



# **REFORMS IN THE FIELD OF THE AUTOMOBILE TRANSPORT SYSTEM IN UZBEKISTAN DURING THE YEARS OF INDEPENDENCE AND THEIR RESULTS**

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**Abstract:** The development of the transport infrastructure of the Republic of Uzbekistan, the emergence of a modern transport system, stabilization of the economy, the formation of a national transport system, the influence of highways on the economic development of the country.

**Key words:** Republic, transport, highways, machine building, South Korea, Asaka, "UzDaewooavto" pass, transit, Kamchik, Khanobod, Pungon, Rezak, Chodak

The creation of a modern transport infrastructure system of international highways during the years of independence has become one of the main conditions for fulfilling the tasks set for the industrial and innovative development of the republic's economy.

Despite a number of problems in the transport and communication sector in Uzbekistan, the republic has the necessary opportunities to implement the planned work in this regard. For example, the Republic of Uzbekistan has the highest density of the road network in the Central Asian region, with 41 kilometers per 100 sq. km. However, this indicator is 19.4 kilometers per 100 sq. km in the Republic of Tajikistan, 17 km per 100 sq. km in Kyrgyzstan, and 4.7 kilometers per 100 sq. km in the Republic of Kazakhstan [6].

The government of the republic, despite the difficulties of the transition period, began to create large-scale structures and modern production facilities, as well as transport infrastructure in the first years of independence.

Since the early 1990s, a modern machine-building industry has been established in the city of Asaka, Andijan region. In June 1992, during his official visit to the Republic of South Korea, the First President of the Republic of Uzbekistan, I. A. Karimov, signed the initial documents on the development of economic cooperation between the two countries [2]. In August of the same year, an agreement was reached on the establishment of a joint venture in Uzbekistan to produce automobiles in cooperation with the Republic of South Korea.

Regarding the establishment of the enterprise, the Cabinet of Ministers of the Republic adopted a special resolution on November 5, 1992 on the establishment of the joint venture "UzDEUavto" to produce automobiles in cooperation with the "Selkhoz mash" concern and the "DEU Corporation" corporation [7]. The Selkhoz mash concern was tasked with developing a Concept aimed at further developing the automotive industry in the republic within 3 months. The founders of this joint venture, established in cooperation between the Republic of Uzbekistan and the Republic of Korea, were designated as the "DEU" Corporation from the Republic of Korea, and the "U'zavtosanoat" Association from Uzbekistan. As a result, it was



agreed to operate the automobile manufacturing enterprise being established in Uzbekistan under the name “U’zDEUavto”. According to the agreement, the share of both parties in the joint venture was determined as 50%, 100 million US dollars for the “DAEWOO” Corporation, and 50%, 100 million US dollars for the “U’zavtosanoat” Association.

It was determined that the production capacity of the “UZDEUavto” joint venture, which is being established in cooperation with the South Korean “DAEWOO” Corporation, will be 200 thousand passenger cars per year. The joint venture is expected to produce passenger cars of the “Reyser” and “Tiko” brands, as well as minibuses of the “Damas” brand, and in April 1996, it was planned to produce the first passenger car [1; P.1-3.].

The construction of the “UzDAEWOOavto” joint venture is the largest project not only in the Central Asian countries, but also in the CIS countries, with a total capital investment of half a billion US dollars. The fact that large loans have been allocated for this construction by large banks of foreign countries indicates the confidence of foreign investors in the economic policy of independent Uzbekistan.

Uzbek mechanical engineering is a product of independence, and it was registered in March 1993 under the name "UzDAWOO-avto" and established on the basis of the former trailer manufacturing enterprise in Asaka, Andijan region, and the beginning of the construction of this important facility laid the foundation for the automotive industry in Uzbekistan.

The emergence of a large machine-building enterprise in Uzbekistan has led to the development of the transport and communication system associated with it. Also, in recent years, due to the investment policy pursued in the transport sector in the Republic: 1) a rapid growth in the share of transport services in the country's GDP is observed. If in 2000 the volume of transport services amounted to 205.4 billion soums, in 2018 it increased by 6.4%, i.e., 23.1 trillion soums, more than 100 times; 2) during this period, passenger transportation services increased from 3.6 billion to 5.8 billion people. The volume of freight transportation increased by 1.5 times, and in 2018 it amounted to 1.2 billion tons; 3) in previous periods, 7 logistics centers and 29 freight transport bases were established.

The Ministry of Transport was also established as one of the important bodies of state administration in this area. At the same time, taking into account the development of the global logistics system and the growing requirements for the organization and management of the road transport complex, an institute for professional training and retraining of personnel in the field of road transport was established under the Ministry of Transport.

The Republic of Uzbekistan is a party to more than 70 international conventions, agreements and bilateral agreements on transport communications and participates in a number of international programs for their integration. In many cases, projects are significant in that they are aimed at increasing the transit potential of Uzbekistan, which includes 99 routes intended for the passage of international carriers [6].

The importance of roads in the development of cities is incomparable. In the transport and communication system, the role of ring roads, which are of inter-district importance, is more important than the internal roads of small and medium-sized cities. In this regard, the roads providing inter-district transportation in Andijan and Fergana regions are distinguished by their flatness and smoothness. At the same time, significant work has been carried out in this regard in Namangan region. For example, in 1994, an 18-kilometer bypass was built in Turakurgan district, and the highway connecting the district with the region was renovated. However, serious shortcomings still exist in a number of districts of Namangan region. For example,



despite repeated repair work on the highways connecting the Turakurgan-Chust and Turakurgan-Kosonsoy districts, the flatness of the roads has not changed for the better. This situation indicates that it is necessary to raise the quality of work in road construction to a new level [4; P.54.].

The role of transport, especially automobile transport, is also very important in increasing the country's defense capabilities and strengthening its military-strategic position. In this regard, the importance of automobile transport is especially great.

Nuritdin Muhitdinov (1917-2008), who served as the first secretary of the Namangan regional party committee in 1947-1950, noted in his memoirs that the road connecting the valley with Tashkent through the Kamchik pass had existed for a long time.

Nuritdin Muhitdinov, together with the then chairman of the regional executive committee V. Haydarov, sent a letter to Stalin. However, there was no response to the letter for a long time. Then N. Muhitdinov called Beria's assistant.

After that, specialists from the road construction department arrived. They inspect the future road, report to Moscow about it and promise to allow the construction of the road. The regional leaders again call Beria's assistant and inquire about the fate of the road construction. Soon, a decree of the USSR Council of Ministers is issued on the construction of a road through the Kamchik pass. Based on this decree, on June 4, 1952, the then leader of Uzbekistan, Aminjon Niyazov, arrives in the city of Pop and gives instructions to carry out construction work on the Kamchik pass, which connects the Tashkent oasis with the valley.

Mamajon Rakhimov, one of the leaders of the Pop district, crosses the Kamchik pass on July 4, 1954. Previously, automobile traffic was considered problematic due to the narrowness of the road, its slippery surface in winter, and mud in summer. After the Republic of Uzbekistan gained independence in 1991, special attention was paid to improving the condition of this pass and bringing traffic on it to the level of international requirements [4; P.80.]. Considering the great importance of the road passing through the Kamchik pass for the life of our republic, it was decided to repair and expand it. Construction enterprises of Fergana, Namangan, Andijan regions were involved in the construction work. In 1996 alone, work worth 194 million. 500 thousand soums was completed. During this period, about 16 km. of the road was widened and new asphalt was laid on the most dangerous part of the Kamchik pass. Many pipes and road barriers were installed in necessary places. The necessary road markings were placed on the carriageway of 12 km. of the road. In four places, turning sections of the road, 2.2 km. pedestrian walkways were repaired again [3; P.72-73.].

On June 29, 1998, the resolution of the Government of Uzbekistan “On the Program of Measures to Deepen Market Reforms in the Namangan Region and Accelerate the Social and Economic Development of the Region for 1998–2000” was published[8]. In accordance with the resolution, the Uzavtoyol Concern completed the construction of a road foreman's house, 29 consumer services, trade and 100-seat catering establishments, and a State Automobile Supervision (SANS) facility on the Kamchik pass at 150–162 km of the Tashkent-Osh highway. These construction works were carried out to ensure the safety and security of the road and improve passenger service. Such activities have had a very positive impact on the improvement of the road between the country's capital and the valley regions and the development of the social infrastructure of villages such as Khanabad, Pungon, Rezak, and Chodak located on the pass [4; P.82.]. In conclusion, the role of roads, in particular highways, in the socio-economic and cultural life of the country is incomparable.



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