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# Development of The Transport System in Uzbekistan in The Second Half of the 20th Century

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***Abstract***

*It is known that after the Second World War in Uzbekistan, production, transport system and roads were in a somewhat difficult situation. By the 70s and 80s of the 20th centuries, this system received significant development. Especially in the Tashkent region, progress in the transport system and its impact on society were much more effective. This article will tell you about the positive changes in the transport system over the years.*

**Keywords:** *Automobile transport, Highways, parking lots, freight car parking, freight transport, industrial enterprises, communication points, passenger and freight traffic volumes, new auto repair shops .*

## 1. Introduction

The employees of the transport of the Republic of Uzbekistan face high and complex tasks. The main task is to fully satisfy the needs of the republic's economy and the population for road transport, to arm the road transport with more modern equipment, and to expand smooth roads. In order to further improve the work of transportation, rationalization of transport and economic relations, correct distribution of cargo and passenger transportation between railway and road transport, acceleration of cargo transportation, reduction of cargo transportation distance and transportation costs, effective use of vehicles, ensuring that cars are idle during loading and unloading and unloaded. there are important tasks such as reducing idle trips, using automation and computer technology on a large scale, using internal reserves, maximum mechanization of loading and unloading operations, planning the employees of the automobile industry and enjoying a new system of economic incentives . Therefore, road transport and stone roads are one of the most necessary tools for further development of industry and agriculture in the republic, as well as providing cultural and household services to the population. The service of road transport and stone roads is incomparable in creating the republic's material and technical base. [ 1]

Taking into account the importance of the development of highways, it is necessary to accelerate the construction of these roads, including the implementation of necessary reconstruction works on the roads leading from the largest cities of the country, the completion of the highways that were started to be built in the previous five years, as well as the provision of smooth roads to the main settlements of kokhoz and state farms. .

Factors that increase the volume and distance of cargo are as follows:

1. The introduction of minerals and raw materials located in remote regions of the country, such as the Far East, Siberia, Central Asia, into the economic circulation,
2. The development of industry in the Eastern regions of the country, in Central Asia, made it possible for the production regions to be far away from the consumption regions.
3. Improvement of specialization in the production of some types of products, especially in machine building.
4. Large and abundant production of commodity products in industry and agriculture.
5. In particular, the expansion of international trade in long-distance transportation of mass cargoes such as wood, oil, and coal.[2]

The composition of the network has changed. Trusts were established to provide services to passengers in public transport vehicles. The first heads of the trust were V.S.Rajabov and M.G.Zdraykovskaya. They had passed the hard school of fighting years and knew the specifics of the network. During their tenure as a leader, they demonstrated organizational skills, gained reputation due to their conscientious attitude to their duties and strict adherence to discipline. They did not treat every employee as a mere performer.

The economic efficiency of the centralized method of cargo transportation is great. In this way, cargo transportation reduces unnecessary unloading of cars during loading and unloading, the number of forwarders, the cost of cargo transportation, the demand for cars of each enterprise, and labor productivity increases.

Transportation of goods by cars is widely developed in agriculture. A characteristic feature of agricultural cargo transportation is the seasonality of travel and the fact that it is carried out on dirt roads that are difficult to walk on. The most frequently transported agricultural goods in our country are cotton and mineral fertilizers.

Due to the light weight of the seed, heavy-duty cars and trucks were not fully loaded, and only 53 percent of their load-carrying capacity was used. Unloading the seed was also a difficult task, and transportation costs increased. In 1978, the specialists of the association created the PSX-7 tipper semi-trailer. It was tested in front of interested representatives. This new trailer is considered worthy and suitable for its task. And it was put into serial production. Its carrying capacity is 7 tons, and a number of measures aimed at carrying out the seeding by means of mechanisms were carried out.[3]

If, in 1980, cotton transported by road transport was about 4 million tons and mineral 5.0 million tons, in 1985 4 million tons of cotton and 7.0 million tons of mineral fertilizers were transported. The future rational scheme of cotton transportation will be created in the "field-vehicle-train-cotton factory" method. The mineral fertilizer produced in Uzbekistan must be transported in the scheme "plant - car transport - cotton field" without bags. The introduction of the rational scheme of transporting a part of cotton and mineral fertilizers will save several million soums per year.

In 1981-1985, the annual transportation of cargo in small batches weighing no more than 1.0 - 2.0 tons by cars will also increase. Such transportation is necessary to serve stores, canteens, domestic services, local small industries, communication points, etc. As the life of workers improves, the need for such goods will increase. Although the volume of these cargoes is currently 2-4 percent of the total car cargo turnover, it is necessary to increase the weight of such low-carrying cars, and it is necessary to pay great attention to the organization of their work, because the cost of such transportation is much higher.[4]

In 1975-1978, an information and computing center was established. Ya.S. Geller was appointed chief. Starting from this day, at 12 automobile enterprises of the Tashkent Centralized Transport Trust, the calculation of road tickets using electronic calculators began. The execution of the cargo plan, fuel consumption, indicators of the use of equipment, wages of drivers, accounts with customers and other information were obtained.

Motorists should increase their freight turnover by 1.5 times. It is necessary to increase the volume of cargo in car trailers. This makes it possible to perform incomparably large-scale work with low output, to save a large amount of fuel and lubricants, and to obtain extremely high economic efficiency. At that time, the condition of the material and technical base of the centralized transportation auto trust and economic indicators were as follows.

There were delays and defects in the work of autotrantransport, the mistakes of the managers were also a negative event, but due to the fact that the mistakes were investigated and corrected in time, the work was put on the right track, and the autotrust achieved positive results. During the years 1968-1988, the management of the auto trust paid more attention to the construction of the buildings of all the auto enterprises within its structure, to the establishment of repair workshops, and to the creation of conditions for workers and employees. During these years, 5322 rationalization proposals were developed and implemented. A profit of 950 thousand soums was made due to this.

Such changes in the trust system continued until 1968, when the volume of passenger and cargo transportation increased and new car companies were established. In the same year, 2 passenger and freight trusts were established on the territory of the Tashkent region auto trust. "Tashkent regional transport" trust includes the following enterprises - 2 in Chirchik, 16 in Bekobod, 45 in Almazor, 46 in Alimkent, 72 in Angren, 74 in Toytepa, 8 in Almalyk, 80 in Soldatskoe, 81 in Pskent, 107 in Yangiyol, 212 in Yangibazar, 122 in Boka, 125 in Bostonlik. rooms, 2503 on Yangiyol - motor convoy, specialized 56-automotive factories operated. Later, the 107th automobile factory in Bekobad, Zafar, Yangiyol, and

the 2503rd automobile convoy were merged, and the 56th automobile factory was removed from the trust. A total of 120 motor transport organizations were left in the trust.[5]

In the period from 1955 to 1991, trust companies transported more than 1 billion tons of national economy cargo, the volume of cargo turnover increased to 13,938.9 billion ton-kilometers. Regional Transporters took an active part in the huge construction of the industrial network, including the construction of the Olmalik Mining and Metallurgical Combine, Tashkent, Sirdaryo, Angren GRES, Charvoq HPP, Tashkent, Ohangaron, Charvoq reservoirs, vital highways, Tashkent - Bekobod road. The contribution of the trust motorists was great in ending the consequences of the earthquake in Tashkent in 1966, in the reconstruction and construction of the city . 350 vehicles of the automobile company helped the residents of Afghan villages and took food, medicine, clothes, fuel and other necessary things to the very difficult and dangerous Afghanistan.

In 1987, the team of "Tashviloyatyuktrans" helped to eliminate the consequences of floods in Pskent and Ghalaba districts, and in 1988, they helped to eliminate the ruins of the earthquake in Armenia.[6]

During the construction of a large water reservoir in the river Ohangaron, the 74th special depot was established, and 100,000 cubic meters of soil, thousands of tons of cement, iron, reinforced concrete and metal constructions were transported. Thanks to this water structure, which has a water capacity of 250 million cubic meters and occupies an area of 20 square kilometers, it became possible to cultivate 62 thousand hectares of land in Ortachirchik, Galaba and Aqkurgan districts of Tashkent region. Thanks to the creation of the Tashkent sea, the opportunities for planting cotton, grain, fruits and vegetables, horticulture and animal husbandry in agriculture have expanded, boarding houses, sanatoriums, industrial enterprises and organizations' rest areas, recreation centers have been established around the sea. Water sports were introduced and competitions were held.[7]

With the new organization, the efficiency of its use of public cars increased slightly, and the volume of cargo transportation increased to 148,000 tons, the freight turnover reached 56 million ton kilometers, the financial indicators increased, the income was 854,000 soums, the profit was 47,000 soums, the utilization rate was 0.83 percent.

Since 1974, a new stage in the development and improvement of intercity cargo transportation has begun. In the same year, the 56th special car factory in Bektemir was given to him. In 1975, independent car factories were established in Samarkand, Andijan and Angren, and in 1982-1981 they were transformed into the 70, 51, 5 car factories. In 1974, 408,000 sums of funds were allocated for the development of the technical base of production and management of enterprises. In the same year, the control service center was launched, all means of communication - telephone, two teletype radio stations were equipped, the selector's studio started working, the scoreboard was established, and the planned route of the car leaving the garage was controlled.[8]

In 1970-1980, freight bus stations were built in the cities of Tashkent, Angren, Bukhara, Jizzakh, Kokand, Kattakorgon, Namangan, Syrdaryo, Urgan, Shakshibaz, Yangier. . In 1980, 6,041,000 tons were delivered to the destinations through cargo bus stations, and 10,730,000 tons were delivered through special auto companies.

In 1987, the intercity cargo transportation department was transformed into the republican production department "Uzshaharlararo-avtoyoltrans" and made changes to the quarterly plans for the distribution of the volume of road and rail transport cargo, the wage fund, the expenses of disposal, and a 30% increase in the tariff to those who perform additional duties as a deputy. they had the right to pay fees, to reward the employees of enterprises and organizations helping to transport full loads on direct flights.[9]

## 4. Conclusion

In 1972-1982, the department of transport-expedition highway service was established within the department, centered on the Tashkent-Samarkand road. Tashkent, Syrdarya, Gulistan, Jizzakh, Samarkand cargo bus stations were transformed into the newly established Yangier, Tashkent-2 bus stations, Yangiyol and Chirchik. The transport-expedition agency was placed at his disposal. In 1982, the Tashkent-Samarkand road transport-expedition highway service department was transformed into an association and included in the special 56th and 70th automobile enterprises. [10]

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