

### The Development of Automotive and Road Engineering Industries in a Deterministic Relationship

**Salimov Bakhriddin Lutfullaevich**

Professor of Tashkent State Transport University

**Abdimurodov Namoz Shaydullaevich, Savriddinov Sardor Sirojiddinovich**

Student of Tashkent State Transport University

#### Article Information

**Received:** December 26, 2022

**Accepted:** January 27, 2023

**Published:** February 28, 2023

**Keywords:** *Uzbekistan, independence, automotive industry, modernization, opportunities and reality.*

#### ABSTRACT

*The article analyzes issues such as the creation of its own automobile industry and the progress of road construction in Uzbekistan, the fact that independence opened the door to new opportunities for Uzbekistan and their realization, and the modernization of the country's transport and communication sectors in accordance with the requirements of the times.*

#### INTRODUCTION

After 1991, the period of radical changes in Uzbekistan's automobile industry and road construction began. Because on August 31 of that year, Uzbekistan declared itself an independent state and actually achieved independence. Independence opened the door to new opportunities for Uzbekistan and their realization. The leadership of the Republic, well aware of this, from the very first days pursued the policy of turning Uzbekistan into a comprehensively developed country. Large-scale reforms were launched to remove Uzbekistan from the list of agrarian countries supplying cotton and other agricultural raw materials. These reforms had a number of priorities<sup>1</sup>.

#### DISCUSSION AND RESULTS

Great work has also been started on the modernization of the country's industry, development of the production of new products and types of goods, development of the transport and communication sectors in accordance with the requirements of the times. Among other things, long-term strategic decisions were made regarding bringing the system of automobile transport and road construction to a new level, as well as about the Republic having its own automobile

<sup>1</sup> Salimov, Bakhriddin Lutfullaevich (2023). OPINIONS OF CENTRAL ASIAN SCHOLARS ON SOCIAL RELATIONS. *Oriental renaissance: Innovative, educational, natural and social sciences*, 3 (1-2), 178-182.

industry<sup>2</sup>. The decision to build a car manufacturing plant in Uzbekistan is a clear proof of this. Efforts in this regard began in 1992. Consequently, the joint venture "UzDEUavto" was established. The activity was developed from simplicity to complexity. "DEU" corporation by the Republic of Korea, "Uzavtosanoat" association by the Republic of Uzbekistan were designated as the founders. It was agreed that the share of the parties in the enterprise will be divided into 50 percent in the amount of 100 million US dollars. The construction of this important building with a total land area of 476,266 square meters was started in February 1993. In this plant, which is the only one in Central Asia, which was completed in a short time, the production of "Damas" car, in June "Tiko" car, and "Nexia" car from July began. The solemn ceremony of the full launch of the joint venture "UzDEUavto" was held on July 19, 1996. With a total cost of US\$658 million, this joint venture was designed to produce 200,000 vehicles per year, according to the project capacity. In the early years, 4,000 people worked, now 70,000 people are working in this large production facility. It is known that we have achieved many successes in various fields during the years of independence. It is worth writing and being proud of these successes. Among them, the fact that our country had its own automobile industry was a special recognition event. Not only in the economy, but also in social relations, there was a global innovation. First of all, the role of the automobile factory in Asaka in raising the economy of our country was incomparable<sup>3</sup>. He allocated huge funds to our state budget. He provided foreign currency to our country at the expense of cars exported to foreign countries, etc. The employment of tens of thousands of people at the car factory and the support of their families determines the level of the main social importance of the enterprise. Then, the social significance of the landscaping works carried out in Asaka, where the main body of the plant is located, and in other areas where the parts supply departments of the plant are located, is not less. Because there are more than 230 countries in the world, not all of them produce cars. Only 28 countries have such an opportunity. The fact that Uzbekistan is among these countries fills our hearts with pride. Currently, engineers and other specialists are continuously working on creating modern models of cars and improving existing models. All of these are closely related to the spheres of culture and enlightenment<sup>4</sup>.

At a time when the automotive industry is developing in our country, the field of road construction cannot be neglected. It is impossible for one of these two areas to develop and the other not to develop. Or if one does not develop, then it would be nothing but illogical to develop the next. Suppose the roads are great, ideally made, but if there are no modern cars to drive on them, who needs such a road. On the contrary, although the automotive industry is highly developed, new models of cars are being produced, but the roads on which they travel are of poor quality and cannot meet the requirements of modern road construction<sup>5</sup>. Philosophically speaking, these two spheres exist in mutual relations according to the principle of determinism and require each other on the basis of dialectical laws. That is, without one of them, the other loses its meaning. Therefore, the gradual development of these areas is appropriate, in other words, they are forced to develop together. These fields have opportunities to reach heights in mutual dependence only on the basis of these laws. If not, he will face trouble. There can be no

---

<sup>2</sup> Бахриддин Лутфуллаевич Салимов (2022) ЎЗБЕКИСТОН ТАРАҚҚИЁТИДА КОММУНИКАЦИЯ ВА ТРАНСПОРТ ТИЗИМИНИНГ ЎРНИ. Academic research in educational sciences, 3 (TSTU Conference 1), 403-407.

<sup>3</sup> Salimov, Bakhriddin Lutfullaevich (2023). OPINIONS OF CENTRAL ASIAN SCHOLARS ON SOCIAL RELATIONS. Oriental renaissance: Innovative, educational, natural and social sciences, 3 (1-2), 178-182.

<sup>4</sup> Салимов Б.Л. Ижтимоий муносабатларнинг коммуникация ва транспорт тизими билан детерминистик боғлиқлигининг гносеологик таҳлили. Фалсафа фанлари доктори диссертацияси. Ўзбекистон Миллий университети. Тошкент. 2022, 224 б.

<sup>5</sup> Salimov, Bakhriddin Lutfullaevich (2023). OPINIONS OF CENTRAL ASIAN SCHOLARS ON SOCIAL RELATIONS. Oriental renaissance: Innovative, educational, natural and social sciences, 3 (1-2), 178-182.

third or other way<sup>6</sup>.

The total highway network in Uzbekistan is more than 184 thousand kilometers long, of which 42,676 kilometers are public highways, 116,560 kilometers are intra-household, rural, urban and village highways, and 24,750 kilometers are departmental inspectorate roads... "Prosperous village" and "Obad Mahalla" programs, 2384.2 kilometers of public highways were repaired and maintained (operational). More than 6,890.7 kilometers of internal roads were repaired. 221 machines and 9 asphalt concrete factories were purchased. Thousands of kilometers of new modern roads were laid. As these roads are built in accordance with world standards using modern off-road technologies, it is more convenient to travel on them. It can be said that during the years of independence, Uzbekistan managed to fully form its internal highway system connecting all its regions. We can reach any region or district of our country by our own roads without passing through the territories of other countries. Let us give information about the following main road constructions carried out in this direction in the past years: "Tashkent - Osh", "Tashkent - Termez", "Guzor - Bukhara - Nukus", "Tashkent - Osh", "Tashkent - Termez", "Guzor - Bukhara - Nukus", which are the main roads connecting the regions of our republic and have important transit status. Beynov", "Samarkand - Bukhara - Olot", "Kungirat - Beynov" highways were completely provided and newly built.

Also, bypass roads were built around a number of cities, such as Jizzakh, Gulistan, Ko'kan, Kattakorgan, Boka, Olot, Sayrob, which are large settlements. In particular, the construction of the second and third national roads and the new highway "Guliston-Ohangaron" around Tashkent serves to prevent traffic jams on the streets of Tashkent, allowing drivers to bypass the capital in a short period of time<sup>7</sup>.

The reconstruction and design of the 2,700-kilometer "Uzbek National Highway", which is considered the main link of the Uzbek highway network, continues continuously. As part of these works, the roads are being converted to cement-concrete layering. In some places, instead of existing two-lane roads, four-lane - first category roads are being built. In the process of construction of this road, it is being considered that the load weight of one bullet will be transferred from ten tons to thirteen tons in accordance with the relevant geometrical requirements<sup>8</sup>. In addition, the construction of many bridges, overpasses, traffic solutions throughout the territory of our Republic continues at a rapid pace. More attention is paid to these works in regional centers and big cities. Because the traffic flow of cars is much larger than in other places. Especially in our capital city of Tashkent, the number of cars is increasing day by day. According to the press service of the President, the number of cars in Tashkent increased by 95 thousand in the last three years until May 2020. The number of cars coming to the capital is increasing day by day. As a result of this situation, significant works are being carried out to widen the streets of Tashkent, lay new roads, and build bridges. In particular, in the last three years until May 2020, four overpass bridges were completed in our capital. The overpass commissioned in May 2020 at the intersection of Ohangaron Highway and Makhtumkuli Street in Tashkent is a vivid expression of our creative work in the field. The construction of this transport solution, which began in 2018 and was built in a short period of time, consists of three levels. The length of the tunnel is 593 meters, the middle step of the circle is 29 meters, and the overpass is 502 meters. the road has six lanes in the tunnel and overpass, and five lanes in the step. Previously, the capacity of this intersection was equal to the number of seven thousand cars

<sup>6</sup> Бахриддин Лутфуллаевич Салимов, Толмасбек Анвар Ўғли Шодмонов, & Улуғбек Жеткербай Ўғли Уразбаев (2022). МАМЛАКАТНИНГ БАҲҚАРОР ТАРАҚҚИЁТИНИ ТАЪМИНЛАБ БЕРИШДА ЙЎЛЛАРНИНГ ТУТГАН ҶУМЛИ. Academic research in educational sciences, 3 (11), 309-314.

<sup>7</sup> Salimov, Bakhriddin Lutfullaevich (2023). OPINIONS OF CENTRAL ASIAN SCHOLARS ON SOCIAL RELATIONS. Oriental renaissance: Innovative, educational, natural and social sciences, 3 (1-2), 178-182.

<sup>8</sup> Салимов Б.Л. Ижтимоий муносабатларнинг коммуникация ва транспорт тизими билан детерминистик боғлиқлигининг гносеологик таҳлили. Фалсафа фанлари доктори диссертацияси. Ўзбекистон Миллий университети. Тошкент. 2022, 224 б.

per day, but this number has increased significantly in the newly constructed transport solution. Now 20,000 cars a day can move from this place.

## CONCLUSION

In the future, it is planned to carry out several more works in the field of road construction in our country. In particular, it is planned to build six new bridges and overpasses in the city of Tashkent itself. Of course, each of these six new overpasses to be built in the future has its place in coordinating the movement of vehicles in our capital<sup>9</sup>. That is why the field of road engineering and road construction has been in the center of constant attention of our government. President Shavkat Miromovich Mirziyoyev has been paying constant attention to this field. A number of decisions related to the field have been adopted, meetings are being held, and measures are being developed. In particular, the Decree No. PF-5890 of the President of the Republic of Uzbekistan signed on December 9, 2019 "On measures to deeply reform the road management system of the Republic of Uzbekistan", as well as the Decisions "On measures to further improve the road sector management system" is a clear proof of our point. It should be said that these regulatory legal documents have become important in reviving work in the field of road construction<sup>10</sup>. With this Decree and Decision, the main directions of future development of the field of road construction in Uzbekistan were determined. In this regard, it is appropriate to study and apply the experience of developed foreign countries, taking into account local conditions. Because the experiences of foreign countries are currently being used in many fields. In fact, the main goal of reforms in all spheres is to turn social relations in positive directions, to serve the interests of the people. In particular, reforms in the fields of transport and road construction.

## REFERENCES

1. Salimov, Bakhriddin Lutfullaevich (2023). OPINIONS OF CENTRAL ASIAN SCHOLARS ON SOCIAL RELATIONS. *Oriental renaissance: Innovative, educational, natural and social sciences*, 3 (1-2), 178-182.
2. Бахриддин Лутфуллаевич Салимов (2022) ЎЗБЕКИСТОН ТАРАҚҚИЁТИДА КОММУНИКАЦИЯ ВА ТРАНСПОРТ ТИЗИМИНИНГ ЎРНИ. *Academic research in educational sciences*, 3 (TSTU Conference 1), 403-407.
3. Бахриддин Лутфуллаевич Салимов, Толмасбек Анвар Ўғли Шодмонов, & Улуғбек Жеткербай Ўғли Уразбаев (2022). МАМЛАКАТНИНГ БАРҚАРОР ТАРАҚҚИЁТИНИ ТАЪМИНЛАБ БЕРИШДА ЙЎЛЛАРНИНГ ТУТГАН ЎРНИ. *Academic research in educational sciences*, 3 (11), 309-314.
4. Салимов Б.Л. Ижтимоий муносабатларнинг коммуникация ва транспорт тизими билан детерминистик боғлиқлигининг гносеологик таҳлили. *Фалсафа фанлари доктори диссертацияси. Ўзбекистон Миллий университети. Тошкент. 2022, 224 б.*
5. Салимов Б.Л. Жизненный путь природы и общества состоит из цепи случайностей и необходимостей // *Colloquium-journal*. –v 2020. –№24 (76). Część 2. –С. 33-35.

<sup>9</sup> Salimov, Bakhriddin Lutfullaevich (2023). OPINIONS OF CENTRAL ASIAN SCHOLARS ON SOCIAL RELATIONS. *Oriental renaissance: Innovative, educational, natural and social sciences*, 3 (1-2), 178-182.

<sup>10</sup> Бахриддин Лутфуллаевич Салимов (2022) ЎЗБЕКИСТОН ТАРАҚҚИЁТИДА КОММУНИКАЦИЯ ВА ТРАНСПОРТ ТИЗИМИНИНГ ЎРНИ. *Academic research in educational sciences*, 3 (TSTU Conference 1), 403-407.