foreign investment.

Key Conclusions and Practical Recommendations

Uzbekistan must modernize its existing routes and enhance their competitiveness to strengthen its role in the international transport system.

Diversification of corridors ensures external economic security, reduces political risks, and opens new geo-economic opportunities.

Upgrading domestic infrastructure and expanding modern logistics services can transform Uzbekistan into a regional transit hub.

Developing a sustainable transport strategy and deepening international cooperation will enable the comprehensive advancement of the country's transport system.

Table 1. Strategic Roadmap: Diversification of Uzbekistan's International Transport Corridors¹

Corridor	Transport Volume (mln tons/year)	Avg. Cost (USD/ton)	Transit Time (days)	Stability Rating (1–5)
Northern Corridor (via Russia)	6.1	120	16	2
Southern Corridor (via Iran and Pakistan)	3.2	135	21	3
Western Corridor (via Trans-Caspian)	2.4	180	24	3
Eastern Corridor (via China)	5.8	110	15	4
China–Kyrgyzstan–Uzbekistan Railway	4.3	100	14	4
Trans-Afghan Corridor	3.9	140	19	3
Uzbekistan–Caspian–Turkey–Europe Route	2.7	160	20	4

The presented strategic roadmap highlights Uzbekistan's current and prospective international transport corridors through a comparative lens, using key performance indicators such as average annual transport volume, cost per ton, delivery time, and route stability.

The Northern Corridor (via Russia) remains the most utilized route with the highest freight volume (6.1 million tons per year). However, despite its established infrastructure, this route's stability rating is low (2/5) due to ongoing geopolitical tensions and international sanctions. This significantly reduces its reliability for long-term strategic planning.

The Southern Corridor offers access to ports in Iran and Pakistan, facilitating a direct connection to the Indian Ocean. While its transit time and cost are less favorable (135 USD/ton, 21 days), the corridor presents moderate stability. However, regional instability in Afghanistan limits its full potential.

The Western Corridor, which leverages the Trans-Caspian route toward Europe, shows higher costs and the longest delivery time (180 USD/ton, 24 days). Nevertheless, it remains an important alternative due to its role in Europe-bound logistics and its relatively neutral political alignment.

On the other hand, the Eastern Corridor via China, linked with the Belt and Road Initiative, combines relatively lower transport costs (110 USD/ton) and shorter delivery times (15 days), alongside a higher stability rating (4/5). It is one of the most promising routes in terms of infrastructure development and connectivity.

The proposed China–Kyrgyzstan–Uzbekistan railway and the Trans-Afghan Corridor are two emerging routes that could significantly reshape Uzbekistan's position in regional logistics. Both offer competitive delivery times and cost structures, with room for improvement in terms of infrastructure and bilateral cooperation.

Finally, the Uzbekistan–Caspian–Turkey–Europe multimodal route is strategically important for direct access to European markets. Despite moderate cargo volumes and relatively high costs, this route holds long-term geopolitical and trade potential.

CONCLUSION AND RECOMMENDATIONS

The diversification of Uzbekistan's international transport corridors represents a strategic set of measures aimed at expanding the country's transport infrastructure and unlocking new opportunities for economic growth. This process can bring significant benefits not only to Uzbekistan's foreign trade partners but also to other countries across the broader Central Asian region.

Research on the diversification of Uzbekistan's international transport routes reveals that the country's current corridor network is narrow in scope and highly vulnerable to external geopolitical and economic influences. This situation limits Uzbekistan's ability to fully realize its transit potential, slows its integration with global markets, and leads to increased logistics costs.

¹ Muallif tomonidan ishlab chiqilgan

Key Findings

A significant portion of Uzbekistan's international transport flows pass through Russia and Kazakhstan, exposing the country to elevated levels of geopolitical risk and dependency.

Diversification is not only vital for safeguarding external economic security but also for expanding access to new export markets, attracting foreign direct investment, and generating additional transit revenue.

Parts of the country's transport infrastructure require modernization, and logistics services do not yet fully meet international competitiveness standards.

Strengthening multimodal transport systems—especially through the Trans-Caspian, Trans-Afghan, China–Kyrgyzstan–Uzbekistan, and Southern routes—will accelerate Uzbekistan's integration into the global trade network.

Practical Recommendations

Revise the national transport strategy to prioritize diversification through 2035;

Enhance regional cooperation by activating new transport projects with countries such as China, Turkey, Azerbaijan, Pakistan, and India;

Modernize railways and highways, and establish multimodal logistics centers;

Invest in infrastructure for cargo transportation through the Caspian Sea (ports, railways);

Implement digital customs and border control systems to streamline clearance procedures;

Develop a “Single Window” transport and logistics information system for increased transparency and coordination;

Align national policy with China's Belt and Road Initiative, particularly in transport integration;

Engage in joint transport and logistics projects within regional organizations such as the CIS, ECO, and SCO;

Strengthen human capital by improving training programs for logistics and transport professionals;

Conduct annual performance assessments of transport corridors based on academic and applied research.

List of used literature

1. Qodirov, A. (2019). Factors strengthening foreign economic security through diversification of transport routes. *Scientific Journal of the Republic of Uzbekistan*.
2. Khamidov, S. (2021). Developing multilateral transport cooperation with China within the framework of the “Belt and Road” initiative. *Scientific-Technical Journal of Transport and Logistics*, 9(2), 47–56.
3. Tursunov, M. (2022). Economic efficiency of regional transit opportunities and improvement of logistics infrastructure. *Scientific Research on Issues of Economy and Innovative Development of Uzbekistan*.
4. World Bank. (2022). Uzbekistan's Transport Infrastructure and its Potential for Growth. *World Bank Reports and Statistics*.
5. Asian Development Bank (ADB). (2021). Transport Infrastructure Development in Central Asia: The Role of Uzbekistan. *ADB Annual Report*.
6. United Nations Economic Commission for Europe (UNECE). (2020). The Potential of the Trans-Caspian International Transport Route (TITR) in the Global Trade Landscape. *UNECE Studies*.
7. Trans-Caspian International Transport Route (TITR). (2021). *Journal of International Transport Analysts*.
8. Development and Economic Potential of the China–Kyrgyzstan–Uzbekistan Railway Line. (2021). *Journal of International Transport and Logistics Science and Technology*, 13(3), 105–115.
9. Strategic Importance of the Uzbekistan–Iran Multimodal Route. (2020). *Scientific Article on Transport Networks and Integration between Europe and Asia*.
10. Green Transport Infrastructure and Environmental Sustainability. (2022). *Journal of Transport Development and Ecology*.
11. Digitalized Transport Monitoring Mechanisms. (2021). *Journal of Innovative Technologies*, 8(4), 67–75.
12. Establishment of Logistics Centers and Infrastructure Approaches in Them. (2020). *Scientific Article on Development of Logistics and Transport Systems*.

Proofreader: Zokir ALIBEKOV

Layout and Designer: Oloviddin Sobir ugli

2025. № 5

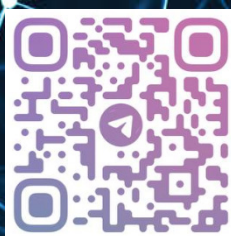
© When materials are reproduced, the INNOVATION SCIENCE AND TECHNOLOGY journal must be cited as the source. Authors are responsible for the accuracy of the information in materials and advertisements published in the journal. Editorial opinions may not always align with those of the authors. Submitted materials will not be returned to the editorial office.

To publish articles in this journal, you may submit articles, advertisements, stories, and other creative materials through the following links. Materials and advertisements are published on a paid basis.

You may subscribe to the journal at any time using the following details. Once subscribed, please send a screenshot or photo of your payment confirmation to our Telegram page @iqtisodiyot_77. Based on this, we will send the latest issue of the journal to your address each month.

“The journal “INNOVATION SCIENCE AND TECHNOLOGY” has been registered by the Agency for Information and Mass Communications under the Administration of the President of the Republic of Uzbekistan from 09.10.2024 under the registration number №390637. License number: C-5669633. PNFL: 30407832680027

Our address: Tashkent city, Yunusobod district, 19th block,
House 17.



Acceptance of articles

Published every
monthly



Directions

Social, economic, political,
technological, scientific

 Scopus || Scientific electronic journal specializing in Scopus

CERTIFICATE NUMBER: №390637

ORDER NUMBER ACCORDING TO THE LICENSE REGISTER: C-5669633

CONTACT:

 Contact us
+998 97 748 70 03

 Telegram channel
t.me/scopus_IST2100

 Journal official website
<https://ist-journal.uz/index.php/IST>