



Public Transport In Kashkadarya Region During The Years Of Independence

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ABSTRACT

This article analyzes the socio-economic changes that have occurred in the public transport sector in the Kashkadarya region since the Republic of Uzbekistan gained independence, the development of infrastructure, the introduction of modern vehicles, and the quality of transport services provided to the population.

Keywords:

public transport, Kashkadarya, infrastructure, independence, transport policy, reforms

Introduction. After the Republic of Uzbekistan gained independence, deep reforms were carried out in all spheres of the country. In particular, the transport system, as an important branch of the social infrastructure, is of strategic importance, which directly affects the socio-economic standard of living of the population. In the Kashkadarya region, significant changes have also occurred in the public transport system during the years of independence. Many innovations have been implemented, such as facilitating the movement of the population, paying attention to environmental cleanliness, establishing a modern bus and route taxi system, and digitizing routes.

Since the first years of independence, a number of measures have been developed to develop public transport in the Kashkadarya region. In particular, after independence, one of the government's priority tasks was to modernize the transport sector, in particular, to restore regional centers and inter-district routes. During this period:

- The trolleybus line in the city of Karshi was reduced and eventually discontinued.

- New bus routes were opened in accordance with the needs of the population.
- Private transport - route taxis were introduced.

- Transport enterprises were established in cooperation with the state and private sectors.

Main part. In recent years, the population of Kashkadarya region has been growing steadily. According to official statistics, today the population of the region exceeds 3.3 million. When analyzing the composition of the population, it is determined that more than two-thirds belong to the mobile or mobile stratum. That is, people in this category travel to work, study, markets and service facilities every day, and feel the need to use some form of transport in their daily lives.

Population growth directly leads to an increase in the need for public transport. This, in turn, makes it necessary to carry out important reforms in the transport sector based on the requirements of the time, improve the existing infrastructure and introduce new solutions.

Today, the existing public transport system in Kashkadarya region operates mainly in three directions: bus routes, scheduled taxis, and non-scheduled (independent) taxi services. To

determine the real state of transport traffic and services in the region, it is first necessary to assess the capabilities of public transport and its level of compliance with the needs of the population.

According to the analysis, about 45 percent of the socially active population in the region regularly uses public transport services. This indicator indicates that the transport infrastructure does not adequately meet the needs of the population and requires further improvement in terms of service quality, traffic schedules, and vehicle comfort.

Buses are recognized as the leading means of transport in ensuring the safe and convenient use of public transport services by the population. Buses are distinguished by their high passenger capacity, traffic safety and regular schedule. Currently, 101 official bus routes operate in the Kashkadarya region. A total of more than 370 buses are involved in these routes.

Analysis and results. According to statistics, 12 percent of the mobile population in the region regularly uses bus transport. This figure amounts to an average of 108.7 thousand passengers per day. Also, 20 percent of passengers use scheduled (for example, "Damas" minibuses), and 13 percent use non-scheduled (independent) taxis. These figures demonstrate the high need for public transport in the region and the diversity of services.

Currently, there are almost no areas in the Kashkadarya region that are completely inaccessible by public transport. In areas where bus services are not available, scheduled and non-scheduled taxis are operating to cover the needs of the population. This serves to expand the coverage of the public transport system.

When forming routes, the location of social facilities important for the population, including healthcare, education and other institutions, was taken into account as an important factor. Today, there are more than 1,100 secondary schools and more than 1,200 preschool educational institutions in the region, which are sufficiently covered by transport networks. Thus, the population of the region, in particular children, students, parents and teachers, have the opportunity to use public transport services.

In accordance with the task set out in Appendix 6, paragraph 1 of the Resolution of the President of the Republic of Uzbekistan No. PQ-59 dated February 16, 2023 "On measures to reform the public transport system", measures were determined in cooperation with the Tashkent State Transport University to "Develop a Master Plan for the Development of Transport and Road Infrastructure of the City of Karshi". Within the framework of this initiative, comprehensive studies were conducted to analyze the public transport system of the city of Karshi, identify existing problems and eliminate them.

From September 2023 to January 2024, professors and teachers of the Department of "Intelligent Transport Systems Engineering" at Tashkent State Transport University conducted practical scientific research aimed at studying the state of the public transport system and pedestrian safety in the city of Karshi. As a result of these studies, problem areas in the city's markets, large social facilities, densely populated areas, intersections, and pedestrian traffic were identified.

Based on the studies, a micromodel was developed to improve the urban transport system, increase the convenience of public transport services, create safe pedestrian movement, and optimize infrastructure elements. Relevant proposals and recommendations were also officially submitted to the Karshi city administration.

This micromodel and set of proposals developed for the city of Karshi were reviewed by a working group under the Kashkadarya regional administration and approved by the regional governor. These proposals were adopted for phased implementation throughout 2024.

During the widespread celebration of the 33rd anniversary of our independence, an instruction was held with the participation of the head of the Department of Traffic Safety of the Ministry of Internal Affairs, the Public Security Service, related organizations and departments, and a working group consisting of employees of the Public Security Service, in order to ensure the safety of citizens, maintain public order, prevent

crimes and traffic accidents, and celebrate the holiday in a spirit of joy.

The Head of the Road Safety Service of the Ministry of Internal Affairs, Colonel Sherzod Ibragimov, has prescribed a number of measures for those responsible.

During the years of independence, the public transport system in the Kashkadarya region has significantly improved. The introduction of new vehicles, improving the quality of passenger service, digitalization and reforms aimed at ensuring environmental sustainability have served to form a system that is more adapted to the needs of the region's population today. In the future, the implementation of transport logistics, artificial intelligence-based management systems and the concept of "smart cities" remains a pressing issue to ensure sustainable development in this area.

In order to ensure the safety of citizens, maintain public order, prevent crime and traffic accidents, and conduct festive events in a spirited manner during the widespread celebration of the 33rd anniversary of the independence of the Republic of Uzbekistan, a working group was formed consisting of employees of the Main Department for Crime Prevention of the Ministry of Internal Affairs, the Road Safety Service, the Public Safety Service, and other relevant organizations and agencies. A special briefing meeting was held with the participation of this working group.

During this meeting, the Head of the Road Safety Service of the Ministry of Internal Affairs, Colonel Sherzod Ibragimov, outlined relevant measures for those responsible. These measures were aimed at ensuring public safety in the Kashkadarya region, increasing the reliability of transport, and effectively organizing the free movement of citizens during holidays.

At the same time, the public transport system in the Kashkadarya region has undergone a radical improvement over the years of independence. In particular, the introduction of new vehicles, improving the quality and safety of services provided to passengers, accelerating digitalization processes, as well as approaches based on the principles of environmental

sustainability have become the main directions of reforms in this area.

Conclusion. Today, a relatively efficient and adapted transport system has been formed in the region, and for the further development of this system, the implementation of transport logistics, management mechanisms based on artificial intelligence, and the concept of a "smart city" are considered urgent tasks.

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