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THE DEVELOPMENT OF THE TRANSPORT SYSTEM IN SURKHANDARYA PROVINCE

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РАЗВИТИЕ ТРАНСПОРТНОЙ СИСТЕМЫ СУРХАНДАРЬИНСКОЙ ОБЛАСТИ

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Abstract. Research of the transport system of Surkhandarya region shows that most rural districts have weak transport potential, which does not allow effective use of their mineral raw material potential. For this reason, ensuring the development and expansion of the existing regional transport systems, their modernization, regional improvement of the regional transport system is one of the urgent issues of today.

Аннотация. В статье на основе научной литературы констатируется, насколько устойчива связь любых географически известных больших или малых территорий, в том числе и отдельно полученных территорий, на повышении производительности труда, расширении и развитии экономических отношений в Сурхандарьинской области.

Keywords: Surkhandarya region, city, village, road, railway, transport, economy, territory, natural conditions, industry, enterprise.

Ключевые слова: Сурхандарьинская область, город, село, дорога, железная дорога, транспорт, хозяйство, территория, природные условия, промышленность, предприятие.

Natural geographic region is the smallest taxonomic unit in the system of natural geographic zoning of Uzbekistan (<https://gov.uz/>). Each of the natural geographical districts in the territory of our country consists of a set of certain natural geographical regions [1]. The convenience of the natural geographical location of the region is of great importance in its socio-economic development (<https://goo.su/hz001>). In today's era of increasing technical progress and rapid development of global economic systems, a favorable geographical location occupies a special place in the economic perspective of any country. In this, transport plays an especially important role, because the transport service performs many and diverse tasks in our country.

The number of freight and passenger transport commonly used in the Republic of Uzbekistan — railway, car, air (aviation), urban electric transport (tram, trolleybus, metro), water (river), pipeline transport, as well as non-general (industrial) transport — railway road, car, belt transport, rope transport is developed (<https://goo.su/gUnx>). In 1920-1991, the main types of republican transport were subordinated to the Central Ministries of the former Union or their regional departments for Central Asia, Uzbekistan: railway transport was handled by the Central Asian Railway Administration, water transport by the State Steamship Administration of Central Asia, air transport by the Civil Aviation Administration of Uzbekistan of the Civil Aviation Ministry of the Union, public road transport was led by the Ministry of Road Transport of the USSR [2].

Historically assessing the work carried out in the field of road transport, it is appropriate to

analyze the increase in its number and weight. For example, special attention was paid to the automobile transport system in Uzbekistan, service networks were formed, the material and technical base of automobile enterprises was strengthened, and the supply of new types of automobiles improved. For the first time in our republic, the bus service operated on the Fergana-Margilan route in 1906, the first bus in Tashkent started operating in December 1909, and in 1910, 8 small and one 40-seater buses produced by foreign countries served to transport passengers [3].

In order to further develop the region's economy, attract foreign investments to the region, and increase the production of competitive products, first of all, it was necessary to reduce transport costs. For this purpose, in accordance with the Decision of the President of the Republic of Uzbekistan no. PQ-1712 dated February 21, 2012, the electrification of the Termez-Karshi railway began. The total cost of the project is 327.6 million US dollars, and 6 substations — Tashguzar, Dekhkanabad, Oqrabot, Boysun, Kumkurgan, razezd no. 165 — were built during the work. Base substations were built in difficult weather conditions. Also, this section was provided with a modern signaling and communication system. In addition, all conditions have been created for construction and maintenance of contact wires. The Termez locomotive depot was completely renovated and equipped with modern equipment imported from abroad [4].

From January 9, 2018, the opening ceremony of the electrified Karshi-Termez railway section was held. The total length is 325 kilometers, modern electric locomotives run instead of diesel locomotives on this line. This, in addition to the reduction of transportation costs for passenger and cargo transportation by one-third, increases the transportation possibilities several times. For example, before one locomotive carried an average of 25 wagons, in a modern electric locomotive this figure is on average It consisted of 45 wagons. A single locomotive of the old type carried up to 2200 tons of cargo, but with a modern electric locomotive 3700 tons of cargo is transported. Starting from March 20, 2018, the railways of Uzbekistan launched an electric train service carrying passengers on the route “Tashkent-Termez” [5].

Currently, the total length of regional railways is 411.5 km, of which 179.4 km are electrified. There are 5 regional railway lines, such as Termez-Kudugli, Aqnazar-Kumkurgan, Baldir-Termez, Termez-Amuzang, Termez-Port. The number of stations in them is 27. Railway transport has a large contribution to regional freight turnover. Moscow-Dushanbe, Ashgabat-Dushanbe railways pass through the region. Trains run on the routes Termez-Tashkent, Termez-Amuzang, Termez-Sariosia, Termez-Baldir. Also, trains run through the city of Termez on the routes Dushanbe-Astrakhan, Dushanbe-Konibodom, Kolob-Astrakhan (<https://www.surxonstat.uz/uz/>).

Also, the construction of the Guzor-Boysun-Kumkurgan railway brought the Surkhandarya region 120-130 km closer to the capital of our country. It serves to expand foreign economic relations by increasing the volume of cargo and passenger transportation. In addition, on the initiative of President Sh. Mirziyoyev, the Galaba-Amuzang railway was restored, and from March 1, 2018, freight trains were launched from the Termez station to the Hoshadi station in the Shahrityuz district of Tajikistan. This road connected Uzbekistan with the southern regions of Tajikistan.

Railway and air transport are leading in long-distance cargo transportation, while well-developed road transport serves short distances. The role of the highway in the internal transport links of the region is incomparable. Road transport is important for “door-to-door” transportation of goods and passengers. The length of highways is 2843 km, and these roads are international, state, and local roads. 351 km of the 2843 km of the general road of the regional highways are roads of international importance [6].

It should be noted that it is desirable to transfer some more roads to the category of roads of international importance. They include Denov-Karshi, Denov-Shahrisabz, Denov-Guzor, Denov-

Urganch, Denov-Samarkand highways. The launch of the planned Karachi-Kabul-Termez highway in the near future will connect the country with the countries of Afghanistan and Pakistan and will provide access to the Indian Ocean [7].

Air and pipeline transport also play an important role in the socio-economic life of Surkhandarya region. Air transport is connected with major cities of our republic and other countries. Termez-Tashkent, Termez-Moscow, Termez-Samarkand-Namangan, Termez-Bukhara, Termez-Ashkhobod, Termez-Andijan, Termez-Alma-Ata, Termez-Kabul and other air routes are very important for passenger transportation. There is an airport in the region in the city of Termez. It was renovated in 2011. "Termez" airport is considered one of the major aviation organizations in the Republic of Uzbekistan, and its main activities include: ground handling of aircraft, passenger handling, cargo handling, and postal handling [7].

Pipeline transport is now developing in the region. It is important in supplying farms and industrial enterprises, cities and settlements with fresh water and gasification.

In general, compared to other regions of our country, the transport system of Surkhandarya region is not so developed. Until now, only passengers are transported in regional air and railway transport, cargo transportation is now being launched. In the field of regional services, transport services are performing more than 1/5 of the total services [8].

Although air transport is the leader in transporting passengers over long distances, the main means of transporting passengers in the region is certainly road transport. Although the construction of "Tashguzor-Boysun-Kumkurgan" railway has undoubtedly brought regional railway transport to a new stage in the transportation of passengers, the volume of transported goods and passengers in road transport is high.

The development and improvement of regional transport system not only has a positive impact on the economic and social life of Surkhandarya region, but also plays a huge role in the country's export and import relations and economic trade with foreign countries. In particular, as President Sh. Mirziyoev stated in this regard: "The location of Surkhandarya in the bordering area with Tajikistan, Turkmenistan and Afghanistan creates a convenient opportunity to enter the world markets. Especially as an international transit area, all the conditions are sufficient here to expand the scope of cargo transportation, sharply increase the export of raw materials, semi-finished and finished products, and expand the volume of international services" [9].

Of course, the location of the region, its geography, the possibilities of integration with the world countries, its transport routes and the level of traffic determine it. Although the Surkhandarya region has a disadvantageous position in this regard, it is often emphasized that the region will become the southernmost major transport intersection of Uzbekistan in the future. And it is an important task to know the location and level of development of transport systems throughout the territory of the region, to assess the transport infrastructure potential of the region, and if necessary, to improve and modernize transport systems by region [10].

As can be seen from the above information, the development of foreign economic relations of the Surkhandarya region is directly dependent on the fact that the existing industrial enterprises in the region are provided with the transport infrastructure, modern types of transport, increasing the density of roads. Therefore, in order to further develop foreign economic relations in the future, it is necessary to establish rail and air transportation to distant foreign countries and make full use of the available opportunities (<https://www.surxonstat.uz/uz/>).

In this study, the influence of the transport factor on the socio-economic development of the region was considered on the example of the Surkhandarya region, and the following conclusions were reached as a result of the research:

In the future, the development of the transport system of the Surkhandarya region can be highlighted in the following options:

- in the first option, the socio-economic development of the region depends on the launch of the Trans-Afghan highway project. The most important aspect of this road is that it is the closest transport corridor connecting the Republic of Uzbekistan with the ports of the Indian Ocean through the Islamic Republic of Afghanistan;

- in the second option, the solution of transport problems in the region is based on the restoration of the use of transport routes passing through the Republic of Tajikistan through the plain. The solution to this problem will ensure cooperation on strengthening economic integration between the countries of Central Asia, improving the mutually beneficial transport and customs system in the neighboring Republics of Turkmenistan and Tajikistan;

- a road of field importance for connecting the northern districts of the region with a population of 1 million 150 thousand with other regions of the republic and the capital, for freight and passenger transportation, the M39 highway in the Boysun district to the east of the Darband customs office to the Altinsoy, Shorchi, Denov, Sariosiyo, Uzun districts of the region (By turning M41 37.98) into a road of international importance, an average distance of 208 km and 2.5 hours will be saved in road transport of goods and passengers through the M39 road to the northern districts of the region, as a result, the efficiency of regional transport will increase.

In conclusion, the transport system, which is of great importance for the socio-economic development of our republic and being among the leading countries of the world, participating in the transportation of goods and passengers, i.e., the geography of transport, was considered within the regions of the Republic of Uzbekistan and on the example of the Surkhandarya region, which has its own characteristics. The development of transport systems for the Republic of Uzbekistan, which has its own transport structure, is far from the seas and oceans, and is located in the interior of Eurasia, is always one of the most urgent and complex tasks.

Geographically, it is known that the higher the coherence of the connection of any large or small area, including isolated areas, will undoubtedly lead to increased labor productivity, the expansion of the influence of economic relations and development. Research of transport systems at the regional level shows that most rural districts have weak transport potential, which does not allow effective use of their mineral raw material potential. For this reason, ensuring the development and expansion of the existing regional transport systems, their modernization, regional improvement of the regional transport system is one of the urgent issues of today.

The fact that transport is an important sector of the economy and at the same time an element of infrastructure implies its large-scale analysis and research. In this case, it is appropriate to pay special attention to the formation of the regional transport network and types under the influence of various natural and socio-economic factors and, in turn, its importance in the territorial division of labor, economic geographic zoning and the creation of territorial complexes.

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