



HISTORY OF THE DEVELOPMENT OF THE TRANSPORTATION SYSTEM OF UZBEKISTAN (1945-1990)

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Abstract

Today, the transport system occupies a special place in the world market. It is natural that service is an important factor of economic stability. From the first days of the establishment of Soviet power, the most important task was to manage the economy and end private ownership.

Keywords: National economy, Road transport, Roads, Convoys, cargo convoys, industrial enterprises, communication points, passenger and freight traffic volumes, new road operators.

Introduction

During the years of independence, a number of projects were implemented in Uzbekistan's transport and communications system during reforms. Uzbekistan's inaccessibility to sea routes limited the widespread use of water transport services within the country, while close proximity, openness, pragmatism, and practicality became key principles of the country's foreign policy. To this end, cooperation was developed, aimed at mutually beneficial relations, designed to utilize the vast potential of the entire region. At the same time, the issuance of licenses for intercity and international passenger and cargo transportation by road, as well as the identification of objectives such as "radical improvement of public transport services, enhancing passenger safety and reducing harmful emissions into the environment, the purchase of new comfortable buses in all respects, and the construction and reconstruction of bus stations" in the context of developing the transport and communications system, increases the relevance of the topic under study [1].



Uzbekistan's geographic location and administrative borders have become more complex since the collapse of the Soviet Union. To reach seaports, Uzbek cargo had to transit through several countries. In this regard, the President of the Republic of Uzbekistan noted that "today, transport and transit costs for countries in the region that lack direct access to seaports are significantly high, reaching 70-89 percent of the value of exported goods"[2]. This situation limited the republic's ability to develop economic ties and made it dependent on the countries through which cargo transited, leading to the fact that "due to imperfect cargo procedures between the former Soviet republics, carriers lost up to 40 percent of the time spent on delivering goods"[3].

It should be noted that the railway has its own history and has developed as a transport sector. Currently, information on the geography of railway transport is briefly discussed in a number of articles, primarily in the literature on transport geography. Based on the above, in addition to the information cited in works in this area, the generalization of information such as rail transport density, speed, travel time to destination, stopping stations, impact on infrastructure development, population participation in employment, international and local freight routes and their types, seasonality of freight transportation by rail, international and local freight flows, the range and volume of freight transported within the country and internationally also increases the need to study the sector [4]. In Uzbekistan, railways occupied a leading and important place among the modes of transport. Another advantage of rail transport over other modes of transport was that it caused less damage to the environment and operated regularly despite adverse weather conditions [5].

In the years under review, railways played a significant role in the export of products grown mainly in Uzbekistan. At the same time, the Tashkent region was rich in industrial enterprises, and railways played a significant role in the transportation of raw materials. During these periods, all transport sectors of the Tashkent region were somewhat better developed. This region was located at the junction of railways, air transport, and highways connecting the central regions of the Central Asian republics. Most of the railways were electrified. Highways consisted of asphalt and gravel sections and connected all regions of the republic.[6] Railway stations were mainly oriented towards sectors serving the cotton and agricultural sectors of the national economy, and railways also served



cotton-growing areas. Beginning in 1935-1936, large-scale organizational, technical, and economic measures were also undertaken in rail transport. Primary attention was paid to regulating train traffic and preventing accidents and collisions. A number of works were also carried out to improve the material support of the system. For example, in 1933, 7.5 million rubles were allocated for transportation systems throughout the Union, and by 1937, this amount had reached 9.3 million rubles. In 1935, a unified railway traffic regulation schedule was developed for the entire Union. This schedule, reflecting new technical operating regulations, was put into effect in the summer of 1936[7]. Naturally, the plan was implemented consistently in the first years.

Delays and shortcomings in road transport operations were also a problem, and management errors were also a negative factor. However, thanks to timely analysis and correction of errors and proper execution of work, the road trust achieved positive results. From 1968 to 1988, the road trust's management focused on constructing buildings for all road transport enterprises within its structure, building repair shops, and creating conditions for workers and employees. During these years, 5,322 rationalization proposals were developed and implemented, resulting in a profit of 950,000 soums [8].

From 1955 to 1991, collective road trusts transported over 1 billion tons of nationally significant freight, and freight turnover increased to 13,938.9 billion tons. Regional transport companies actively participated in the construction of major industrial complexes, including the Almalyk Mining and Metallurgical Complex, the Tashkent, Syrdarya, and Angren Hydroelectric Power Stations, the Charvak Hydroelectric Power Station, the Tashkent, Akhangaran, and Charvak Reservoirs, vital highways, and the Tashkent-Bekabad Road. Trusted transport companies made a significant contribution to the recovery from the 1966 earthquake in Tashkent and the restoration and construction of the city. Transport companies also participated in the events in Afghanistan that began in December 1979. 350 transport company vehicles assisted the population of Afghan villages, transporting food, medicine, clothing, fuel, and other essentials, and reached the very difficult and dangerous Afghanistan[9].

In 1987, the Tashviloyatuktrans team provided significant assistance in eliminating the consequences of floods in the Pskent and Galab regions, and in 1988, in eliminating the consequences of the earthquake in Armenia[10].



Following the reorganization, public transport efficiency improved slightly, with freight volumes increasing to 148,000 tons and freight turnover reaching 56 million ton-kilometers. Financial indicators improved, with revenue reaching 854,000 soums, profits reaching 47,000 soums, and a mileage utilization rate of 0.83%.

In 1974, a new stage in the development and improvement of intercity freight transportation began. That same year, Specialized Automobile Enterprise No. 56 in Bektemir was transferred to its control. In 1975, independent automobile complexes were established in Samarkand, Andijan, and Angren, which were transformed into Automobile Enterprises No. 70, 51, and 5 in 1982-1981. In 1974, 408,000 soums were allocated for the development of the department's technical infrastructure and enterprise management. In the same year, the department's service center was launched, all communication facilities were equipped with telephones and two teletype radio stations, a selector studio began operating, a scoreboard was created, and control was also carried out over the planned route of the vehicle's exit from the garage[11].

In the 1970s and 1980s, freight bus stations were built in the cities of Tashkent, Angren, Bukhara, Jizzakh, Kokand, Kattakurgan, Namangan, Syrdarya, Urgan, Shakhsibaz, and Yanger. Areas with 4,000 containers equipped with mechanisms were established, hotel beds were increased, and comfortable conditions for drivers were created. In 1980, 6,041,000 tons of freight were delivered to their destinations through freight stations, and 10,730,000 tons through specialized road transport companies. Freight stations earned 48,879,000 soums, and specialized road transport companies earned 17,006,300 soums. In 1987, the Department of Intercity Freight Transportation was transformed into the Republican Production Department "Uzshaharlaro-AvtoYultrans", which received the right to distribute freight volumes by road and rail transport, amend quarterly plans for wages and disposal costs, pay a 30 percent bonus to individuals performing additional duties as substitutes, and reward employees of enterprises and organizations that provide assistance in the transportation of full loads on one-time trips.

From 1972 to 1982, the Department of Transport and Forwarding Road Service for the Tashkent-Samarkand Highway operated centrally within the Department. The freight bus stations of Tashkent, Syrdarya, Gulistan, Jizzakh, and



Samarkand were transformed into the newly established Yanger and Tashkent-2 bus stations, as well as the Yangiyul and Chirchik freight bus stations. The Transport and Forwarding Agency was transferred under their jurisdiction. In 1982, the Department of Transport and Forwarding Service for the Tashkent-Samarkand Highway was transformed into an association and incorporated into special automobile enterprises Nos. 56 and 70.[12]

In the years following World War II, opportunities arose for developing the transportation system on a national scale, and funds began to be allocated for the development of rail and air transport. As a result, the potential for the transportation system to contribute to the expansion of domestic and foreign trade increased. This situation has had a positive impact on the relative improvement of living conditions for workers in the transport industry.

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