

GEOGRAPHICAL ASPECTS OF STUDYING THE NATURE AND ECONOMIC FEATURES OF THE ASAKA DISTRICT OF THE ANDIJAN REGION

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Annotation. The article discusses issues of geography and development of the automotive industry in Uzbekistan. In particular, the history of the development of the automotive industry and its role in the regional economy, the geography of production and export of cars in Uzbekistan are given.

There are areas in the world on the development of which the economic condition depends not only of entire regions and regions, but also of the whole country. One such district in Uzbekistan is the Asaka district, which is located in the south of the Andijan region of Uzbekistan. At the time of the union state, i.e. until 1991, it was called Leninsky. For 8 years, from 1962 to 1970, its lands were part of the Markhamat district. Today, the Asaka district includes 8 village councils, covering 65 villages and 1 city.

The nature of the region on which it is located is represented by a flat territory, bordered by hills and adyrs, which alternate each other. Quaternary deposits, represented by small pebbles, interbedded with sand and loam, are overlain by thin cultivated sulfur soils. The southern part of the territory is crossed by the full-flowing rivers Aravansai and Akbura. The area of the district is 260 square kilometers. The highest place does not exceed 490 meters. As of 2020, the population of the district was 376811 people.

Irrigation canals and related branched systems, among which the largest are branches from the Big Fergana Canal, provide the necessary moisture to cultivated fields where crops are grown. The climate is continental, turning into subtropical, due to high summer and mild winter temperatures, close to the climate of the subtropical highlands of the south of Uzbekistan. The average temperature in July is +26.1°C, in February it is -2.9°C. The vegetation period is 220 days. The average annual rainfall ranges from 180 to 190 mm.

The soils of the study area are represented mainly by serozems, which are almost completely occupied by agricultural land, cultivated and irrigated. Their condition is closer to the old-irrigated cultivated dark gray soils. The close occurrence of soil water constantly salinizes the soil horizon and requires special irrigation measures. In spring, most of the territory, especially the hills and adyrs, are covered with ephemeral plants. Wormwood and quinoa grow in virgin areas.

The animal world is represented mainly by jackals, foxes, wolves, hares and rodents of various kinds. There are many reptiles and lizards. Fish such as catfish, carp, grass carp and silver carp are grown in the water farms of the district, which are also found in numerous canals, irrigation ditches and collectors.

The economy of the district is represented by numerous agrarian and industrial enterprises, which are in one way or another related to agriculture. But at the same time, such industries as mechanical engineering, metalworking, and chemistry have recently been developing. There are industrial enterprises and industries related to the agricultural sector in the district. Various crops are grown in the fields of farms, which are sold within the district, region and even beyond the borders of the republic. The modern center of the Asaka district, located along the coast of the Shakhrikhansay Canal, was previously called Zelensk, later became Leninsk, now called Asaka. This village received its urban status in 1938.

At the beginning of the twentieth century, there was a "Russian village" founded mainly by settlers from the central districts of Russia. Subsequently, due to certain events that took place in the twentieth century, the majority of the Russian-speaking population moved to Fergana, and there were more representatives of local nationalities in the city. But even today, you can meet people of European nationality in the city who have assimilated with the locals.

The economy of the Asaka district today is mainly represented by the development of the agricultural sector, in particular cotton-growing, but in recent years the industry, represented by the automobile industry, has also been well developed. A number of industrial enterprises specialize in the production of reinforced concrete products, auto repair, cotton cleaning, logistics and the provision of transportation services on various scales.

Oil and gas production is carried out in the region. There is an Asaka railway station. Highways to Margilan, Andijan, Fergana pass through the territory of the district. There are many educational facilities in the area. Educational institutions are represented by schools, medical and industrial colleges, a trade college, a preschool pedagogical college and an academic lyceum.

For a more complete perception of the economy of the region, we will dwell in more detail on a special branch of the studied territory, i.e. on the automotive industry, which is an important branch not only of the region, but also of the Republic of Uzbekistan. Without mentioning the characteristics of this branch of the district, it is impossible to fully reflect the basis of management. Thus, we decided to fill this gap and give a general historical, geographical and economic component of this issue.

Modern Asaka became known as the modern center of the automotive industry of Uzbekistan at the beginning of the 21st century. In the early 90s, the new production facilities of the district began to produce Daewoo cars (Tiko, Damas, Neksia). The car company itself was established in 1993 and began production of cars at the newly constructed car plant on July 19, 1996. The company's products fully satisfied the demand for cars of these classes in Uzbekistan and were widely distributed to the CIS countries, Georgia, Afghanistan and Pakistan. At the same time, exports to the CIS countries fell due to competitive mass imports to them and the creation of new car assembly plants in Russia and Ukraine, including the

same Daewoo concern with the same models, as well as the economic crisis that broke out in 2008.

In 2007, the Tashkent branch of GM Uzbekistan JSC was organized at the production sites of the Tashkent Mechanical Plant (former Tashkent Aviation Production Association named after V.P. Chkalov), where SKD assembly of Chevrolet Captiva, Tacuma and Epica cars was established, and then in 2012 the Chevrolet Malibu car. In 2008, AK Uzavtosanoat and the American concern General Motors, which absorbed after the bankruptcy and reorganization of the Daewoo concern, founded the enterprise GM Uzbekistan JSC, which is the successor of UzDaewooAuto, and Daewoo cars began to be produced under the Chevrolet brand. The brand and sales network in the CIS countries have retained the name UzDaewoo, due to the previously concluded long-term agreements on duty-free import and trade of passenger cars between the CIS countries.

Subsequently, the UzDaewoo Auto plant was re-profiled, became the UzAuto Motors concern, an enterprise for the production, as well as for the sale of cars and ultra-small minibuses of the Chevrolet brand in Uzbekistan. Since the beginning of 2019, this company has been called General Motors Uzbekistan. The company's subsidiaries operate in the city of Asaka in the Andijan region, in Tashkent and in the city of Pitnak in the Khorezm region. If in 2006 about 160 thousand units were produced, in 2011 - about 175 thousand, in April 2014 the two-millionth UzDaewoo car was produced.

At the beginning of 2014, the Chevrolet Damas model was discontinued at the plant in Asaka and transferred to the new Khorezm automobile plant of GM Uzbekistan, where SKD assembly of Chevrolet Orlando cars was also established. Since September 2015, the same plant has again started assembling the Chevrolet Labo car, which was discontinued in 2004. Since October 2015, the Chevrolet Spark, Daewoo Gentra and Chevrolet Matiz models have been produced under the Ravon brand. In 2016, production of the Ravon Nexia (Chevrolet Nexia in the domestic market) was launched, and the Chevrolet Cobalt was changed to the Ravon R4. The name "Daewoo" has been replaced for all cars produced.

In 2018, over 220 thousand cars were produced. The largest auto giant in Central Asia, created from scratch, today has a design capacity of 250 thousand cars per year. The cars of this auto giant have not only filled the gap in the domestic market, but have also entered many countries of the near and far abroad. Speaking about the economy of the Andijan region of Uzbekistan, it is imperative to consider the Auto Giant, located in the Asaka district. According to some reports, it employs more than 75 thousand people directly related to the production of cars of the GM Uzbekistan company. Today, it is impossible to imagine the economy of the district without taking into account the auto giant General Motors Uzbekistan, which has a huge impact on the development of many industries in the country. The company has a huge impact on the development of many sectors of the economy and in the region. This includes employment, special education, science and logistics, which boosts the entire economy of the region.

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