

STATE POLICY OF THE REPUBLIC OF UZBEKISTAN IN THE FIELD OF RAILWAY

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ANNOTATION:

In this article, the author analyzes on the basis of Clear data that after the Republic of Uzbekistan gained its independence from the former Union there are a number of problems that, as in all spheres, impede its stable operation in the railway system, are waiting for its solution, and state policy of the Republic of Uzbekistan in the field of railway, restoration, modernization of moving content (locomotive and wagon), the search for alternative transport corridors for access to the world market), reveals its meaning and essence. This aspect of the issue directly serves as an additional material for studying the latest History of Uzbekistan.

Keywords: problems in the railway system, state policy of the Republic of Uzbekistan in the railway sector, restoration of the integrated railway transport system, electrification and modernization of the railway network, development of railway infrastructure, restoration and modernization of moving content, search for alternative transport corridors.

RELEVANCE:

The railway system of our country, together with the independent state, has paved the way for great progress. "Over the past quarter century, based on a well-thought-out,

long-term strategy, tremendous creative work on the comprehensive development of the network has been carried out. Since the establishment of the "Uzbek Railways" Joint - Stock Company, the volume of cargo transportation has increased by 2.1 times, the volume of Passenger Transportation has increased by 2 times, 1.5 billion tons of cargo has been transported by rail and 370 million passengers have been delivered to their destination " [1], undoubtedly, our greatest historical achievement in this direction has been. At the moment, the bulk of cargo and passenger transportation falls on the railway sector, and the importance of this network in the development of our economy is constantly increasing. Therefore, in the years of independence, the study of public policy, its content and essence in the development of the railway transport system is of great importance.

TECHNIQUES:

This article is based on the principles of historicity, criticism, and comparative-logical analysis, departmental, impartiality, in which the state policy conducted in the field of railway in our country during the years of independence and its content and essence are revealed.

RESULTS OF THE STUDY:

Having declared its independence on August 31, 1991, Uzbekistan inherited an

economic, financial and price-quality system, extremely disruptive management system and economic relations, which completely destroyed the former Union. The economy of the Republic became part of a single national economy complex managed from the center, industrial enterprises located on its territory were engaged in the extraction of raw materials, production of semi-finished products, and all these products were transported out of Uzbekistan. Our republic was in the last place among the former allied republics on all main economic and social indicators. In particular, the railway sector, which was one of its main components, was no exception.

After gaining independence, it became clear that, as in all spheres, there are a number of problems that impede its stable operation in the railway system, waiting for its solution, in particular: first, during the former Union, economic relations with the countries of Central Asia, including Uzbekistan for several decades with foreign countries are located on the shores of the Black, Baltic, Japanese and, Chop and Brest border stops in Belarus and Ukraine carried out by rail. In this respect, Uzbekistan could only reach the North and the East, and in the southern direction, transport communications practically did not find its way out [2]; secondly, after the collapse of the USSR, the problem of foreign communications became more acute for Uzbekistan. Because the cargo of our republic has to pass through several countries, in particular Kazakhstan and Russia, in order to reach the sea ports. "Today," says the president of Uzbekistan Sh. M. Mirziyoyev said that the transportation and transit costs of the countries of the region, which do not have direct access to the sea ports, are significantly greater and they are up to 70-89 percent of the value of the exported products [3]. This situation can limit the opportunities for the development of economic

relations of our state and make it dependent on the countries where our cargo passes in transit. Moreover, this problem gave impetus to the emergence of a new (political) problem in the railway system. In this regard, the first president of the Republic of Uzbekistan I. A. Speaking at the international conference dedicated to the development of the Transport Network Europe-Caucasus-Asia (TRACECA), which was held in Baku on September 8, 1998, Karimov noted that the railway will pass "...the leaders of the country " can "demonstrate their ability to subordinate their political will to a single strategic goal the interests of incompatible with each other on certain issues. this task is the central, most printsiplial condition of achieving the ultimate goal today, I will not be mistaken if I say, " [4] it was not accidental to mention; for the reason that the entire national railway system covering the territory and regions of Uzbekistan was not restored, Fergana Valley, the region of Surkhandarya, the Republic of Karakalpakstan and the Khorezm region were separated from other regions of Uzbekistan in terms of connection with railway networks. The cargo of the national economy brought by the railway and transported abroad would have to cross in the North – 360 kilometers to the Republic of Karakalpakstan and the Khorezm region, in the south – 194 kilometers from the territory of Turkmenistan to the Surkhandarya region, and in the west – 100 kilometers from the territory of Tajikistan to the Fergana Valley [5].

These geographical inconveniences necessitated the implementation of a large amount of foreign exchange and duty payments for the use of the Railways of the countries of the army, along with the Prohibition of solving the problems in relations between the heads of both the states and the railways; the fact that the quadruple, the moving content of the railways (locomotives and wagons) It should be noted that during the former Union, the

modernization and re-equipment of transport facilities, the introduction of advanced modern technologies into the work process was not carried out in a single order and systematically. The main focus was on the repair work of outdated vehicles [6]. This situation, in turn, would inevitably have affected the decline in the stool of movement safety and quality of transportation services to consumers, on the one hand, if it did not allow the modern organization of production on the other. The main means of repair of locomotives and wagons (machinery and equipment, vehicles and working weapons) of workshops were still left technologically at the level of 80-ies, modern diagnostic and special equipment was missing, and most of their existence was far behind the technical and economic indicators of this type of foreign equipment. Of course, such a situation would not have left without a negative impact on the quality of maintenance of locomotives and wagons in due time. As a result of poor quality of repair work, the number of unsuitable locomotives and wagons increased from year to year, in the process of work, the cases of their dismissal were repeated more often, and in the case of unplanned (not foreseen) re-repair work increased. In the "Uzbek Railways" concept of development of the state-Joint-Stock Company" adopted by the order of the chairman of the state-Joint-Stock Company "Uzbekistan Railways" dated December 31, 1997 numbered 127, it was noted that if the situation continues in this way, in 1998-2010, 73 percent of the main road in the locomotive economy, 42 percent maneuver conveyors and 58 percent.

A similar situation was present on the wagon farm. In particular, the inventories of the cargo wagon Park were reduced to the account of depreciation and deviations, as well as the impossibility of updating and replenishing them. At a time when the platform (open cargo wagon) and the semi-trailers were

available in excess of the need, there was a shortage of other types of wagons. According to the calculations of specialists in the field, by 2000, it was found that there could be a shortage of 500 carriages and 400 closed carriages [8]. In 1997-1998, 116 of them will have to be removed from use for their service in the next 2 years [9], 217 units from the 1397 wagon will have to be removed from use. That's why "...in the years of independence, the solution of the problem of" accelerating the implementation of projects for the renewal of the park of passenger locomotives, modernization and restoration of cargo locomotives and wagons " [10] became one of the most pressing issues; from the fifth, at a time when the most developed countries of the world electrified a large part of the railway networks and For example, if at the beginning of the year 2000 in Germany 18857 kilometers, or 49,5 percent of the railway used in general, was electrified, the impact on its cargo turnover was 87,6 percent, then these figures correspond to 5166 km in the UK., 31 %, 55%, in Italy 10488 km., 65,2%, 90,7%, in France 14148 km., 44,5 %, 84,8%, in Japan 12037 km., 59,8 %, 87%, in Russia 40300 km., 46,8 %, 77,7%, in Ukraine 9104 km., 40,5 %, 67,5%, 3664 km Kazakhstan, Which is equal to 26,7 %, 54,3%. Although the electrification of railway highways in the country's changeable Vine was founded in 1984, by the end of 1999 there was 17 percent of the total use of the railway (619 km.) electrified, its salinity accounted for 28.6 percent of the shipping turnover [11].

With the decree of the president of the Republic of Uzbekistan dated November 7, 1994 on the basis of the sections of the former Central Asian Railway located on the territory of the Republic "Uzbek Railways" state Stock Company was established in order to eliminate the above-mentioned problems, fully meet the needs of transportation of cargo and passengers on the railway and The decree

defines the state-Joint-Stock Company" Uzbek railways " as an authorized body that leads the processes of cargo transportation in the railway sector and carries out economic activities [12].Development of railway transport communications, wide involvement of foreign investments, decree of the president of the Republic of Uzbekistan "on measures to remove and equalize the railway from the monopoly"dated March 2, 2001 in order to increase the level and quality of service of the railway transport, as well as the decision of the Cabinet of Ministers of the Republic of Uzbekistan "on improvement of the organization of management of the state In these documents, the importance of railway transport in ensuring effective and sustainable functioning of the country's economy, the development of railway communications, the reconstruction, renovation and modernization of the railway industry, the creation of favorable conditions for the wide involvement of foreign investments, the introduction of market principles and principles into the management system and economic relations between participants in the, particular attention was paid to the issues of increasing the level and quality of railway service in economic sectors and sectors [13]. Broad involvement of foreign direct investment, radical increase in the efficiency of the activities of the Joint-Stock Companies, ensuring their openness and attractiveness to future investors, introduction of modern corporate governance methods, in order to create favorable conditions for the role of shareholders in the strategic management of enterprises, the state Joint-Stock railway company "Uzbek Railways» was renamed The Open Joint-Stock Company "Uzbekistan railways" by the decree of the president of the Republic of Uzbekistan dated April 24, 2014 "on measures to introduce modern corporate management methods in Joint-Stock

Companies" [14]. Such progress of reforms necessitated a literal new systemic conciliation on the railway line of our country. As a result, the state policy of the Republic of Uzbekistan in the field of Railways was developed, in which, first, the restoration of the Republic-wide railway transport communication system; second, electrification of the railway network; Third, Modernization of the railway and the development of its infrastructure; fourth, restoration, modernization of the structure moving under the railway (locomotive and wagon); fifth, the search for alternative For this, more than 8 billion dollars have been invested (of which 2,6 billion dollars are foreign investments) [15].

Decree and special decisions of the president of the Republic of Uzbekistan and the Cabinet of Ministers of the Republic of Uzbekistan have been adopted in order to develop new lands, mineral deposits, improve transport supply of railway transport, solve production and social issues in the regions of the Republic, and formulate single railway networks in our country [16]. "Navoi-Uchkuduk-Sultan Uwaistog-Nukus" (633 km), which is strategically important for the economy of our country and covers the bridge built on Amudarya on the basis of this decree and special decisions.), "Tashguzar-Boysun-Kumkurgan" (223 km.), electrified "Angren-Pop" (123 km.) construction of new railways"...the restoration of an independent, single and holistic railway communications system that reliably and efficiently connects all regions of our country, provides access to international transport networks has undoubtedly been our greatest historical achievement in this direction" [17]. The projects implemented have opened up huge opportunities for the development of rich underground mineral Resources, Oil, Gas, non-ferrous metal, coal, potash, building materials and other high-quality, valuable minerals, the

development of the fields of construction, industry, transport, communications, services in the localities, health, education and training, in general, the opening of new cultural centers, the revival of life, the acceleration of its The implementation of such a huge project and plans has played a significant role in the employment of the population living in the region and the satisfaction of their practical needs. These roads have dramatically increased the potential of Uzbekistan to access and export to foreign countries, first of all, to the ports of the four countries of the Indian Ocean, South and South-East Asia in the near future through the Transafgan railway, and at the same time to expand the transit role of our country.

Today, the total length of the Railways of our homeland is 7000 kilometers. In the years of independence, about 4 and a half thousand kilometers of Railways were restored, 2100 kilometers of new railways were laid. In order to provide services at the level of international requirements for passengers, to create comfort, 18 stations were put into use, and 20 of them were renovated at the level of world standards. During this period, special attention was paid to the issues of electrification of Railways, the lines "Tashkent - Khujakent", "Tekachi - Angren", "Tashkent - Samarkand" and "Maraqand - qarshi" were electrified. The second phase of the construction of the electrified railway network "Jizzakh-Yangier", which has an electrification of 325 kilometers of the railway station "Karshi - Termiz", a two-way flight, is being carried out. Over the past years, 2680 kilometers of Railway have been fully electrified [18].

In the years of independence, special attention was paid to the provision and modernization of modern, highly effective locomotive and comfortable wagons of moving content in order to increase the level and

quality of service in the transport sector of the "Uzbek Railways" stock company. On the basis of the contract concluded between Uzbekistan and China, for the first time in late 2003, the Uzbek railways were brought and tested the first Russian-made "Uzbekistan" electric car developed at the Chinese factory "SSR Zhuzhou", and in 2004 11 of the same electric car and in 2010-2011 15 of them were imported. In addition, in the midst of 2008-2012 years, ten new modern TEP70BS passenger trains of the Open Joint-Stock Society of the Russian Federation "Kolomensky plant" were purchased, designed to attract passengers.

These hoods gave the opportunity to direct passenger trains at a speed of 160 km/h. According to the resolution of the Cabinet of Ministers of the Republic of Uzbekistan dated July 15, 2019 numbered 586, with the participation of the Asian Development Bank started work on updating the locomotives Park in 2019-2021. On July 17, 2019, an international agreement was signed between the «Uzbek Railways" Joint Stock Company and the CNTIC-CRRC DLOCC consortium of the people's Republic of China on the transmission of 24 units, including 16 trucks and 8 passenger electric vehicles, and this project was implemented in 2019-2021. [19]. Today, In addition to the rapidly developing and high-tech Tashkent passenger carriages construction and repair Plant, Foundry-mechanical plant, unitary enterprises "Uztemiryo'lmashtamir", repair, modernization and re-equipment of locomotives and passenger carriages, the railway network was founded in our industry in a short period of time. Here, 2.5 thousand cargo and 150 new passenger carriages have been developed, 735 passenger carriages have been modernized [20].

At a time when the mutual integration of the regions of the world is accelerating, there is

a need to provide our foreign economic relations with transport, to restore alternative routes connecting Europe and Asia. In this sense, Uzbekistan became a member of the TRACECA project, which was founded in Brussels in may 1993 by the TAS program for the provision of technical assistance from the grant funds of the European Union. The project envisages the creation of economic and political opportunities for independent exit through alternative corridors to European and world markets, development of interregional cooperation, improvement of integration processes of European-Caucasian-Asian international transport routes. The Sarakhs Agreement and agreement signed in 1996 on the restoration of the Transcaucasian communication corridor between Azerbaijan, Georgia, Turkmenistan and the Republic of Uzbekistan became one of the main stages in the restoration of the direction connecting Europe and Asia. On June 17-18, 2003, a trilateral agreement was signed between Afghanistan, Iran and Uzbekistan on the creation of an international Trans-Caspian transport corridor. On this basis, the State Joint-Stock Company" Uzbek Railways "signed an agreement with the government of the Islamic Republic of Afghanistan on the construction of the 95-kilometer" Khayraton-Mazari Sharif " Railway project with an estimated value of 129 million US dollars. The construction of this Railway began on 22 January 2010 and was completed in a short period of time, namely on 4 November 2010. Only in 9 months of 2012, 2,9 million tons of cargo was transported to Afghanistan, of which 2,2 million tons were transit and 750 thousand tons were export cargo. [21]. At present, taking into account the important geostrategic location of Central Asia, interconnecting the largest international markets, accelerating the integration of our region into the international system of transport corridors, starting from

China within the framework of the project" east-west", passing through Kyrgyzstan and Uzbekistan, and subsequently restored the Baku-Tbilisi-Kars railway to Southern and Eastern Europe through the main road,, There are tasks for the formation of a new transport corridor, which leads to the Pakistani and Indian Railways, as well as to the ports of Chokhbahor and Gwadar [22].

CONCLUSIONS:

Based on the above views and comments, we believe that the following conclusions can be noted, in particular, the implementation of huge projects aimed at the development of transport communications in our country not only satisfied the demand for cargo transportation within the country, but also influenced the growth of foreign economic relations, and secondly, the deep reform of the transport communication system opened, therefore, the restoration of the unified and integrated railway transport communications system during the years of independence strengthened the territorial integrity and security of our country.

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