Railways of Uzbekistan in a new era

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Abstract. In the current era of globalization, the life and development of the peoples of the world cannot be imagined without the movement of vehicles. Automobiles, railways and air transports, which are the achievements of modern science and technology, have connected all continents in such a way that no field can be imagined without modern means of transport. It is known from the experience of the leading countries in the world economy that achieving global competitiveness and entering world markets, first of all, consistent economic reform and structural changes are all related to the development of transport infrastructure. This article analyzes the reforms that took place in the railway sector during the years of independence and their results.

1 Introduction

After gaining independence in the republic, fundamental changes took place in the railway sector, including the Khorezm railway area. The stations of the Khorezm railway region were bordered by the territory of the Republic of Turkmenistan on both sides, and it became difficult to bring goods and passenger trains to the region.

In the course of political changes, complicated situations arose in the use of railways between the new countries. In particular, part of the railways connecting the Lower Amudar region with the central regions of Uzbekistan and Russia remained under the control of Turkmenistan and Kazakhstan. As a result, large amounts of customs fees (duties) were paid for the passage of trains carrying goods and people (300 Swiss francs per car as of 1991, one million US dollars per year as of 1998). By the Decree of the first President of the Republic of Uzbekistan dated December 26, 1991, the Aralboi department of the Central Asian Railway was established from January 1, 1992. Railway construction engineer Tinchlik Murzagulovich Temirboev was appointed to the department, and Hayitboy Ermetovich Eshmetov was appointed as his deputy for the Khorezm region. Department Call station is marked as the center.

2 Main part

Special organizations (SPMK) and specialists were appointed for railway construction. In 1992, the builders of SPMK-624 in Khojaly built the 14-kilometer "Gazochok-Miskin railway". This road passed on the right bank of Amudarë, over the Tuyamoyin hydroelectric...
3 Results and discussion

Analyzing the activity of road networks in the Khorezm region, we can see that no unified organization regulating this sector was established at the level of the region until 1995. The establishment of the Kongyrot regional railway network organization, established on February 8, 1995, was an important factor in solving the above-mentioned problem. This organization was mainly engaged in receiving and sending trains, ensuring loading and unloading of goods, issuing documents, connecting CIS wagons to trains for timely delivery, ensuring the integrity of public goods and wagons, monitoring the activities of the enterprise organizations belonging to the node. To increase the transport potential of the Khorezm region, it is planned to connect the Kungirat-Maqat road with the port city of Aktau (Oktog, Mangishloq) on the Caspian Sea of Kazakhstan [4,7].

This road began to work rapidly in November 2004, when the Caucasus-Crimea railway was put into operation. 70 km from Baku since 2014. a railway ferry started to run from the distant new harbor to the city of Turkmanboshi. The ferry carries 30 wagons of goods and 200 passengers 306 km in 12 hours. would bring it to a distance. This sea route was also of great importance for the transportation of goods brought by Uzbekistan from foreign countries. In 1997, a department under Uztemiryolkonteiner JSC was established at the Urganch production site (JDK).

To ensure loading and unloading of customers' goods at the site; carriage of wagons and registration of documents; Connecting CIS wagons to trains for timely delivery; dealt with issues of ensuring integrity of public goods and wagons. On March 1, 1998, the Khorezm branch of Uztemiryolyolyochtashish JSC was established. Its main tasks are passenger transportation on international, domestic and intercity routes; providing citizens with tickets and delivering them to their destinations in a stable and safe manner; implementing a set of measures to strengthen the material and technical base of branch units together with local state authorities and management bodies; is to increase the passenger capacity of the stations in the service area [5].

On August 6, 2000, the Urganch railway station, which was repaired, began to receive passengers again. Comfortable lounges, ticket offices, information services on the 1st-2nd floors of the station building have created new amenities for passengers. On March 11, 2004, under the leadership of the First President of the Republic of Uzbekistan, the project cost was 25 billion on Amudarè. 556 million soums and a length of 681 m. railway bridge was opened. The bridge was able to carry 14 trains and more than 1,000 cars per day in both directions. This made it possible to reduce the travel time of trains on the Urganch-Tashkent route by 5.5 hours, the distance by 300 kilometers, and save foreign currency paid for transit to the neighboring country [6,1].
Due to the fact that the construction of this bridge took place in very complicated and difficult conditions, most of the workers and workers who took an active part in its construction were given state authority based on the presidential decree. Khorezm railways were connected to Uchkuduk–Miskin–Sultan Uwais–Nukus highway. The travel time of trains on the Urganch–Tashkent route has been reduced to 5–6 hours and the distance has been reduced to 300 kilometers. In November 2012, a new railway station was built and put into operation in Urganch.

In 2002, the passenger transport department of the company was reorganized within the framework of the “Uzbekistan Railways DAJ”. On August 1, 2003, the Khorezm branch of JSC “Uzbekistan temir yollari” was transformed into an open joint-stock company. As a result, along with increasing their income, the employees who served in the railway sector increased their desire to create new opportunities for the transportation of public goods and passengers. During 2010–2011, Urganch locomotive depot received 4 TEP 70 BS, UZTE 16 locomotives of modern type designed for hauling freight and passenger trains. Each part (section) of these locomotives had a power of 4000 horsepower and corresponded to world standards. As the volume of transported goods increased, so did the number of wagons entering the region.

The tasks of the Prime Minister of the Republic of Uzbekistan “On the further development of the Khorezm region from the socio-economic point of view, including the establishment of new production and public service entities on the basis of unused facilities and inactive enterprises in the region” on February 1, 2012 No. 01-02-23-12 for the purpose of execution, the chairman of the board of “Uzbekistan temir yollari JSC OJ. Based on Ramatov's order No. 98 N of February 22, 2012, 800 jobs were created in the region as a result of the establishment of the RAILWAY OBOD livestock and poultry complex for 1,000 cattle and 50,000 poultry in Shavot district of Khorezm region.

On the basis of the order of the Cabinet of Ministers of the Republic of Uzbekistan No. 184-F of March 19, 2012 and the order of the Chairman of the Board of Uzbekistan Railways JSC No. 155 N of March 25, 2012, the Urganch Excavator JSC plant was transferred to the management of Uzbekistan Railways JSC. This plant is engaged in the production of pumps for water management systems, excavators, repair of railway equipment and wagons, manufacturing of various iron structures.

On December 22, 2012, “Khorazm railway construction unitary enterprise, construction of residences, cottages and objects for social purposes; development of construction materials, products and structures; production of products, mechanisms, equipment and tools for transport construction; implementation of new construction technologies; sale of building materials produced by the enterprise; current and capital repair of consumer goods, construction raw materials, machines; participation in wholesale, stock exchange, auctions, providing transport services, leasing tasks.

On July 27, 2015, the first President of the Republic of Uzbekistan signed the decision PQ-2376 “On measures to implement the Navoi–Konimekh–Miskin railway line construction project”. The goal of the project was to create tourist routes connecting the cities of Tashkent, Samarkand, Bukhara and Khiva to a single transport route. Construction work started on December 1, 2016.

In March 2017, President Sh.M.Mirziyoyev the investment project was optimized due to decision to change the direction of the Navoi–Konimekh–Miskin railway line to the Bukhara–Myskin line. This road further developed the transport infrastructure of Karakalpakstan, Bukhara and Khorezm regions. In July 2017, the Cabinet of Ministers of the Republic of Uzbekistan approved the construction project of the Bukhara–Myskin railway, taking into account the updated technical and economic basis of railway construction, the changes that will occur on the route, together with “Uzbekistan Railways” JSC and competent expert bodies. Amendments were made to the state guarantee and loan agreements previously.
Taking into account the historical monuments of the city of Khiva and the fact that many tourists come to see them, it was planned to build a railway suitable for "Afrosiab" trains. This construction project was proposed during Sh.M. Mirziyev's visit to Khorezm region on January 27-28, 2017. On April 25, 2017, by the President's decision, a new railway section between Urganch and Khiva with a total cost of 35.9 million USD was constructed, including the construction of a new Khiva railway station and improvements to the surrounding area.

According to President of the Republic of Uzbekistan Sh.M. Mirziyoyev's decision of April 25, 2017 on the construction of a new railway line Urganch-Khiva No. PQ-2927, the construction of a new railway line has started from the 402nd kilometer of the Urganch-Shavot station. The first deputy of the Cabinet of Ministers of the Republic of Uzbekistan, the chairman of the State Joint Stock Company of Uzbekistan Railways O.J. Ramatov led. Bunedkor railway workers first built a railway with a total length of 33.78 km (main road 29.6 km.) from Urganch station to the city of Khiva in accordance with the requirements of the time. In addition, 831,000 cubic meters of earthworks were completed, 93 artificial water structures, 5 bridges and 1 overpass, 10 protected pereezd, 32.8 km. 10 kW/h. the power line was built and put into operation.

204.75 billion soum was spent for beautifying the surroundings of the new station, building a fountain and landscaping. Of this amount, 189.8 billion soum were spent on construction and assembly works. In the city of Khiva, a wagon maintenance depot and a station, a modern train station for 200 passengers and combined with national styles, a hotel for 74 tourists, and a restaurant with 70 seats were also built. Construction of two hotels with 84 and 56 beds, an artificial lake with an area of 57 square meters, 27 different attractions, an amphitheater, and modern shopping stalls, Khiva–Lokomotiv amusement park was continued. The construction work of the new Urganch–Khiva railway line was completed in September 2018. The first train arrived on November 30, 2018, and the station began serving passengers on December 4.

In the process of analyzing the history of bringing the railway to Khorezm from 1950 to 2018, we observed the following situation: 400 km launched in 1952. Chorjoi-Urganch and Uchkuduq-Miskin roads were built in 4 years; 355 km launched in 2017. Bukhara-Miskin, and in 2018, 33.7 km. Urganch-Khiva roads were built in just 8 months. This is the result of increased technical capabilities and skills of railway specialists, extensive use of world experience. Building a new railway from Shavot district of Khorezm region through Gurlan and Amudarè districts of Karakalpakstan and connecting with Miskin-Nukus railway is considered to have great prospects. Currently, the Saratov-Tashkent and Volgograd-Tashkent trains travel about 200 kilometers over the Nukus-Miskin-Urganch route to enter Urganch. That is, if the proposed road is built and put into operation, the travel time will be reduced by 2-3 hours. In turn, new jobs will be created in Gurlan and Amudarè districts. Delivery of goods to these districts will be much cheaper.

4 Conclusion

Above we read about the beginning of preparations for the construction of a railway for the efficient use of the Jumurtov stone mine. However, the work stopped due to some reasons and should be resumed and the construction of a new bridge to Amudarè in the village near Jumurtov should be continued. The new railway would create additional opportunities for transportation of passengers and goods, as well as construction materials transported from the stone mine to Karakalpakstan and Khorezm. In 2018, the length of Khorezm railways was 187 kilometers. Railway workers continue to work with selflessness in transportation of the main goods and passengers of the region.
References

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