



## THE MAIN TRANSPORT NETWORKS OF UZBEKISTAN, THEIR LOCATION AND DEVELOPMENT

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**ABSTRACT:** - To date, along with many developing sectors in our country, the transport sector is developing rapidly. Air, water and land transport, which are its main branches, are gaining importance in the development of our country's economy. This article describes in detail the main types of transport in our country.

**KEYWORDS:** Transport, air, pipeline, water, road transport, Tashkent, "Uzbekistan airways".

### INTRODUCTION

All types of freight and passenger transport commonly used in Uzbekistan - railway, car, aviation - air, urban electric transport (tram, trolleybus, metro), river, pipeline transport, ropeway transport developed.

After gaining independence, in order to fundamentally improve the service of transport to the national economy and the population, and to improve the transport management system, the national airline

company "Uzbekistan Havo Yollari" (January 28, 1991), "Uzbekistan Automobile Transport" state joint stock corporation (November 7, 1994) and other agencies were established.

Our country's transport enterprises are joint-stock companies with state participation companies, corporations, open joint-stock, limited liability companies, collective enterprises. Some of the motor vehicles of our

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republic (buses, trucks and cars) are owned by collective farms and citizens.

The main part. Railway transport. In the national economy, the weight of railway transport in the transportation of passengers and cargo is large. Railway transport is very important in our country. Since the territory of our country consists mainly of plains, railway transport works all the time regardless of climatic conditions and seasons. Currently, the total length of railways in our country exceeds 7,000 km, including 3,000 km of railways that are not in general use (mainly for industrial enterprises). 353.6 km of railways have been electrified.

The first railway in Uzbekistan was built from Farob station to Samarkand in 1886-1888 (this road was a part of the Krasnovodsk-Chorjui railway, which was completed from November 1880 to December 1886 under the name of the Western Caspian Railway continued). In May 1888, with the completion of a 2.7 km long wooden bridge across the Amudarya, the railway was laid to Samarkand, and train services began. Later, this road was continued from Ursatevsk station to Kokhan in 1895-1897. In 1899, the railway reached Tashkent. In January 1906, the Tashkent-Orenburg railway was launched. In 1907, Kokan - Bukhara, in 1913-1916, the Kokan -

Namangan - Andijan section of the Fergana railway, in 1913-1915, the Kogon - Amudarya station and Karshi - Kitab branches were built. Until 1917, the length of railways on the territory of present-day Uzbekistan was 1.1 thousand km. After gaining independence, the construction of railways in Uzbekistan entered a new phase. Repairs and electrification of railways have begun on the Kungirov-Beinov (410 km), Navoi-Uchkuduq-Nukus, Sultan Uvais-Nukus routes. A new electrified Organch-Beruni railway is being built. The construction of the 233 km long Guzor-Boysun-Kumkurgan railway is of great importance for the socio-economic development of these regions.

Our country is actively participating in the construction of international roads in a number of neighboring countries. In particular, he is participating in the construction of the Trans-Asian Highway (Istanbul-Tashkent-Almaty-Beijing), which is of great importance for the country's independence and economy, connecting European and Asian countries. "Druzhba" station in Kazakhstan, Tajan-Sarakhs in Turkmenistan and Sarakhs-Mashhad sections in Iran were built and put into operation (May 13, 1996) and trains started running on the road.

**Railway Transport Indicators (million tons)**

<b>№</b>		<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>1</b>	<b>Transported cargo million tons</b>	162,4	164,5	169,2	168,8	178,8	180,5
<b>2</b>	<b>Cargo turnover mln. t-km</b>	1943,3	1948,0	1937,3	1899,3	1988,9	2065,9
<b>3</b>	<b>Locomotives</b>	0,5	0,5	0,5	0,5	0,5	0,4

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<b>4</b>	<b>Cargo wagons</b>	6,3	6,2	6,3	6,4	6,3	6,1
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1-table.

Uzbek builders made a great contribution to the construction of the 133 km long Tajan-Sarakhs road. The railways of Uzbekistan will be the central link of this highway in the future. From this road, you can go to Europe via Bukhara-Beinov, and via Tajan-Sarakhs to the countries of the Middle East. "Uzbekistan Railways" has more than 50,000 different types of freight cars and refrigerators made in Germany, and 1,450 passenger cars. The main indicators of the development of public railway transport.

#### Electrified railways. (km)

1980	1990	2016	2017	2018	2019		
198	296	1400	1700	1800	1800		

2-table.

Electrification of railways started in 1970 on the Tashkent-Yangiyol section. Later, electric trains were launched on the Khojakent-Syrdarya line (148 km). In 2000, electrified sections amounted to 353.6 km. In cooperation with Germany, passenger wagons were assembled from imported parts at the Tashkent locomotive manufacturing plant, and a wagon repair plant was built and put into operation in Tashkent in cooperation with Japan (March 16, 2001). The advantage of this project, the cost of which is 60 million US dollars, is that the average weight of trains will increase by 17.3%, the cost of repairing locomotives will be reduced by 25%, and the electric power will be saved by 15%. The construction cost of the Navoi-Uchkuduq-Nukus route is 222.8 million US dollars.

Car transport. The republic has developed road transport that meets the needs of all sectors of the national economy and the country's population. Our country has a developed road economy and highways of

international, republican and local significance that meet modern requirements. 34,500 workers and engineers are employed in the road industry (1999). On June 3, 1992, the Law of the Republic of Uzbekistan "On Motorways" was adopted.

In February 1992, a state-owned joint-stock concern (Uzavtoyol) for the construction and use of highways of Uzbekistan was established (Ministry in 1996-1997). The concern includes highway administrations of the Republic of Karakalpakstan and provinces, 162 district highway administrations, 532 road maintenance and use departments, "Uzyo'loyikha" republican road and infrastructure construction. , there is a reconstruction and repair project - a research institute, a factory of bridge.

A number of concrete roads - Tashkent-Almaliq road, Fergana Khalka, Zarafshan and Karakalpakistan tracts and other roads were built. These roads cross many regions and industrial centers of the Republic of Uzbekistan. This tract has now been taken to the city of Dushanbe. The Fergana public road connects all regions and major cities of the

valley with each other and provides great economic relations. In addition to connecting Samarkand and Bukhara regions, the Zarafshan tract serves to implement economic relations with Turkmenistan. The Karakalpak region plays an important role in the development of the economy of the autonomous republic. It was appropriate for this tract to start from the city of Tortkol along the right stream of the Amudarya and go to Takhtakoprik through the city of Nukus. The Bukhara-Gazli-Sazakhino highway crosses the Kyzylkum desert. This road is doing a great service in the development of the republic's agriculture.

After our independence, especially in recent years, automobile transport has developed rapidly. A number of concrete roads - Tashkent-Almaliq road, Fergana Khalka, Zarafshan and Karakalpakistan tracts and other roads were built. These roads cross many regions and industrial centers of the Republic of Uzbekistan. This tract has now been taken to the city of Dushanbe. The Fergana public road connects all regions and major cities of the valley with each other and provides great economic relations.

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The Tashkent-Kokhan road connects the capital with the Fergana valley at a short distance through the Kamchik pass. After the independence of the republic, attention was paid to adapting the existing highways to international standards, maintenance and repair of roads, construction of roads connecting the newly established industrial regions with international highways. In this regard, Uzbekistan is participating with its share in the construction and reconstruction of the Termiz-Khirot-Karochi highway, which provides access to China and Pakistan.

In the republic itself, a large highway connecting the Fergana valley with the city of Tashkent through the Kamchik pass was repaired and put into operation (2000), and the construction of the Kungirov-Beynov highway is in full swing (started in 1996).

#### **Transportation of goods by road transport (mln. tons)**

<b>№</b>		<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>1</b>	<b>In a vehicle</b>						
<b>2</b>	<b>Universal</b>	419,1	440,1	256,9	257,9	289,3	329,3
<b>3</b>	<b>Private</b>	413,2	438,3	163,1	165,9	169,4	172,6
<b>4</b>	<b>In other sectors of the economy</b>	908,3	959,7	745,9	755,2	812,9	848,4
	<b>Total</b>	1327,4	1399,8	1002,8	1013,1	1102,2	1177,7

### 3-table

The total length of highways is over 89,000 km. Of these, 74,000 km are paved roads. There are many paved roads in the Fergana Valley and Tashkent region.

The development of automobile transport in the future depends on the restoration and operation of the "Great Silk Road". Uzbekistan is actively participating in the construction of this road (Andijan-Osh-Ergashtom-Kashkar).

Air transport. This type of transport is the most expensive and, at the same time, the fastest moving type of transport, and it is less dependent on the terrain. In passenger transportation, especially long-distance transportation abroad, no transport can replace air transportation. Air transport is especially important for the transportation of urgent and valuable goods.

The role of air transport in the development of the economy of Uzbekistan and the growth of economic relations is increasing. Our republic now connects MDX with more than a hundred cities and population centers by air transport. Tashkent airport is one of the air gates of the East.

Apart from Tashkent, there are regular flights to London, Manchester, Frankfurt-Main, Tel Aviv, Jeddah, Istanbul, Karachi, Delhi, Kuala Lumpur, Bangkok, Beijing, Athens, Amsterdam, Seoul and New York.

"Uzbekistan Havo Yollari" airline company has various types of aircraft. AN-2 for agricultural work, AN-24, YaK-40 for domestic (republic) air routes, international class IL-76, IL-62, IL-86, TU-154, A-310 such as airplanes, the helicopter park has machines such as MI-2, MI-8, KA-26. In the republic, the special-purpose aviation fleet consisting of AN-2 aircraft, MI-2, MI-8, KA-26 helicopters is effectively used in

agriculture, medical and sanitary services, meteorology, geological exploration, gas industry and other fields. Since 1996, "Boing-757" and "Boing-764" airplanes, and IL-114 airplanes have been used in local air routes. "Uzbekistan Havo Yollari" national aviation company has 12 modern airports (in the cities of Tashkent, Termiz, Organch, Fergana, Karshi, Kokhan). Tashkent and Samarkand airports have international status.

Water transport. Unlike rail and road transport, this transport mainly uses natural waterways, which do not require a lot of equipment for their equipment. It uses less fuel and costs less to transport large loads. The speed of modern ships is equal to the average speed of freight trains.

Water transport is divided into sea and river transport, and the importance of water transport in the transport system of Uzbekistan is not great.

Water transport mainly consists of Amudarya shipping. In 1974, the total length of waterways used by ships and boats was 887 km.

By 1980, the total length of waterways in Uzbekistan reached 2800 km. From the port of Amudarya-Panj (Tajikstan) to Muynok there are steamers. As a result of the reduction of river water and the drying up of the Orol Sea, waterways have been sharply reduced. In May 1991, the procedure for managing river fleet units located in the Republic of Uzbekistan was reorganized. Production associations "Termiz River Port", "Khorazm River Fleet", "Korakalpakistan River Fleet" were established on the basis of Central Asian steamship divisions in Uzbekistan. In the river port of the Republic there are about 150 steam vessels, as well as barges, floating excavators, port cranes, etc. Currently, the total length of waterways is about 1000 km. Domestic goods are mainly transported in the directions of

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Termiz-Khayraton (Afghanistan), Khujayli-Beruni, Koratov-Takhiyatosh.

Pipeline transport. The first 20 km long oil pipeline in Uzbekistan was laid in 1908 at the Chimyon oil field to the Vannovsk (now Oltiariq) oil refinery. Later, with the opening of new oil fields in Fergana Valley, Surkhandarya Region, this type of transport was rapidly developed. Oil pipelines with a

total length of 228.5 km were built from oil fields to Fergana and Altiariq oil refineries. In the south of our republic - in the Surkhandarya region, the Lalmikor-Kumkurgan and Amudarya-Amu-Zang lines were built in 1947 and 1969 (total length 40 km). After the opening of new oil fields in Kashkadarya, in 1977, the West-Tashlaq-Kashkadarya station (3.3 km), the North Middle lane-Sulfur plant (72 km) oil pipelines were put into operation.

#### Cargo transportation in gas pipelines (million tons)

	2014	2015	2016	2017	
Gas	36,7	36,0	36,5	37,8	
Oil	0,1	0,1	0,1	0,1	
<b>Total</b>	<b>36,8</b>	<b>36,1</b>	<b>36,6</b>	<b>37,9</b>	

4-table.

Gas pipelines have been laid to all regional centers of Uzbekistan. Jargoq-Bukhara-Samarkand-Tashkent, Mubarak-Tashkent routes are very important among the gas pipelines. The gas pipelines from Uzbekistan to the Urals (2100 km) and Moscow (3500 km) occupy one of the first places in the world in terms of diameter and length. As a result of the provision of gas and clean drinking water to rural areas, the length of pipelines is constantly increasing. New roads are being designed. For example, the Angren-Khanabad oil pipeline is being planned through the Kamchik pass.

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