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PROSPECTS FOR THE CONSTRUCTION OF RAILWAYS IN UZBEKISTAN

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ABSTRACT

JSC "Uzbekistan Railways", since its formation-November 7, 1994, has been the most important structural link in the formation and development of the economy of the Republic of Uzbekistan for more than 20 years. Sustainable development, stability, introduction of innovative technologies, dynamic increase in the economic and industrial growth rates of the enterprises of JSC "Uzbekistan Railways" create favorable conditions for the development of the transport industry and the entire economy of the Republic of Uzbekistan as a whole.

Keywords: railway network, projects for the development, eastern regions, railway lines.

INTRODUCTION

Throughout the existence and functioning of the railway transport works in close connection with other branches of the national economy of the Republic of Uzbekistan. One of its main tasks is to meet the needs of the economy in providing timely cargo and passenger transportation. The work in this direction is carried out in various aspects and is aimed at ensuring the safe maximum possible capacity and carrying capacity of the railway network of the Republic of Uzbekistan.

METHODOLOGY

When working out the long-term development plans of the JSC, the state of the industry was carefully studied, in order to identify "bottlenecks", key points that need to be adjusted for the further socio-economic development of the country and the industry:

- the need to update the fixed assets of railway transport;
- increasing the technical and technological level of railway equipment;
- the need for uniform development of railway transport infrastructure, increasing the capacity and carrying capacity of railway lines;

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- the need to create conditions for attracting investment in rail transport and increasing the volume of transit freight traffic;

- the need to improve the safety of railway transport;

- the need to increase the length of electrified lines;

- the need to build new sections of railway lines to meet the needs of the country's economy in the timely delivery of finished products, raw materials and supplies;

- the need to increase the established speed of movement at the landfill of the republic to increase the attractiveness and comfort of railway transport, as well as the development of tourist services;

- the need to increase the attractiveness of the country's railways by attracting investment for the implementation of projects for the development and creation of new transport corridors.

It provides for the development of human resources, increasing productivity and improving the working conditions of railway transport workers, as well as improving the safety, efficiency, environmental friendliness and economy of railway transport.

Thus, as a result of the implementation of the works, transport conditions will be created to ensure the dynamic development of the country's economy, the growth of the gross domestic product and industrial production.

Railway policy makers are guided by two large-scale strategic objectives. The first task is to build capacity and improve the quality of infrastructure. The second task is to reform the industry in order to ensure that it can adapt and survive in the modern market economy.

Freight rail transport will also be improved. The existing capacity of the network, released by dedicated passenger lines, will be used to meet the demand for cargo transportation. The volume of container traffic by rail, which is currently in its infancy, will be increased by expanding the capacity of those railway lines that carry the most intensive container traffic. A number of major routes that are used for intensive container transport are being upgraded to allow for the passage of two-tier container trains.

If at the first stages of operation of the road, its role was primarily affected in the political and military areas, then gradually the commercial component also began to increase. From 1887 to 1900, cargo turnover increased by 7.3 times. The export of such goods as cotton, dried fruits, silk and karakul from Central Asia has sharply increased. In turn, Russia began to import more manufactories, sugar, metal and other

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products of production. Under the influence of the opened opportunities for export to the Russian markets, there was an increase in production in the countries of Central Asia, certain types of industry began to develop, primarily cotton gin, the appearance of the railway also had a positive impact on the development of Russia's trade with Afghanistan and Persia. Thus, if in 1896-1900 the turnover of Russian-Afghan trade amounted to 2.7 million rubles, then in 1906-1910-5.8 million, and in 1911 – already 10.6 million. The presence of the railway also influenced the development of the eastern regions of Persia and the Persian-Russian trade.

The new high-speed train runs between Tashkent and Samarkand along with other electric trains serving this route. The high-speed train "Afrosiyob" passes 344 km of railway track in two hours and fifteen minutes. The maximum speed is 250 km per hour.

Afrosiyob consists of two locomotives and nine comfortable cars - 2 VIP class cars (11 seats in the car), 2 business class cars (26 seats in the car), 4 economy class cars (36 seats in the car) and a bistro car.

The modern look of the train is given, first of all, by its design-aerodynamic, optimized for the impact of pressure waves and crosswind. The length of the electric train is 157 m, the height is 4 m. All salons are equipped with soft, comfortable reclining chairs and built-in tables, as well as video monitors. All areas of the train are non-smoking areas.

The cabins of all cars are equipped with clothes hangers and places for storing large luggage, as well as traditional luggage racks. In the cars, the necessary conditions are created for people with disabilities, in the third car there is also a place with a special attachment for placing wheelchairs, equipped with a steward call button. The movement of wheelchairs is also facilitated by the fact that the floor in all areas of the train has the same level.

RESULTS AND DISCUSSION

In the middle of the twentieth century, the steel highway united a network of railways in the territory of Uzbekistan, Turkmenistan, Tajikistan and partly Kyrgyzstan, the management was located in Tashkent.

During the Second World War, the road became even more strategically important, due to the fact that it provided a link between Central Asia and the Caucasus and the center of Russia. Measures were taken to significantly increase its capacity, and to produce locally scarce materials and spare parts.

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In 1933, the car service and car sections were organized, in 1935, car repair points were built, which allowed creating conditions for strengthening the production and technical repair base of cars. By the end of the 80s, there were 16 car depots on the road, equipped with the necessary technical means, technological equipment and mechanisms. Were also established in the repair and equipping stations for passenger cars, 16 points prepare wagons and platforms, 13 points provisioning covered and insulated railcars, 5 wash and steam stations equipment refrigerated sections. A refrigerator depot has been built at the Syrdarya station, which provides repair and operation of refrigerator sections. There were 18 main locomotive depots on the road, where all types of maintenance and routine repairs of locomotives were carried out. On the entire main track, the sand and gravel ballast was replaced with crushed stone, heavy-duty switches were laid, and heat-treated rails P50 and P65 were laid. The total length of the sand protection structures was 2,660 km (more than 40% of all tracks).

Road construction also developed in Central Asia. There was a Transcaspian railway: Krasnovodsk-Tashkent. But with the increase in the volume of cargo and passenger traffic, the inconveniences associated with transshipment to sea vessels for transportation on the Kras-Novodek-Baku section have increased. To ensure the exit of goods from Central Asia to the center, the Orenburg-Tashketskaya railway line was built at the beginning of the XX century.

Construction of railway access roads, stopping points, freight yards, and other facilities may be carried out on the initiative and at the expense of interested legal entities and individuals in accordance with the established procedure.

Construction and reconstruction of railway lines, stations, pedestrian bridges and tunnels, passenger platforms and other objects of railway transport services, acquisition of rolling stock for suburban carried out at the expense of the Railways, but can also be at the expense of the local budget, interested businesses and individuals.

To solve the problems of railway transport development, the state administration of railway transport may create centralized insurance and reserve funds.

CONCLUSION

Settlements of senders and recipients of cargo and cargo baggage with railway transport enterprises for transportation, freight operations, freight forwarding services and use of rolling stock, as well as payment of fines and penalties for non-

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performance of contractual obligations and damage caused to the railway, are carried out in accordance with the procedure established by law.

The order of distribution of the income of railway transport received from all types of transportation is established by the state administration of railway transport, taking into account the specific contribution of each railway transport enterprise to the transportation process.

Construction and reconstruction of railway lines, objects of mobilization purposes, including industrial enterprises, electrification and communication facilities, as well as the acquisition of railway rolling stock and large special-purpose mechanisms are carried out in accordance with the procedure established by law.

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