



## **STRATEGY FOR ENVIRONMENTALLY SUSTAINABLE TRANSPORT**

Kuyliev Tulkin,

Associate Professor, Candidate of Philosophy,  
Tashkent State Agrarian University, Uzbekistan

### **A B S T R A C T**

It is known that today one of the most important features of modern transport policy is the requirement for transport to comply with the goals of sustainable development; the need to reduce its negative impact on the environment and public health is important on a global scale. These aspects are discussed in detail in this article.

### **K E Y W O R D S**

Load, ecosystem, region, climate, has on nature, health, population, creation, strategy, ecology, relevance.

### **Introduction**

Already, the countries of the region have fairly developed transport communications, a growing volume of passengers and cargo transportation. For example, only in Uzbekistan the composition of the road vehicle fleet is larger. units cars, of which 82% are cars, 14% trucks and 4% buses. A similar trend of increasing the total number of rolling stock is observed in other countries in the region.

1. Such a powerful load on the fragile ecosystem of the region in a hot climate has an extremely negative impact on natural ecosystems and public health and requires the creation of a holistic strategy for environmentally sustainable transport. In general, the relevance of developing such a unified strategy is caused by the following circumstances:
2. Damage to the environment and human health from transport, as well as the need to reduce the impact of these factors in accordance with environmental objectives and maintain them within acceptable limits, especially with regard to atmospheric pollution, noise and greenhouse gas emissions;
3. The special situation that has developed in the Central Asian region, where transport routes of many countries intersect and where there is a high potential for increasing the volume of transport arrivals, especially transit ones.
4. A high level of external environmental and social costs, which are still not compensated by polluting modes of transport, which leads to disruptions in the transport market and weakens the competitiveness and environmental safety of modes of transport.
5. The urgent need to introduce the principle of sustainable development in transport, as well as the need to make transport environmentally friendly;
6. The climatic and geographical features of the region, the need to develop adaptation mechanisms to environmental conditions in the transport system;
7. The need to implement the decisions of the United Nations Conference on Environment and Development (UNCED), held in Rio de Janeiro in 1992, the UN Pan-European Conference on Human

Settlements (Habitat-2), held in Istanbul and other decisions of international forums related to the field transport and ecology.

Over the last century, road, rail and air transport have transformed the face of our world. By facilitating an unprecedented increase in leisure and business travel and providing greater access to new goods and services, modern transport has improved people's mobility in many ways and made long-distance freight transport commonplace. In addition, modern transport contributes to the development of modern forms of recreation and leisure, as well as the expansion of trade. The transport industry itself has become one of the pillars of the modern economy.

With the spread of road transport, as we said above, air pollution and noise pollution have increased, and other negative aspects of the impact on human health and the environment have appeared.

Despite the increasingly obvious environmental problems caused by the use of road transport, the growth of the global vehicle fleet and their mileage continues to increase at an unprecedented pace. Given these dynamics, the expected growth in the consumption of transport services in the next decade will further aggravate current environmental problems and leave a very dubious legacy for future generations, since transport not only aggravates environmental problems, but also gives rise to them. It is therefore clear that the structural nature of passenger and freight transport is, in the long term, environmentally unsustainable.

Modern forms of transportation have changed the world in many ways. So that they do not completely disfigure it, thereby negating all the benefits that they have brought into our lives, it is necessary to change the existing trends in the consumption of transport services and make structural modifications to means of transport so that they ultimately do not threaten human health and state of the environment. Environmentally sustainable transport (EST). To ensure that transport in this century does not jeopardize the health and well-being of people, we must abandon traditional approaches and find qualitatively new solutions that combine software and technological aspects. Many innovative proposals have already been put forward and much research is underway. But there is less and less time left. (On push - sustainable transport in the countries of the Central Economic Institute Vienna: 2008. -20 p.)

As UNCED's Agenda 21 emphasizes, "sustainability" must be key to future transport development. The concept of "environmentally sustainable transport" implies the implementation of the principles of sustainable development in the transport sector of the economy. A sustainable transport system is a system in which:

1. Generally accepted targets for human health and environmental quality are achieved (eg WHO targets for air pollutants and noise);
2. The integrity of ecosystems is not significantly threatened;
3. Potential global phenomena such as climate change or ozone layer destruction are not aggravated [4].

Strategic approaches to ensure environmentally sustainable transport are:

1. Integrate the principles of sustainable development into transport policy, and establish common guidelines and principles for the transition to a sustainable transport system.
2. Development and approval of environmental goals of standards for the transport system.
3. Develop, disseminate and implement policy measures to support the transition to sustainable passenger and freight transport, including assessment of the environmental, economic and social impacts of transport programs and infrastructures.

These strategies must distinguish between reducing the demand for motorized transport, developing less polluting means and, finally, using innovative technologies. In addition, there is a need to promote increased public awareness regarding sustainable transport.

In order to identify the most important preconditions for development and sustainable transport, it is necessary to:

- simulate scenarios involving the adoption of various measures to reduce the negative impact of transport on the environment;
- prepare a review and analysis of the past and current situation in the field of environment and transport, as well as in the field of environmental and transport policy;
- provide a forward-looking overview of transport development up to 2020 and beyond, as well as its impact on the environment of the Central Asian region;
- develop and model an environmentally sustainable transport scenario using key indicators developed by the OECD and UNEP.

The President of the Republic of Uzbekistan Islam Karimov, during his visit to Turkmenistan (October 19-20, 2010), particularly focused on the promising areas that open up for our countries in using the communication potential of the region, in the development of transport and communication corridors and energy routes, in expanding trade and economic relations in the region.

In particular, they discussed the issue of developing a project for opening the transport corridor Uzbekistan - Turkmenistan - Iran - Oman - Qatar and other countries of the Persian Gulf. In this context, the need to develop strategic approaches to ensure environmentally sustainable transport in the region becomes even more urgent.

## References

1. Sh. Mirziyoev. Concept of environmental protection of the Republic of Uzbekistan until 2030. October 30, 2019.
2. Lukainin V.N., Trofimenko Yu.V. Industrial-transport ecology.-M.: Higher school.2001.-273p.
3. Lukainin V.N., Trofimenko Yu.V., Industrial and transport ecology, 2003
4. Vasily Konstantinovich Novikov, Elena Ivanovna Pavlova / Ecology of transport. .-M.: 2020.437 p.
5. S. Mamashokirov. Fear or truth. T. 2010.
6. Shadimetov Yu. Sh., Airapetov D., Niyazov H. Increasing role of health care in activating the human factor // HIGHER SCHOOL November 2021 No. 21 P. 22-25.
7. Vernadsky V.I. Chemical structure of the Earth's biosphere and its environment. - M.: Nauka, 1965. - 377 p.
8. Shadimetov Yu.Sh., Airapetov D.A. Actual issues of the strategy of environmentally sustainable transport // Universum: technical sciences: electron. scientific magazine 2022.
9. Matveeva E.V. Ecological policy of the European Union // Vestnpu of the Nizhny Novgorod University pm. N.I. Lobachevsky. - 2010, K 6. - S. 311-316.
10. Mohammad S.A. Formation of elements of international environmental management in the environmental policy of the European Union. - 2013, K 12. - S. 37-39.
11. Grant W., Duncan M., Newell P. The Effectiveness of European Union Environmental Policy. - New York: St. Martin's Press, 2000. - 231 p. 10. Ohliger T.
12. Environment policy: general principles and basic framework // European Parliament. -2017.

13. Shadimetov Yu.Sh., Airapetov D.A. Topical issues of environmental education and upbringing // Economics and society. - 2022. No. 6 (97).
14. Ramatov J., Umarova R. Evolution of railway construction development in Uzbekistan: Past and prospects // AIP Conference Proceedings 2432, 030011 (2022); <https://doi.org/10.1063/5.0090845> No Access Jun 16, 2022
15. Ramatov J., Umarova R. Constructive and optimal solutions for the formation of a stable ecological situation in the Aral Sea region of Uzbekistan// AIP Conference Proceedings 2432, 030113 (2022); <https://doi.org/10.1063/5.0091203>.
16. Tulkin, Kuyliev. "Ensuring Regional Security is the Main Criterion of the Foreign Policy of Uzbekistan." European Journal of Life Safety and Stability (2022): 93-97.
17. Kuyliev T., Rakhmonberdieva N. B. Analysis of global factors affecting spiritual outlook //Science Promotion. – 2023. – T. 2. – №. 2. – C. 128-131.
18. T. Kuyliev. Features of the formation and development of ecological culture (Social and philosophical analysis) – 1993.
19. Tulkin, Kuyliev. Youth Education – A Factor of Ensuring New Independent Sustainable Development 2023/10/31.