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CHARACTERISTICS OF FORMATION AND DEVELOPMENT OF ROADS IN UZBEKISTAN

Abstract: The article describes the formation of roads in Uzbekistan, the level of road coverage in the regions, regional structure, and changes in the geography of the road network.

Key words: Geographical location, highways, international roads, transit, corridor, export, import.

Аннотация: В статье описывается формирование дорог в Узбекистане, уровень покрытия дорог в регионах, региональная структура, изменения географии дорожной сети.

Ключевые слова: Географическое положение, автомагистрали, международные дороги, транзит, коридор, экспорт, импорт.

The formation and development of Transport networks are largely influenced by natural and economic-social geographic factors. The natural resource potential of Uzbekistan is positively assessed for its transport system and economic and social development. The geological structure of the territory is quite complex, in which various fossil resources that appeared in different periods are being used in the economy. The main oil and gas fields are three in the steppe, adir and Adir regions. The oil of these deposits is light, in which sulfur is less than threeraydi. There are also marble, granite, limestone, clay, plaster, stone, sand from building materials, and many other black, non-ferrous and rare metals: gold, uranium and many others. The main categories of roads in Uzbekistan connect the "resource" cities, which are formed on the basis of fossil resources.

The highway is an engineering facility designed for the car transport flight, which is described on the map as linear. They are divided into different ways, depending on the importance of using conditional signs, different colors.

According to the law of the Republic of Uzbekistan on highways, highways are classified as follows: 1. Highways in general use; 2. Streets of the city and other population points; 3. Farm highways.

Depending on the importance of universal highways, it is allocated to international, state and local roads [1]. The roads connecting countries to major industrial centers and of great economic importance are referred to in the literature as international highways. Roads of State importance can include large industrial centers, as well as roads connecting important transport routes, lanes and pristan. And local roads include roads under the care of the province, rural community, farms.

The total length of highways around the world is 20,8 mln.km (14 with hard coating mln.km. more than 1990 y). At the beginning of the XX century, highways are 27 thousand km in Uzbekistan. the road is mainly intended for horse-drawn caravan routes. In 1928-1932, the first in the Republic was 62 km in length. Bukhara-Gijduvan-Kyzyltepa road with a black coating, then Tashkent-Pskent, Kokand-Andijan-Kuyganyor and other roads were built. Until 1941 year, a large Uzbek tract with a length of 708 km, a good road was built with such a coating as Taytepa–Angren, Fergana–Gorchakova by hashar road. In 1957, Tashkent-Kokand (via Qamchik pass) highways with a length of 240 km were commissioned for use.

In the 1960-80 years of the last century, The Tashkent automobile Ring Road was built. It is worth noting, however, that the highways built in Uzbekistan during the former Union did not fully respond to international standards. After the independence of Uzbekistan, attention has been paid to the issues of construction of highways meeting international requirements, adaptation of existing highways to international standards, maintenance and repair of roads, construction of roads connecting new industrial zones with international highways. Including now

In Uzbekistan, 95.5 percent (42 thousand km) of hard-covered highways consist of all-round-covered roads. The length of all-round roads is 1,5 thousand in the last quarter century km.ga increased. Uzbekistan has advanced Road economy and International, Republican and local highways that meet modern requirements.

In 2015, the total length of highways used under the care of "Uzavtoyul" DAK is 42.7 thousand km. According to importance 4,0 thousand km (9,3 percent) Road is international, 14,1 thousand km (33 percent) Road is universal and 24,6 thousand km (57,7 percent) Road is regional and local roads.

In 2005-2015, the roads of international importance increased by 698 km or 121.3 percent. During this period, roads of State importance were reduced by 4650 km or 25 percent. Regional and local roads increased by 3252 km or 115.2 percent. Also in the Republic there are roads owned by departments (enterprise, company, farmer farms, economic organizations). 16.7 percent of the roads of international importance are to the Republic of Karakalpakstan, 13.6 percent to the Bukhara region, 10.7 percent to Kashkadarya and 10.0 percent to Tashkent regions. The share of the remaining regions is relatively low. The share of roads of international importance is very small, especially in Namangan (1.7 percent), Andijan (2.6 percent) and Khorezm (2.8 percent) regions.

Navoi (17.6 percent) and Jizzakh (10.2 percent) regions are distinguished by the share of highways of State importance. The percentage of remaining regions is lower. The share of regional and local roads is more than 10 per cent in Fergana (12 per cent), Samarkand (11.1 per cent), Karakalpakstan Republic (10.4 per cent).

The share of the remaining regions does not reach 10 percent even when they add it to all. 17.7 percent of the total number of highways in the territory of sirdarya region corresponds to roads of international importance. The share of roads of international importance is also relatively high in the regions of the Republic of Karakalpakstan (15.8 percent), Bukhara (13.2 percent), Kashkadarya and Kashkadarya (12.4 percent each) and Tashkent (10.1 percent). In 2015, 96.6 percent of the total roads in the Republic were covered with hard covers. the basis of almost all highways was cement-concrete, asphalt-concrete pavement, stone and gravel roads. 1.1 percent (486 km) of all-round roads are cement-concrete pavement, 51.2 percent (21835 km) asphalt-concrete pavement, 42.7 percent (18206 km) stone pavement and 5.0 percent (2127 km) gravel pavement roads

If you compare these indicators with 1991 year, then cement-concrete pavement 157 km, asphalt-concrete pavement roads 1122 km., paved roads increased by 537 km. It can be seen that the roads with gravel coating are reduced to 1902 km.

Taking into account the role of the Republic of Uzbekistan in Central Asia, the development of industry and agriculture, the rapid growth of economic relations with the countries of the army, the national program of development and improvement of the highway network for 1995-2010 was developed. Within the framework of this program, 100 km of the Tashkent – Andijan – Osh highway since 1996 reconstruction and repair works have been carried out on more than one mountain sections with the restoration of whiplash and Rezak tunnels.

Repair work was carried out on the part of the Republic passing through the territory of the highway connecting Europe with Asia through the Caucasus (part of the Europe-Caucasus-Asia transport corridor)-Almaty-Bishkek-Tashkent-Termez and Samarkand-Bukhara-Ashkhabat-Turkmenbashi highways. Also, the construction of the 340 km Kungrad-Beynov highway connecting Uzbekistan with the Russian Federation through Kazakhstan has been completed. Since 1999, the design and construction of the Andijan-Tashkent-Nukus-Kungrad high-speed highway, the length of which is 1422 km of international significance, began (this road is part of the Transasian continental highway connecting Europe with China through Uzbekistan and Kazakhstan).

It is worth noting that Uzbekistan occupies a leading place among the CIS countries in terms of the main indicators of the road network. Among the countries of Central Asia, Uzbekistan is characterized by the fact that almost all population punks have hard-covered roads. Nevertheless, there are problems that Central Asian countries have to solve together in the field of bimlan transport. In particular, the president of Uzbekistan Sh.M.Mirziyoyev "according to the calculations of UN experts, as a result of the effective establishment of cooperative relations between the countries of Central Asia, the gross domestic product of the region may increase at least twice in ten years.

Taking this into account, within the framework of the Ashgabat agreement, we have started the formation of the Russian – Kazakh – Uzbekistan – Turkmenistan – Iran – Oman – India Sub-Regional Transport Corridor.

We express great hope that the construction of the Uzbek – Kyrgyz – Chinese railway will begin at an early stage. In the future, this road will become an important part of the "East-West" project, a new transport corridor starting from China, passing through Kyrgyzstan and Uzbekistan, and then transported to the ports of Southern and Eastern Europe, Middle East and the Mediterranean via the newly restored Baku – Tbilisi – Kars railway.

A word on the development of regional corridors, we can not pass without noting that it is important to involve Afghanistan in this process. The completed Hezbollah-Mazar Sharif Railway and the projected Mazar Sharif – Herot highway will allow the formation of a new transport corridor that will transport Iran, Pakistan and India Railways, as well as the ports of Chokhbahor and Gwadar, within the framework of the Project "North-South".

Speaking about the integration of the countries of our region into the International, including the maritime shipping system, it is worth noting that at the same time a number of factors hinder this positive process.

This is primarily due to the lack of unified views and approaches on the development of transport flights in Central Asia, elimination of obstacles, simplification of visa, transit and customs procedures of the countries of the region, harmonization of tariff policies, improvement of transport infrastructure, formation of prospective transport corridors" [2]. In the near future, the development of highways occurs directly under the influence of the process of integration with the countries of Central Asia. And this has a significant positive impact on the growth of transit opportunities of Uzbekistan, as well as on export and import figures.

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