

Transport Tarmoqlarining Voha Iqtisodiyotidagi Ahamiyati

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Annotation: This article presents a number of analytical data about the history of transport in Surkhandarya region, and describes its transport sector from ancient times to the present.

Keywords: Transport, Amudarya waterway, Sukhron oasis, Termiz, India, Afghanistan, Termiz river port, road.

The role of water and air transport in the world transport system is very large. In particular, it is necessary to highlight the importance of water transport in the development of the national economy. This type of transport is cheap and convenient, and can deliver a large amount of cargo to the desired destination. In addition, water transport plays an important role in the development of the country. If we look at the highly developed countries of the earth, we will see that they are all located on the banks of large seas that allow access to the sea or the world ocean.

Water transport has been developed in the Surkhan oasis since ancient times. After all, in order to get to the lands south of the oasis, it is necessary to cross the Amudarya. Amudarya is called Araks, Okuz, Oks, Jayhun, Termiz rivers in historical sources. This river is one of the largest rivers not only in Central Asia, but also in the world. Amudarya starts from the northern slope of the 4,000-meter-high Hindikush mountain and is called Vakhandarya until it joins the Pomir Darya. Pomirdarya flowing from Zarkol is the second source of Amudarya. Pomirdarya, from its beginning until it flows into Vakhsh, was called Panj, that is, by the names of five rivers (Vakhandarya, Pomirdarya, Gunt, Bartangdarya and Vanch). The length of the Amudarya is 2620 km including the beginning. constitutes Surkhandarya and Karasuv rivers are the last tributaries of Amudarya, and not a single tributary joins it in the next 1400 km. The river flows through the Karakum and Kyzylkum deserts and flows into the Aral Sea.

In historical sources, it is noted that there were seven kechuvs passing south from the Amudarya in the current Surkhan oasis. These are: Old Termiz, Shorob, Chochkaguzar, Karakamar, Pattakesar, Ayritom and Khatinrabad. These kechuvs were active in different periods, the oldest ones are Old Termiz and Shorob¹.

These cities were ports where ships stopped. The reason for the existence of the port in Termiz is, firstly, that this place is a convenient place to cross the river, and secondly, the closest road from Bactria, the capital of Bactria, to Marokand, the capital of Sugdiyana, passes through Termiz².

According to Hafizi Abro, not far from Termiz, there was the oldest settlement on the banks of Amudarya. It was founded long before Termiz. Aleksandr Makedonskiy built the Burdaguy fortress next to this fortress. It was a densely populated craft center where boatmakers and boatmen serving the "king's procession" lived. The word Burdaguy means "inn" in Greek³.

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¹ Турсунов С., ва бошқалар. Термиз тарихи. –Б. 216-217.

² Турсунов С Н ва бошқалар, Сурхондарё тарих кўзгисида. – Тошкент: Шарқ, 2001. – Б.27.

³ Бартольд В.В. Хафиз-и Абру и его сочинения // Сочинения. Том VIII. –Москва: Наука, 1973. –С. 93.

Minorsky, Burdaguy is based on the Greek word "pandoki" - hotel, which has been corrupted and has entered a number of eastern languages. According to B. Ahmedov, this kechuv was called Yargoh or Yardagu in Mahmud bin Vali's work⁴.

The Chinese ambassador Zhang Xiang called the Amudarya Guy-Shuy, referring to it as a navigable waterway that can transport goods of merchants over long distances⁵. Polybius (201-120 BC) stated that "Oks (Amu Darya) is a large navigable river, and due to its tributaries, it becomes very large when it comes to Bactria"⁶.

The Termiz river port is the country's foreign trade export-import transit and loading-unloading of humanitarian goods, storage of goods in warehouses, delivery of goods to Sherkhan and Hayraton ports of Afghanistan with the help of the river fleet, transportation of passengers and other tasks according to the established tariffs. In it, the possibilities of cargo storage and protection based on world port standards are fully provided technically. The river port of Termiz is included in the list of world international cargo carrier and international forwarding sea and river ports. The annual capacity of this port is 900,000 tons. It produced 17 steam locomotives and cargo barges for various purposes, and about 10 port cranes⁷.

As we mentioned above, on the basis of its units in Uzbekistan, the "Termiz River Port" production association was established and subordinated to the "Road and River Transport of the Republic of Uzbekistan" agency. As part of the river fleet, there are 46 coal-fired steam locomotives of various capacities, 35 barges with a load capacity of 300-350 tons, and 8 barges carrying liquid products.

The composition of the fleet is quite old, with 37% of the floating vehicles engaged in cargo transportation more than 25 years old, 16% up to 20-25 years old, 18% up to 10-15 years old, 20% up to 5-10 years old and only 9% up to 5 years old. established vehicles in operation during the period. The river fleet consisted of 8 groups of floating devices, 2 floating excavators, 12 dredges and 15 ship-trafficking steam locomotives. Transportation of goods of the national economy is started mainly in the Termiz-Khayraton route⁸.

In 1960-1970, a first-class mechanized port was built and put into operation in Termez to serve export and import cargo. International cargo transportation was carried out through the Termiz river port, and cars, vehicles, and technical equipment were transported from the Soviet state to Afghanistan, while cotton, leather raw materials, dry fruits, carpets, and leather were transported from Afghanistan to the Soviet republics. 1 skins were brought. In 1960, a comprehensive relationship was established between the employees of the Port of Termiz and the port of Afghanistan on the basis of friendship and mutual assistance. In 1960, based on the principle of mutual friendship, the port of Sherkhan in Afghanistan was completed with the help of the Soviet Union.

Water, aviation and agricultural systems, which are the main types of transport networks, are considered important for the national economy and have had a significant positive impact on the socio-economic

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⁵ Бичурин Н.Я. Собрание сведений о народах обитавших в Средней Азии в древние времена. Изд. 2, Москва-Ленинград, том II, 1951. –С.151.

⁶ Турсунов С.Н. ва бошқалар. Сурхондарё тарихи. –Б.55.

⁷ Ўзбекистон Миллий архиви, И 2325- фонд, 1-рўйхат, 67-иш, 28-варақ.

⁸ Сурхондарё вилояти давлат архиви, 313-фонд,1-рўйхат,11-иш,13-варақ.

development of Surkhandayo. In particular, water transport served as a military-economic strategic field for the national economy of Russia, Soviet power, and then during the years of Uzbekistan's independence. In particular, a number of important works have been carried out to ensure border security, preserve the ecological environment of the river, and protect the flora and fauna of the river and its banks. During the years of independence, the works of renovating the Termiz river port, providing it with new modern technical equipment and workers with modern knowledge were carried out intensively.

In Surkhandarya, together with air transport serving agriculture, effective results were achieved in the transportation of public goods and passengers to their destinations. It should be noted that the agricultural transport typical of the Surkhan oasis has been regularly developed and provided with new modern technical tools and technical personnel. In the course of research, it was observed that the policy implemented by the Tsarist Russia and the Soviet government in the field of transport was one-sided, and immediate delivery to enterprises and other goals were envisaged. Based on scientific sources, special attention was paid to the transport system in the preparation of raw materials based on the instructions of the center, and the delivery of finished products based on primary processing.

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