

Highways, Functions and Importance in the Republic of Uzbekistan

Muhammadjonov Azizbek, Baxromjonova Dilnoza

Student of Andijan Machine-Building Institute

Azimov Sarvarbek

Assistant teacher of Andijan Machine-Building Institute

Abstract: The development of the transport communications and the improvement of their use one of the most pressing tasks in the development of the economy. The share of highways in the national freight traffic in the country shows that highways are one of the key factors in the development of the country's economy.

Keywords: Economic development, transport communications, state road policy, highways, road users, allotted area, road construction, consumer properties of highways, road diagnostics, tourism infrastructure, transit potential.

INTRODUCTION: The priorities and properties of the state road policy are the creation of international transport corridors that ensure the conditions of economic development of the country, ensuring reliable transit and inter-regional vehicle links, the formation of a single integrated transport environment of the republic, the restoration of the Great Silk Road and access to world markets [1].

Marked as the practical solution of these tasks requires improving the transport and operational quality of the existing road networks, adapting the technical and operational conditions of the roads to the requirements of road users, ensuring the comfort and safety of traffic, effective organization of road maintenance. Highways play a pivotal role in the socio-economic development of nations, and the Republic of Uzbekistan is no exception. With its strategic location in Central Asia, Uzbekistan has recognized the importance of a well-developed highway network to facilitate trade, enhance connectivity, and promote overall economic growth. Advantages of Highways in Uzbekistan [2].

Trade Facilitation:

Highways serve as vital arteries for the transportation of goods and services. In Uzbekistan, a well-connected highway network facilitates the seamless movement of goods domestically and internationally, promoting trade and economic exchanges [3].

Connectivity and Accessibility:

Highways enhance connectivity by linking urban centers, rural areas, and remote regions. This connectivity ensures that all parts of Uzbekistan are accessible, fostering balanced development and reducing regional disparities.

Boost to Tourism:

An extensive highway network contributes to the growth of the tourism sector. Improved connectivity makes it easier for both domestic and international tourists to explore the diverse landscapes, historical sites, and cultural richness of Uzbekistan [4].

Job Creation and Economic Growth:

The construction and maintenance of highways create employment opportunities, stimulating economic growth. Moreover, the efficient transportation of goods leads to increased productivity and competitiveness in various industries.

Safety and Efficiency:

Modern highways are designed with safety features that reduce the risk of accidents. Additionally, well-maintained roads contribute to smoother traffic flow, reducing travel time and increasing overall efficiency in transportation [5].

Infrastructure Development:

Highways are integral components of infrastructure development. The construction of roads often leads to the development of associated infrastructure, such as bridges, tunnels, and service areas, further enhancing the overall transportation network.

MAIN PART

Talking of "On Motor Roads", the purpose of the Law of the Republic of Uzbekistan "On Motor Roads" dated 29.07.2007 is to regulate relations in the field of design, construction, reconstruction, repair, maintenance and operation of highways. A highway is a complex of engineering structures designed for the movement of vehicles, ensuring their continuous and safe movement at a specified speed, weight, size, as well as land plots allocated for the placement of this complex and a defined range of space above the complex.

Road users - legal entities and individuals who are road users or carry out activities in the prescribed manner within the designated area and the roadside zone. Allocated area - a plot of land allocated in the manner prescribed by law for permanent use of the highway, its relevant structural elements and engineering structures, as well as buildings, structures, fences and landscaping necessary for the use of the highway. Roadside zone - a plot of land adjacent to the allotted area, the boundaries of which determine the special conditions of land use to ensure the safety of the population and traffic safety. Inter-farm rural highways are highways that pass through rural areas and connect farms.

Inter-farm rural highways shall be at the disposal of local public authorities, unless otherwise provided by law. The classification of the appendix to the Resolution of the Cabinet of Ministers of the Republic of Uzbekistan "On improving the organization and quality control of construction and operation of roads" dated 29.07.2007, public roads, inter-farm rural roads, cities, urban settlements, villages and defines

the types and structure of repair and maintenance of aul streets (hereinafter referred to as "highways") and the basis for substantiating the use of funds, forecasting the cost of repair and maintenance of roads and road structures and the organization of road works is calculated [6].

Road constructions - constructions which are structural elements of highways: artificial constructions (bridges, overpasses, trestle, pipes, tunnels), protective constructions (snow protection trees, noise and wind protection devices, avalanches, barracks) sand, landslides, anti-slip devices), elements of road equipment (parking lots and passenger pavilions, recreation areas, special areas for parking and stopping of cars, group barriers, guide posts, outdoor lighting), buildings and ancillary facilities (road repair points, repairman's house, asphalt-concrete shops, cement-concrete shops, production bases), on the balance of road maintenance organizations (buildings of repair and maintenance enterprises). Consumption properties of highways is a set of transport-performance indicators that directly meet the interests of road users. Consumption properties include: speed, continuity, safety and convenience, vehicle capacity and level of movement, axle weight, load, gross mass and dimensions, the ability to drive cars and trains allowed on highways, environmental safety, aesthetics and other properties. Road diagnostic is a key element in the system of collecting information on the condition of roads and includes determining the technical condition of roads in the period under review, forecasting the technical

condition of the road after a certain period, identifying the primary causes of the defects on roads.

- Roads in the Republic of Uzbekistan are classified as follows:
- Public highways;
- Streets of cities and other settlements;
- Farm highways.

Public highways are state property and are open to highway users. Public roads provide freight and passenger transportation between cities and other settlements to meet the needs of the population, the socio-economic and defense needs of the state. Public highways are divided into highways of international, national and local importance.

In accordance with international agreements of the Republic of Uzbekistan, roads included in the network of international highways are included in the list of highways of international importance. Roads that provide transportation between the administrative centers of regions and districts of the Republic of Uzbekistan, cities subordinate to the region, cultural and industrial centers, and connect these centers with roads of international importance, airports, railway stations, ports and berths, as well as neighboring countries. is one of the most important highways. Roads connecting the administrative centers of districts with towns, villages and auls, as well as with roads of state importance, are included in the list of highways of local importance. Streets of cities and other settlements pass within the limits of cities, townships, villages and auls, except for the sections of these streets included in the list of public highways of the Republic of Uzbekistan in accordance with the established procedure. Commercial highways are the property of the state or legal entities and individuals. Roads that serve technological purposes, branch, service, patrol and other similar highways are included in the list of commercial highways [3]. The large-scale socio-economic reforms carried out in the country in recent years and aimed at increasing the industrial potential of the regions, radically changing the appearance of cities and rural settlements are an important factor in increasing the intensity of economic ties and economic development. construction, development of a network of modern highways, the most important transit transport routes, including "Tashkent - Termez", "Samarkand - Bukhara - Alat", "Guzar - Bukhara - Kungrad - Beynau", "Tashkent - Chimgan - Charvak recreation area" Major work has been done on the complex reconstruction and repair of roads. Along the new route, which bypasses the Sergeli district, the Tashkent ring road has been fully paved, and complex traffic intersections have been built in Tashkent, Nukus, and Bukhara, as well as bypass roads major settlements. In 2017-2018, more than 4,000 km of inter-farm roads were repaired under the regional highway development program, as well as the reconstruction of 265 km of public roads [4]. The geographical location of the country requires that the main transport corridors in access to world markets and the development of foreign economic relations are roads and railways. One of the priorities of the state road policy is the creation of international transport corridors that provide the conditions for economic development of the country, ensuring reliable transit and inter-regional transport links, creating a single transport environment integrated externally and internally, as well as access to world markets via the Great Silk Road. The Great Silk Road of Uzbekistan is one of the central pillars of the ancient highway of interaction and cooperation between Europe and Asia, and the improvement of international transportation processes will lead to an increase in orders for transit cargo. The development of passenger traffic will also increase the flow of tourists in Uzbekistan. In order to address the existing problems in the tourism infrastructure, improve the quality of services and actively promote national tourism products in world markets, increase the effectiveness of reforms in the tourism sector by increasing the human resources of the tourism industry and dramatically increase the number of foreigners entering the country. In accordance with the main directions of the concept of tourism development in the Republic of Uzbekistan in 2025, the State Committee for Tourism Development of the Republic of Uzbekistan and the Ministry of Investment and Foreign Trade of the Republic of Karakalpakstan Work has begun on the establishment of a

tourist transport corridor "Uzbekistan Tourism Highway" to the city of Muynak In the study and implementation of the state of highways and roadside infrastructure along the tourist transport corridor "Uzbekistan Tourism Highway", to identify road sections in need of capital and current repairs, as well as to determine the location of roadside infrastructure facilities; assistance in the process of issuing permits to entrepreneurs for the organization of entrepreneurial activities related to the development of roadside infrastructure (allocation of land, obtaining construction permits); control over the implementation of tasks by the relevant state bodies on the solution of problematic issues within their competence (installation of road signs, construction of sanitary-hygienic stations, etc.). The first practical steps have now been taken to build a Trans-Afghan transport corridor connecting Central Asia with the Indian Ocean. The implementation of this project will serve to ensure stability and economic growth in the whole region In his speech at the 75th session of the UN General Assembly, President Islam Karimov put

forward important and urgent initiatives to produce competitive products, find new international markets and increase exports and make full use of transit potential. In this regard, he proposed to open a regional center for the development of transport and communications under the auspices of the UN. Speaking of transport communications, It should be noted that this is one of the most important and topical issues for Uzbekistan. Therefore, Uzbekistan attaches strategic importance to the development of the transport industry, implements a wide range of measures aimed at the development of transport infrastructure at the national and regional levels, as well as is working to integrate it into the international transport system. According to international experts, Uzbekistan has the potential to increase its transit capacity from the current 7 million to 16 million tons through the improvement of infrastructure, the introduction of flexible tariffs and the formation of new promising routes. Uzbekistan does not have direct access to the ocean, and there are 44 such countries in the world. But if 42 of them cross the border of one country, the next is the ocean. For this, Uzbekistan has to cross the territory of the two countries Relevance of the case. What are the advantages of access to the sea and the ocean, according to experts, today 90% of intercontinental trade cargo between Asia and Europe is transported by sea. Landlocked developing countries spend about 18 percent of their export earnings on transportation services, compared to 9 percent in developed countries [7].

CONCLUSION:

The closest way to the ocean is through Afghanistan. In this sense, today Uzbekistan is fully interested in the development of comprehensive relations with our close neighbor, ensuring peace and stability on this land, and the efforts of Uzbekistan over the next four years will create an atmosphere of good neighborliness, mutual trust, friendship and respect. formed. The main goal is to ensure the deep integration of our region into the global economic, transport and transit corridors. As a result, incomes and product quality will increase, additional jobs will be created, costs will be reduced, and new technologies will be introduced. Access to new markets will be ensured to accelerate the development of market reforms and increase production. In conclusion, the importance of highways in the Republic of Uzbekistan cannot be overstated. A well-developed highway network is a key driver for economic growth, trade facilitation, tourism promotion, and overall national development. As Uzbekistan continues to invest in and expand its road infrastructure, the country is poised for sustained progress and prosperity. The advantages brought about by an efficient highway system contribute significantly to the well-being of the citizens and the nation as a whole.

REFERENCES:

1. Resolution of the President of the Republic of Uzbekistan No. 535-PQ of December 20, 2006 "On measures to develop the construction of public roads in 2007-2010";
2. Azimov, S., & Shirinboyev, M. (2022). DEVELOPMENT OF TECHNOLOGY FOR CREATING POLYMERIC COMPOSITE MATERIALS BASED ON POLYVINYLIDENFLUORIDE AND DISPERSED FILLERS. *Евразийский журнал академических исследований*, 2(13), 828-835.

3. Abduqayumovna, K. M., & Qayumjon o'g'li, A. S. (2022). MEN SEVGAN YETUK OLIMLAR. *Journal of new century innovations*, 19(5), 125-129.
4. Gulomov, J., Azimov, S., Madaminova, I., Aslonov, H., & Dehqonboyev, O. (2020). IV CHARACTERISTICS OF SEMICONDUCTOR DIODE. *Студенческий вестник*, (16-9), 77-80.
5. Behzod, B., Suhrob, A., & Sarvar, A. (2019). DIFFERENTIAL LEARNING IN PHYSICS. *European Journal of Research and Reflection in Educational Sciences Vol*, 7(12).
6. Qayumjon o'g'li, A. S., & Sulaymonovich, T. S. (2022). DEVELOPMENT OF A MACHINE FOR CUTTING COTTON. *Новости образования: исследование в XXI веке*, 1(5), 192-198.