



IMPORTANCE OF TRANSPORT NETWORKS IN THE ECONOMY OF SURKHANDARYA REGION

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Article history:	Abstract:
Received: September 28 th 2021 Accepted: October 30 th 2021 Published: November 30 th 2021	The article discusses the role of water and air transport in the transport system of the Surkhandarya oasis. In particular, it is necessary to emphasize 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 most developed countries on earth, we can see that they are all located on large rivers that allow access to the sea or the world's oceans.
Keywords: Vakhandaryo, Pamirdaryo, Gunt, Bartangdaryo, Korasuv river, Koraqum, Kizilkum Araks, Oguz, Oks, Jayhun, Water transport, Transport	

INTRODUCTION

First of all, it should be noted that water transport has been developed in the Surkhandarya oasis since ancient times. After all, in order to get to the lands south of the oasis, you have to cross the Amu Darya. In the historical sources, the Amu Darya is named after the rivers Araks, Kuz, Oks, Jaihun, Termez. It is one of the largest rivers not only in Central Asia, but also in the world. The Amu Darya begins on the northern slopes of the Hindu Kush at an altitude of 4,000 meters and joins the Pamirs. The Pamirs, which flow from the Zarkul, are the second source of the Amu Darya. The Pamirs, on the other hand, were called Panj, or the five rivers (Vakhandar, Pamir, Gunt, Bartang, and Vanch), from the beginning to the end of the Vakhsh. The length of the Amu Darya, including the headwaters, is 2620 km. ni. The Surkhandarya and Karasuv rivers are the last tributaries of the Amu Darya, and in the next 1,400 km no other tributaries will be added. The river flows through the Karakum and Kyzylkum deserts and empties into the Aral Sea. Historical sources state that in the present-day Surkhandarya oasis there were seven crossings south of the Amu Darya. These are: Old Termez, Shurab, Chuchkaguzar, Korakamar, Pattakesar, Aritom and Khotinrabad. These crossings have been operating at different times, the oldest being the Old Termez and Shurab. In these cities there was a port for ships. The reason for the existence of a port in Termez is, firstly, a convenient place to cross the river, and secondly, the closest route from the capital of Bactria, Bactria, through Termez to Sogdiana, the capital of Morocco.

MATERIALS AND METHODS

According to Hafiz Abru, it was the oldest

crossing point on the Amu Darya, not far from Termez. It was founded long before Termez. Alexander the Great built the Burdaguy Fortress near this crossing. It was a crowded, handicraft center, home to boat builders and boatmen who served the "king's crossing." The word burdagui means "hotel" in Greek. The Burdagui crossing, recorded by Hafiz Abru, was found to be 30 km west of Termez, on the site of the present-day village of Shurab. According to the English orientalist VF Minorsky, on the basis of Burdagui lies the word "pandoki" - hotel, distorted in Greek, and it has entered into a number of Oriental languages. According to B. Akhmedov, this passage was called Yargoh or Yardagu in the work of Mahmud ibn Wali. The Chinese ambassador, Zhang Qian, called the Amu Darya Gui Shui, referring to it as a navigable waterway that could carry merchants' goods over long distances. According to Polybius (201-120 BC), "the Ox (Amu Darya) is a large navigable river, which, at the expense of its tributaries, becomes very large when it reaches Bactria." The Termez river port is located in the southernmost part of Turan, at a higher altitude near the river crossing. Although the Amu Darya turned and flowed from here, it did not wash its banks. Because Termez is built on a plateau of hard rocks. According to the Greek historian Arrian Flavius (c. 95-175), the width of the Oxus is six stages. It is very deep, fast-moving and strong. As a result, Alexander of Macedon lost many of his horses before his army could cross. The Amu Darya was widely used as a waterway during the Arab conquest. For example, according to Abu Ja'far Muhammad ibn Jarir at-Tabari (839-923), Qutayba returned from his march to Shuman and Aharun above Chaganiyan, boarded a boat on the Amu Darya and went to Charjuy.

Termez was the main port of the Upper Amu



Darya basin. Kolaversa and Termez traded between regions. Many caravanserais were built to serve the caravans that came to the city. According to al-Muqaddas, many ships were built in Termez. This information was confirmed by archeological excavations. It was discovered that there was a shipbuilding and shipbuilding community near the coast of Old Termez.

In the X-XI centuries Termez craftsmen also built large royal ships. The kings and sultans who came to Termez on these ships swam in the river. According to Abu al-Fazl Bayhaqi, who lived in the 11th century, the Ghaznavid sultan Mas'ud came to Termez on a royal ship by river to hunt. After the four Russian invasions, Turkestan built fortifications along the Amu Darya. A flotilla was needed to unite them, to bring food and other supplies. With this in mind, General MN Annenkov in 1885 proposed to establish a military flotilla for the Amu Darya. In his view, the flotilla was important not only for military service, but also for the transportation of essential goods. Founded on November 13, 1887, the Amu Darya flotilla not only connected the cities of Petro-Alexandrovsk, Chorzhui, Karki, and Termez by river, but also had a positive effect on the development of trade. In this regard, the Governor-General of Turkestan said: "The establishment of the Amu Darya flotilla symbolizes to everyone and everyone our complete and inseparable domination of the Amu Darya." In 1888, the first steamships of the Amu Darya military flotilla named "Tsar" and "Tsaritsa" were delivered in Chorju. At that time, they were a novelty in river transport. These ships, with 520 horsepower, were to run on Baku's fuel oil, which was transported by rail. In August 1894, the first group of boats arrived from Termez to Termez to guard mail and cargo. Then they went two kilometers into the Surkhandarya and set up camp. In late autumn, due to a shortage of water in the Surkhandarya River, the settlement was left on land. In 1896, the headquarters was moved to the Amu Darya. In addition to military flotilla ships, the Khiva joint-stock company and small boat owners also operated on the Amu Darya. At the end of the 19th century, eleven ships and nineteen barges sailed along the Amu Darya (Diagram 4). Barges were towed only upstream, and downstream they were towed by themselves. During the year, 15,000 tons of various cargoes and 20,000-25,000 passengers (mostly servicemen) were transported by military flotilla ships.

RESULTS AND DISCUSSIONS

The journey from Charjou to Termez and down to Turtkul took about a month. The low-carrying fleet on the Amu Darya was mainly boats, numbering 1,500. These boats were made of willows grown in

local forests. The fibers were mainly obtained with wet roots and dyed with wood sap, which prevented the wood from rotting. Wooden ships made of local willow, without a deck, could carry up to 20-40 tons. The outer hulls of these ships were connected by solid beams. Such boats were not only powerful, but also heavy and difficult to control. As a result of the felling of timber from the Siberian coniferous forests to Central Asia, Russian artisans began to build light boats from them. These ships were later called "Russian ships". As the number of light boats increased, so did the local toll boats. All cargo was brought to Termez from Samarkand by land and the Amu Darya. Difficulties in transporting goods from Tashkent and Samarkand made it difficult to build railways. In the early twentieth century, the development of water transport led to an increase in the number of ships sailing along the Amu Darya. By 1917, there were 20 self-propelled barges and 50 unmanned aerial vehicles in Central Asia, as well as 1,500 local boats on the Amu Darya. The Amu Darya military flotilla played an important role in the development of modern ships. In addition to guarding the border, the navy also played an important role in transporting goods traded with Khiva, Bukhara and Afghanistan. On the basis of the Amu Darya military flotilla and joint-stock company, the Central Asian Shipping Company and Organization was established in 1923 by the order of the Commissar of Communications FE Dzerzhinsky. The Central Asian Shipping Company inherited from the old shipping system 9 steamships, 15 barges and 4 auxiliary ships. By 1924, there were 20 ships and 50 barges with a total capacity of 7,000 tons, as well as 1,500 boats with a total capacity of 24,000 tons. In Termez, the international river port was opened in 1927, equipped with cranes and high-capacity vessels. In the early 1930s, the river port was renamed the Termez Southern Shipping Company. At that time there was a tugboat, a port fleet, which included 22 barges and 8 steamships. 29,000 tons of cargo, 9,000 tons of cotton, 1,000 tons of metal, 1,000 tons of cars, 4,000 tons of cement, 22,000 tons of oil products, 19,000 tons of wood and firewood were transported through the Termez pier (as it was called at that time). This river port served a distance of 276 km. In 1940-1950, the fleet was supplied with new ships. However, these ships still could not fully meet the needs of the population in cotton, fuel and construction materials, fertilizers, food and industrial goods. In addition, ships sailing on the Amu Darya faced certain difficulties due to the fact that they did not adapt to the conditions of water shortages and high water speeds. To overcome this situation, a shipyard in Aralsk and large workshops in Khojaly and Termez were built and put into



operation in a short period of time. From 1928, port farms were established in Termez. However, despite all the work done during these years, the training of experienced team members and navigators, ie relevant specialists, was not enough. River servicemen and sailors were trained at the Naval Technical School in Tashkent, which opened in 1930. The college was moved to Chorjui in 1935. This is because the Khorezm oasis of Uzbekistan, the river districts of Tajikistan, Turkmenistan, and Karakalpakstan were located mainly along the river, and Chorjoi was close to them.

CONCLUSION

To summarize, the economic development of these districts was associated with the Central Asian shipwreck. Bread, oil products, mineral fertilizers, food and industrial goods were brought to these districts by ships, from which cotton, cottonseed oil, hides, cocoons and other agricultural goods were taken. During the difficult years of economic recovery, the Termez river port played an important role in industrial construction.

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