

DEVELOPMENT OF TRANSPORT COMMUNICATION SYSTEM IN THE REPUBLIC OF UZBEKISTAN

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<i>A B S T R A C T</i>	<i>KEYWORDS</i>
<p>This article talks about the development of the transport communication system in the Republic of Uzbekistan. Based on archival data, the author analyzed the problem based on the existing scientific literature and studied the existing specific aspects of the development of the transport communication system in the Republic of Uzbekistan.</p>	<p>Uzbekistan, railways, transport, communication, industry, development.</p>

Introduction

Since ancient times, Uzbekistan has been famous as a country located on the Great Silk Road connecting the West and the East. Now, this ancient road is newly polished and connects countries to countries. Currently, the modernization and renewal of our country, the formation of a qualitatively new, modern structural structure of our economy, and the comprehensive development of our regions are inextricably linked with the improvement of the transport and communication system. In the first years of independence, the improvement of the transport and communication system of Uzbekistan was required to solve the problems left over from the old autocratic system. These problems consisted of ending the passage of railways in the Surkhandarya region of our republic and the Republic of Karakalpakstan through the territory of neighboring Turkmenistan, building and reconstructing existing roads in the republic that meet the demands of the new world, and improving the aviation infrastructure. In order to solve the problems mentioned above, the strategic directions of the reform of the transport system were determined and the work of creating a unified national transport system in the republic was started. All branches of the industry were founded on the development of railway, automobile, aviation transport. Urgent tasks to increase the competitiveness of roads and railways in Uzbekistan were determined.

Main part:

The national program for the period 1995-2010 of the role of the Republic of Uzbekistan in Central Asia, the development of industry and other sectors, and the rapid development and improvement of economic relations with neighboring countries was developed. As part of this program, construction of the Kamchik and Rezak tunnels began in 1996 in the mountainous areas of the Tashkent-Andijan-Osh highway, over 100 km. Repair works were carried out on the part of the "Alma-ota-Beshkek-

Tashkent-Termiz" and "Samarkand-Bukhara-Ashkhabot-Turkmanboshi" highways passing through the territory of the republic. The construction of the 340-kilometer "Kungirot-Beinov" highway connecting Uzbekistan with the Russian Federation through Kazakhstan has been completed. In order to continue creative work in the republic, the adoption of the program for the rapid development of the construction of transport communication infrastructure in 2011-2015 is inextricably linked with the programs implemented on the prospective development of the production, transport and engineering communication infrastructure network of the economy of the country and regions. allowed further development.

New opportunities have appeared for the development of natural underground resources of the region. The social and economic life of Kashkadarya and Surkhandarya regions has undergone radical changes, and the well-being of the population has increased. The distance of freight and passenger transportation has decreased to 170 kilometers, and the travel time has decreased to 7 hours. As a result, the weight of transit and local cargo transported by railway has increased significantly. During the past period, 5 million tons of cargo were transported by this railway, of which 4 million tons were transit cargo. In 2013, another huge project, the construction of the 125-kilometer "Angren-Pop" electrified railway, was launched. The railway connects not only the regions of the Fergana Valley with other regions of the republic, but also Europe with China, and the implementation of a large and promising project of cooperation between Uzbekistan and China was the official opening ceremony of the Angren-Pop electrified railway and the Kamchik tunnel. passed away. Angren-Pop railway and Kamchik tunnel were opened in June 2016. In order to introduce new technologies in the field of passenger transportation, the Republic of Uzbekistan organized high-speed passenger transportation along the Tashkent-Samarkand railway line. The new high-speed train was named Afrosiyab in honor of the ancient city located in the Samarkand region. It has been used for commercial purposes since October 2011. In the same year, the second train was delivered and started its service in May 2012. This most modern high-speed route was launched in 2015 in the city of Karshi, in 2016 the Tashkent-Bukhara route, and in 2018 the Tashkent-Khiva route. The maximum speed of the train can be increased to 250 kilometers per hour.

Results and Discussions:

Creative works in the system of road and transport communications serve the active integration of our country into the world market, the fundamental improvement of regional infrastructure, and the improvement of the welfare of our people. The Ministry of Investments and Foreign Trade of the Republic of Uzbekistan is developing the concept of the Regional Center for the Development of Transport and Communication Relations under the auspices of the UN. Also, in the development of transport communications, promising plans for the far future have been implemented. For example, the newly built Andijan-Osh-Kashkar highway made it possible to reach China from Central Asia. The Sarakhs-Tejan-Mashhad railway opened the way to ports in the Persian Gulf of Iran. On June 17-18, 2003, in Tehran, the presidents of Uzbekistan, Iran and Afghanistan signed the agreement "On International Transport Routes" aimed at establishing the International Trans-Afghan Corridor. This road leading to the Gulf of Oman is being successfully implemented today. We can easily take our goods to the Indian Ocean through this road.

The construction of the Tashguzar-Dehkanabad-Boysun-Kumkurgan railway in a short period of time made it possible for us to reach the Indian Ocean through the Termiz-Khayraton bridge. Japanese

experts also took an active part in the construction of the road and spent 4,584,000,000 yen to build five metal bridges with a total length of 1,200 meters [2]. These facilities were completed and commissioned in 2009.

As a result of the commissioning of the 633-kilometer Nukus-Sultan-Uvais mountain-Miskin-Uchkuduk railway, the possibility of transit cargo transportation to Russia, the Baltics, the Caucasus, Ukraine, Belarus and European countries through the Republic of Navoi, Khorezm, Karakalpakstan without entering the territory of Turkmenistan was created. This made it possible to save a large amount of foreign exchange funds of our country to be paid to Turkmenistan.

The Kamchik highway, which was completed based on the requirements of foreign criteria, is now an important strategic transport communication. It provides access to China's Xinjiang region via Andijan-Osh, from there via Kashgar to the Pacific Ocean, the Middle East and Southern Europe, Arab countries, and from the west via Turkmenistan to the Caucasus, Iran, and Turkey to the Mediterranean Sea.

The heads of government of the Central Asian countries signed more than 200 agreements on transport communications in the next decade. These documents are aimed at the integration of the transport and communications economy and the development of economic life on the basis of a unified policy and mutual cooperation. Also, the fact that our country has joined more than 30 international transport communications conventions, agreements and contracts means that the future of the industry is great, and its strategic prospects are extremely high.

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Conclusion:

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