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ECOLOGICAL CONDITION OF AIR POOL IN TASHKENT

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ABOUT ARTICLE

Key words: "Over the past ten years, all regions of the Republic of Uzbekistan have shown low indicators of atmospheric air pollution", says staff of the Hydrometeorological Service Centre.

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Abstract: One of the greatest challenges facing humanity today is the protection of the environment and human health. Atmospheric air is a factor in the environment. Inadequate or inefficient use of gas purification devices, rapid development of production, transport, energy and agricultural industrialization, as well as the lack of compliance with agricultural and hygienic regulations in the use of pesticides in agriculture, lead to pollution of the environment, which leads to living in areas with polluted air can negatively affect the health of the population. That is why air pollution and public health issues are becoming increasingly important.

INTRODUCTION

90% of air pollution in Tashkent is caused by road transport. In the city of Tashkent, the amount of harmful substances emitted by road transport into the atmosphere is 395 tons per year. 90% of them are released into the atmosphere. The average amount of air pollutants in Tashkent in 2019 was 426,000 tons. At the same time, vehicles account for 395 thousand tons of waste. In 2018, the total amount of waste in the Republic of Uzbekistan amounted to 2 million 449 thousand tons. Of these, 60% were road transport.

This means that it is three times the standard set in developed and developing countries. Urban air pollution is measured by the Air Pollution Index (AID). AID less than 5 points corresponds to a lower pollution level. AID is found by comparing observed concentrations of contaminants with their allowable quantities (RCD). Their total amount should not exceed 1.0 according to the Aberyanov formula.

“Over the past ten years, all regions of the Republic of Uzbekistan have shown low indicators of atmospheric air pollution”, says staff of the Hydrometeorological Service Centre. The lowest AID rates at -1.10-2.63 are found in the Denov, Kokand, Gulistan, Samarkand and SariOsio districts. Higher AID rates are found in Almalyk, Angren and Bukhara districts, and signs of AID in the air are 4.30-5.30. In the rest of the country, AIR indicators are 3.20-3.97.

Atmospheric air of the city of Tashkent. Since 2016, AIR indicators for Tashkent are at the level of indicators of 3.32-4.96 points.

According to information provided by the Committee for Environmental Protection of Tashkent, in the first quarter of 2019, the REMs of nitrogen dioxide in the capital amounted to 0.8 (for the same period of 2018 - 0.97), sulphur dioxide -0 (0.6). Ammonia-3.0 (2.3), nitrogen oxide-0.2 (0.29), dust-0.7 (0.96), carbon monoxide-0.7 (0.65), hydrogen fluoride-0.6 (0.58), formaldehyde-0.016 (0.024).

According to measurements by the Hydrometeorological Centre of Uzbekistan, the background concentration of dust pollution for Tashkent in the past 10 years exceeded the REMs by 1.3-1.7 times, and nitrogen dioxide by 1.3-2 times. . Year-round results were higher than the REMs in 10.4-42.7% of cases, showing the highest results in the summer-autumn season, which is mainly a windless, dry period.

Urban transport is the main mobile source of air pollution from nitrogen oxides. Currently, there are 7.5 million units of private vehicles, 1.5 million of which are in the city of Tashkent. More than 60,000 cars from other countries and regions arrive daily. 60% of the cars in the capital work on gasoline and diesel fuel, and 40% - on gas. According to the reports of the Environmental Protection Committee of Tashkent, 208 kg of harmful substances are emitted into the atmosphere from the burning of tons of diesel fuel.

Compared to 1991 (393,000 tons), the amount of pollutants emitted by motor vehicles in Tashkent has not changed significantly, although the emission factor per vehicle unit has decreased from 2.62 to 0.88. This was achieved by improving the technical condition of used vehicles, increasing the use of new types of vehicles, improving the quality of fuel, establishing large and small public roads for vehicles in the city of Tashkent.

In recent years, the air pollution indicators of the city of Tashkent have remained stagnant owing to the change in the type of major manufacturing enterprises in the region or their transfer to the outskirts of the city, The lack of absolute sources of atmospheric pollution, as well as the effective organization of

activities aimed at greening the city. According to information provided by the Tashkent City Ecology Department, 43.6 per cent of the total area of the city is green. 69 m2 of landscaping area per person in Tashkent is defined as 50 m2 per person. Every year, thousands of trees are planted in the city. In 2019, the action «Green Initiative» was held to green the large streets of Tashkent, densely populated areas.

In unfavourable meteorological conditions, including windless and high temperature, enterprises of the city should switch to low-waste working methods regardless of the hazard class. No heavy vehicles allowed in the city.

According to information provided by the Department of Environmental Protection of the City, there have been no changes in the transition to low emission technologies in the city area over the past two years. the atmosphere was planned to work in unfavourable meteorological conditions, now it is not necessary, the reason is that large production enterprises, polluting the atmosphere of the capital, are planned and implemented on the outskirts of the city.

Thus, it can be said that users, including lead from motor vehicle emissions, negatively affect the health of children in the first six years of life, which reduces the resistance of the nervous, endocrine and respiratory systems. In addition, harmful substances in the air have a greater impact on the overall morbidity of boys than girls.

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