

Territorial Differences and Opportunities in the Branches of Transport in Surkhandarya Region

Erdonov Muhammadi Nuralievich, Omonturdiev Abdulaziz Mamayusupovich

¹ Termez State University Department of Geography Teacher

² Termez State University Department of Geography Senior Teacher

Abstract:

The article analyzes the local transport systems of the region and the features of their contents and development.

Key words: transport, regional transport system, transport-geographical location, foreign economic relations, resource, transport infrastructure.

INTRODUCTION

The convenience of the geographical location of a particular area plays an important role in its socio-economic development. At the present time, when scientific and technological progress is intensifying, the world economic systems are developing rapidly, a favorable geographical location has a special place in the economic prospects of any country. At the same time, it should be noted that transport plays an important role. Today, the development of transport systems of different countries, regions or individual states has become one of the most important issues. Indeed, transport systems play an important role in the socio-economic development of any country, its integration with the world economic system.

In this regard, the development of the transport system and its unique geographical position play an important role for connecting with the capital and other regions and raising the economic and political status of Surkhandarya region, where located in the most southern part of the country. Consequently, the well-known scientist A. Soliev says about the geographical location of this region: - "In our country, only Tashkent and Surkhandarya regions are connected with 3 countries, but such a political geographical location, geopolitical situation has a special character for Surkhandarya region." (Солиев А. 2014, б. 284).

Currently, the territory of Surkhandarya region is 20.1 thousand square meters. km and the permanent population was 2594.6 thousand people. Although the region is naturally geographically in the south of the country, it is surrounded by mountains on the north, west and east, and is open only on the south. Such peculiar features of the surface structure of the region and the hydrographic network, in turn, have an impact on the formation of the climate, the composition of the settlement system.

THE MAIN PART. The territory of the region stretches 220-250 km from north to south and 150-170 km from west to east. It should be noted that the region is also rich in mineral resources. Coal is mined in Shargun and Boysun deposits, polymetallic ores in Khanjiza and Chakchar deposits, salt in Khojaikon [7], crude oil in Khavdok, Kokaydi, Uchqizil, Mirshodi and Jaloir deposits.

Surkhandarya region administratively consists of 13 districts, 8 cities, 114 settlements. They differ in terms of the size of their territory, demographic potential, level of socio-economic development. We can include Denau, Termez, Angor districts in the relatively densely populated areas of the region. It

should be noted that the territory of Sariosiyo, Boysun, Sherabad districts differs from other districts in size, but they are located in the mountainous areas of the region.

Features of the natural geographical, socio-economic and political development of the region play a leading role in the formation of its transport systems, the development of transport infrastructure. While the first railways in the region passed through its flat part, settlements were formed in those areas. Due to the fact that a large part of the territory is mountainous, there are inconveniences in the organization of transport systems.

Transport is an important sector of the regional economy. The role of transport in the interconnection of the internal territories of the region, its external economic and social relations is great [6].

Railway, road, air, water and pipeline transport are formed in the Surkhandarya region. The first railway line to the region was built in 1915 during the reign of Tsarist Russia (Kagan-Termez). This can be called the first step in the formation of the regional transport system. Later, in 1925, the Termez-Dushanbe railway was launched from Termez to connect the northern regions of the region, with a length of 248 km. The construction of this road was one of the important factors in the emergence of many settlements and in the economic and social development of the regions. In 1971, the construction of the Termez-Kurgantepa-Yavan railway began in the region.

At present, the total length of regional railways is 411.5 km, of which 179.4 km are electrified. There are 5 main railway routes in the region, including: Termez-Kudukli, Aknazar-Kumkurgan, Baldir-Termez, Termez-Amuzang, Termez-Port. The number of stations in them is 27. The share of railway transport in the regional freight turnover is large [14].

The Moscow-Dushanbe and Ashgabat-Dushanbe railways pass through the region. There are trains Termez-Tashkent, Termez-Amuzang, Termez-Sariosiya Termez-Baldir. There are also trains Dushanbe-Astrakhan, Dushanbe-Konibodom, Kulob-Astrakhan via Termez.

Also, on August 17, 1995, the Cabinet of Ministers of the Republic of Uzbekistan adopted a special decision on the construction of the Guzar-Boysun-Kumkurgan [6] railway. The total length of the railway is 223 km, of which 115 km are in Surkhandarya and 108 km in Kashkadarya region. This railway has brought Surkhandarya region 120-130 km closer to the capital of our country [13]. It serves to expand foreign economic relations by increasing the volume of freight and passenger traffic.

In addition, at the initiative of President Islam Karimov, the Galaba-Amuzang railway was restored, and from March 1, 2018, freight trains will run from Termez station to Hoshadi station in Shahrituz district of Tajikistan. This road plays an important role in Uzbekistan's relations with the southern regions of Tajikistan [12].

The role of road transport in the socio-economic life of the region, in the transportation of goods and passengers is invaluable. After all, this type of transport has a special place with its (door to door) advantages in cargo and passenger transportation.

The total length of regional highways is 2843 km, which are of international, state and local significance. A total of 351 km of roads are of international importance. Also, the total length of local highways is 1502 km. forms. These include the Termez-Karshi, Termez-Hayraton, Termez-Dushanbe, Termez-Tashkent, Denau-Karshi, Denau-Shakhrisabz, Denau-Guzar, Denau-Urgench, Denau-Samarkand highways [11].

The launch of the Karachi-Kabul-Termez highway in the near future will connect our country with Afghanistan and Pakistan and provide access to the Indian Ocean [10].

Air and pipeline transport also play an important role in the socio-economic life of the region. Through Termez International Airport in Termez, Surkhandarya region is connected with the capital of our country - Tashkent, regional centers and neighboring countries. Termez-Tashkent, Termez-Moscow, Termez-Samarkand-Namangan, Termez-Bukhara, Termez-Ashgabat, Termez-Andijan, Termez-Almaty, Termez-Kabul and other air routes are worth mentioning [7].

The grouping of rural districts of the region by length of roads shows that the most potential districts in this regard are Sherabad and Boysun districts, each of which has an average length of 300 km. more than (Table 1). The average position in this regard is occupied by Sariosiya, Termez, Muzrabat, Denau districts, while the potential of all other rural districts is lower than the length of highways.

1-table

| Groups of districts | Highways length km | Name of districts |
|----------------------|--------------------|--|
| I. (high potential) | More than 301 km | Sherobod, Boysun |
| II. (Medium) | 201-300 km | Sariosiyo, Termez, Muzrabot, Denau |
| III. (low potential) | 200 km. and until | Kumkurgan, Kizirik, Oltinsoy, Jarqorghan, Uzun, Shurchi, Angor |

The table was compiled by the authors.

There are only 351 km of international roads in the region. In some districts (Kizirik, Muzrabat, Oltinsoy, Uzun) there are no such roads. On the contrary, state and especially local roads play an important role in the transport potential of Surkhandarya region

Pipeline transport plays an important role in the development of a number of oil and natural gas fields in the region.

CONCLUSION. In general, the share of transport in the total volume of services provided in Surkhandarya region for a year (2017) is more than 1/5. However, the role of the existing transport system in the effective use of the existing mineral resources potential of the region, the expansion of its foreign economic relations is not high. It is also important to strengthen the transit role of Surkhandarya region due to its unique transport location, including its direct border with three foreign countries, making Termez a truly southern gateway to the country.

REFERENCES

1. Ульджабаев К.У. Экономическая реформа на железнодорожном транспорте. - Т., Мехнат, 1999.
2. Солиев А. Ўзбекистон географияси. - Т.: Университет, 2014.
3. Рўзиев А. Республика мизнинг субтропик ўлкаси. - Т.: Ўзбекистон, 1972.
4. Рўзиев А. Қишлоқ хўжалигида ихтисослаштириш ва фан техника тараққиёти. Т.: Ўзбекистон, 1981.
5. Солиев А., Назаров М. Ўзбекистон қишлоқлари. Т.: Фан ва технология, 2009.
6. Abdunazarov. H. M., Niyozov. X. M. "ISSUES OF ECONOMIC AND SOCIAL DEVELOPMENT OF KUMKURGAN DISTRICT", Middle scientific bulletin, vol 13, june 2021

7. Umarova M. H, Esanov N. A, Xolmatov Z. M, and Turaev Q. T, “THE CLASSIFICATION OF THE NAMES OF POPULATION SETTLEMENTS IN SURKHANDARYA REGION BY THE HISTORICAL FACTORS”, *IEJRD - International Multidisciplinary Journal*, vol. 5, no. SPECIAL ISSUE, p. 4, Dec. 2020
8. <https://mintrans.uz/>
9. http://surxonstat.uz/uz/?option=com_content&view=article&layout=edit&id=4069
10. Turaev Kuvonchbek Tohirovich, “RELIGIOUS TOURIST FACILITIES OF HISTORICAL AND GEOGRAPHICAL STRUCTURE IN UZBEKISTAN ”, *IEJRD - International Multidisciplinary Journal*, vol. 5, no. 3, p. 5, Apr. 2020.
11. Turaev K.T and Turayeva Z.M 2020. The Issue of Studying Religious Tourism in Uzbekistan. *International Journal on Integrated Education*. 3, 8 (Aug. 2020), 43-47. DOI:<https://doi.org/10.31149/ijie.v3i8.535>.
12. Esanov N. A, “SOME ISSUES RELATED TO THE FORMATION OF URBAN SETTLEMENTS IN UZBEKISTAN BEFORE INDEPENDENCE”, *IEJRD - International Multidisciplinary Journal*, vol. 5, no. 9, p. 6, Jan. 2021.
13. Umarova, M. H., & Turaev, Q. (2021). Names of Places Related to Religious Tourism and their Origin. *Middle European Scientific Bulletin*, 12, 371-373. Retrieved from <https://cejsr.academicjournal.io/index.php/journal/article/view/566>
14. Allanov Q.A., & Choriev A.Q. (2021). Effects on the Location and Development of the Production Forces of the South Surkhan Reservoir. *Middle European Scientific Bulletin*, 11. <https://doi.org/10.47494/mesb.2021.11.495>.