

The Role of the Termiz River Port in the Socio-Economic Development of Surkhandarya Region

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Abstract: This article is about the history of the formation and development of the Termez river port, the main focus is on the activities of the Termez river crossing, the river port. Information on the establishment of the Termez river port, the increase in the volume of cargo through the port from year to year, the role of port employees in the development of the river port is also covered on the basis of historical documents.

Keywords: Termez river port, Termez river crossing, rivermen's technical school, technical base, cargo transportation.

Introduction. The role of water transports in the global transport system is enormous. In particular, the importance of water transport in the development of the national economy should be emphasized. 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 world, we will see that they are all located on the banks of large rivers that allow access to the sea or the world's oceans.

Water transport has been developed in the Surkhandarya oasis since ancient times. Because to get to the countries south of the oasis, you have to cross the Amudarya. Historical sources state that in the present-day Surkhandarya oasis there were seven crossings south of the Amudarya. These are: Eski Termez, Shurab, Chochgaguzar, Karakamar, Pattakesar, Ayritom and Khotinrabad. These crossings have been operating in different periods, the oldest of which are Eski Termez and Shurab [1]. It was a port where ships stopped in these cities. The reason for the existence of the port in Termez is, firstly, that it is a convenient place to cross the river, and secondly, the closest road from the capital of Bactria, Bactria, through Termez to the capital of Sogdiana, Marakand [2, p.27]. Thus, interregional transit trade was carried out through the Termez river crossing and port.

Results and its discussion. Termez was the main port of the Upper Amudarya basin. The development of water transport in the early twentieth century led to an increase in the number of ships moving along the Amudarya. By 1917, there were 20 self-propelled and 50 cruise ships in the Central Asian basins, as well as 1,500 local boats on the Amudarya [3].

The Amudarya military flotilla played an important role in the development of a new modern type of shipping. In addition to guarding the border, the navy also played an important role in transporting goods traded with Khiva, Bukhara and Afghanistan. The Central Asian Shipping Company and Organization was established in 1923 on the basis of the Amudarya Military Flotilla and Joint Stock Company by the order of the Commissioner of the Communications Service F.E. Dzerzhinsky [4, p.656; 21]. The Central Asian Steamship 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 carrying capacity of 24,000 tons [5, p.656].

In 1927, the international river port was opened in Termez, equipped with cranes and equipped with high-capacity vessels [6, p.25]. In the early 1930s, the river port was renamed the Termez Southern Steamship. 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 machinery, 4,000 tons of cement, 22,000 tons of oil products, 19,000 tons of wood and firewood were transported through the Termez city pier (as it was called at that time). This river port served a distance of 276 km [7, p.380].

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, mineral fertilizers, food and industrial goods. In addition, ships sailing on the Amudarya faced certain difficulties because they did not adapt to conditions in areas where water was scarce and where water speeds were high. To overcome this situation, a shipyard was built and put into operation in Aralsk, Khojaly and Termez in a short period of time. From 1928, port farms were established in Termez [8, p.67].

However, despite so much work being done over the years, the training of experienced team members and navigators, i.e. relevant professionals, was insufficient. Rivers and sailors were trained at the Rivers' Technical School in Tashkent, which opened in 1930. The technical school was moved to Charjou in 1935. Because the Khorezm oasis of Uzbekistan, the river districts of Tajikistan, Turkmenistan and Karakalpakstan were located mainly on the river and Chorjoi was close to them. The economic development of these districts was associated with Central Asian shipping. Bread, oil products, mineral fertilizers, food and industrial goods were brought to these districts by ships, from which cotton, cottonseed oil, leather, cocoons and other agricultural goods were transported. The importance of the Termez river port in the industrial construction of the difficult years of the economic recovery has increased.

In 1931, equipment, power plant equipment, cement, and fuel for the canal construction in the Vakhsh oasis were brought by ships from the Termez river port, and the cargo was delivered to the lower Panj pier [10]. If in 1933 the volume of cargo transported was 197.3 thousand tons, by 1937, 464 thousand tons of cargo was transported.

After the establishment of the Surkhandarya region on March 6, 1941, the cargo capacity of the Termez river port also increased significantly, and the types of cargo increased. Large quantities of grain, coal, wood, salt, cement, metals, cotton seeds and fiber, mineral fertilizers, and petroleum products began to be transported across the river.

Along with Central Asian rivermen and sailors, employees of the Termez river port also worked selflessly during the Second World War. The sailors rendered great services in the transportation of equipment and the military, military cargo and food, and cotton. In the post-war years, as a result of the increase in cotton cultivation in the Allied republics, there was a great need for sailors to transport cotton. According to a 1947 decision of the Soviet government, the Termez sailors' fleet was again provided with an additional 70 wheeled and propeller ships and additional cargo vehicles towed by 75 ships. In order to increase the technical and operational services of the ships, a lot of work has been done to re-equip and repair them. In the 1950s, the Termez river port was modernized. Now the issue of direct transportation of goods by rail and water has been resolved. As a result, freight traffic reached 282,000 tons. The number of labor-intensive cargoes during port sorting has been reduced, and 243,000 tons of cargo have been loaded on ships using complex mechanization [7, p.380].

By the mid-1950s, the strengthening of trade relations with the river districts and Afghanistan led to a further increase in the volume of ship traffic as exports and imports increased. With the

construction of the railways from Charjou to New Urgench and Kungrad in the mid-1950s, the role of Central Asian shipping in the economy declined somewhat. However, the demand for shipping services in the Amu Darya did not decrease as a result of the volume of cargo transportation for ships, the strengthening of trade relations with the river districts and Afghanistan, the increase in exports and imports [7, p.381].

The need for shipping services in the transportation of gas from the Republic of Afghanistan to the USSR (from the Kelif district of Turkmenistan) across the Amudarya and the connection of gas pipelines to the Bukhara-Ural highway has increased. Two routes have been selected for the new cargo flow: one is the Uzbek port of Termez, and the other is the Mukri port in Turkmenistan. At the end of November 1952, the crew of the Termez steamship broke the starting line of the new freight line from the Donetsk barge. They supplied the first batch of pipes to Afghanistan [11].

The annual cargo capacity of the Termez river port is 2.5 million tons a year. The Termez port team supplies all types of products and UN humanitarian cargo to Tajikistan, Turkmenistan, Kazakhstan and Afghanistan. The role of the Termez river port in strengthening friendship and foreign economic ties between the peoples is enormous. It is through this port that various economic goods are delivered to neighboring Afghanistan and many other countries.

Great conveniences have also been created for the transportation of goods from neighboring Tajikistan and Turkmenistan. The Termez river port, which plays an important role in Uzbekistan's foreign economic relations, also plays a special role in the economic activity of Termez. Therefore, in order to further improve the port and improve its service, the production association "Termez River Port" was formed. It includes the Termez River Port, the Termez section of the waterway, and ship repair shops. In this regard, the administrative and maintenance and warehouses, built in 1953 and covering an area of 20.5 hectares, were completely renovated. The Termez river port has closed warehouses with a capacity of 10,000 tons for foreign trade cargoes and open warehouses with a capacity of 100,000 tons. They are fully equipped with modern mechanisms for loading and unloading [12]. International cargo receiving and exporting cargo areas have special fumigation chambers. The port is regularly connected to the Termez Port-Export railway station, a new 6 km long internal port branch road and 7,000 t / day oil depots (special parking lots for oil storage depots) have been built and are regularly operating. was found.

The Termez river port has the capacity to load and unload the country's foreign trade export-import transit and humanitarian cargo, to store goods in warehouses, to deliver cargo by river fleet to the Afghan ports of Sherkhan and Hayraton, to carry passengers and other tasks according to established tariffs. It is technically fully equipped to store and protect cargo in accordance with world port standards. Termez river port is included in the list of seaports and river ports of the world. The annual cargo capacity of this port is 900 thousand tons. There were 17 ships and cargo barges of various purposes, about 10 port cranes [13].

As mentioned above, the Termez River Port Production Association was established on the basis of its divisions in Uzbekistan and subordinated to the Agency for Road and River Transport of the Republic of Uzbekistan. The river fleet includes 46 steam locomotives of different capacities, 35 barges with a capacity of 300-350 tons, 8 barges carrying liquid products. The composition of the fleet is quite old, with 37% of floating vehicles operating for more than 25 years, 16% for 20-25 years, 18% for 10-15 years, 20% for 5-10 years and only 9% for 5 years. arranged oncoming vehicles. The river fleet consisted of 8 groups of floating devices, 2 floating excavators, 12 shovels and 15 shipboats. The transportation of household goods is mainly on the Termez-Khairaton route [14].

In 1960-1970, a first-class mechanized port was built and put into operation in Termez to service export and import cargo. International cargo was transported through the Termez river port, and cars, vehicles, and technical equipment were transported from the Soviet state to Afghanistan, while cotton, raw hides, dried fruits, carpets, and astrakhan skins were transported from Afghanistan to the Soviet republics. A comprehensive relationship was established in 1960 between the Termez River Port and the Afghan port staff on the basis of friendship and mutual assistance, and in 1970 a bilateral commitment agreement was signed with the Termez River Port and the Afghan side. In 1960, on the basis of mutual friendship, the Afghan port of Sherkhan was built with the help of the Soviet Union.

Ya.N.Pachebut, F.V.Nayanov, M.S.Nazarov, A.V.Arkhangel'sky, B.P.Suvorov, D.A.Ochilov, S.V.Osipenko of the river fleet in the creation and development of water transport in Central Asia, V. V.Galomtkonov, G.G.Khudomyasov, M.Ya.Goobrishl, I.S.Vvedensky, N.M.Ben, A.S.Pushentsov and other organizers made great efforts and efforts [15]. At the river port from the representatives of local nationalities: Deputy Chief of Personnel Shipping Service AS Allanazarov, Chief Shipping Engineer AS Berdiyev, Heads of piers B. Nosikbaev, B.N., Kilichev, K.D. Kazakov, N.V. .Bozorov et al. In 1971-1975, the national cargo was transported to the ports of Termez, Kerki, Charjou and a number of rivers, where labor productivity increased. As a result, Uzbekistan's friendly relations with Afghanistan and neighboring countries have been strengthened [16].

The Afghan port lacked experienced engineers, crane operators, drivers, fitters, electricians, mechanics to repair cranes and other machinery, and specialists to operate other machinery. This would reduce labor productivity, leading to faster transportation, loading and unloading operations. Taking this into account, the leadership of the Uzbek shipping industry offered to send its specialists to the Afghan ports of Khayratan and Sherkhan. This event helped to significantly increase productivity.

The staff of the Termez river port, based on the available financial resources, also tried to contribute to the improvement and well-being. For example, in 1971-1975, a 6-room school building was built in Denau district, an administrative building, houses and other buildings were commissioned in the territory of the collective farm named after Khalturin in Chorjoi district. Brigades led by V.Tsimbala, S.Akhmedov, Ch.Khaydarov, I.Khojabekov, F.Sharipov, well-known workers of the Termez river port, showed examples of progress. During the 1980s and 1990s, the cargo service from Afghanistan increased significantly, and a large number of respected and well-served port workers emerged. One such devotee was Rustam Gulyamov, a World War II veteran and labor veteran who returned to the Termez river port where he had worked in the postwar years to work as a port cargo brigadier [10].

Labor productivity in the Termez river port increased significantly in the 1970s. In the past, there were difficulties in importing cotton here. It would take four days to move cargo from ships or locations and load it onto 300-ton cargo barges. In 1970, using 5-ton Gants cranes at the port, cargo shipped abroad was loaded onto railcars in a short period of time. The use of electric loader "4004" has been launched at the river port. This allowed halving manual labor and saving loading time on the wagon. As a result, 5,000 soums will be saved annually. The style of Termez rivermen began to be used in other ports as well [17, p.53].

Creative research was also carried out in the Termez river port. For example, in the past, kerosene was delivered in containers to oil depots by rail, and consumers were two to three kilometers away from the port. Employees of the Termez River Port Scientific and Technical Society and Operation

Service developed and implemented the transportation of kerosene in the container with a special cargo device. Transportation of small volumes of cargo will be facilitated by low-load wooden loaders. This has led to increased productivity and profitability. In 1980, the port began to implement a continuous production plan based on local conditions.

In the late 1970s and early 1980s, Termez river port transporters learned and applied the experience of Leningrad residents in saving time during transportation. A complex competition has been launched between the Termez river port and the Foreign Transport Union (Soyuzvneshtans). In 1978, a telephone connection was established between the port dispatch service and the railway station, which made it possible to connect the work with the dispatch service center [10].

The staff of the Termez river port also carried out active research in cooperation with other transport organizations. In particular, interesting information about this was given at a large conference of transport workers held on June 16, 1981 in Termez [18]. At the conference, Termez Rivers focused on reducing the downtime of barges and wagons by five percent in 1980, increasing the level of direct loading and unloading to 60 percent, and reducing the cost of processing a ton of cargo by 95 percent. The participants of the conference came up with an initiative to earn more than 5,000 soums a year on the basis of work. This allowed in 1981 to hire more than 100 river port employees for other work. 100,000 soums were saved from the annual salary fund [19]. By the end of 1981, the river port had also achieved good results, and the annual plan had been fulfilled by 36 per cent over the previous year. Public-political, cultural-educational work among the staff of the river port has been organized at a high level. The port had a hospital, a polyclinic, a labor supply trade enterprise, a house of culture, a school and a kindergarten, which provided decent services to the community [20].

There was also a housing operation and maintenance department, where staff worked to improve housing conditions. After 1980, the workload at the Termez river port decreased somewhat. This is due, firstly, to the launch of a road and railway bridge over the Amudarya, which connects Uzbekistan and Afghanistan; second, the formation of several independent states on the basis of the former Soviet Union has limited economic ties with Afghanistan [20].

Conclusion. Water transport, which is the main type of transport network, is important for the national economy and has had a significant positive impact on the socio-economic development of Surkhandarya. In particular, water transport has served as a military-economic strategic sector for Russia, the Soviet government, and then during the years of independence of Uzbekistan for the national economy. In particular, a number of important measures have been taken to ensure border security, preserve the ecological environment of the river, protect the flora and fauna of the river and its banks. During the years of independence, the reconstruction of the Termez river port, the provision of new modern technical equipment and personnel with modern knowledge has been accelerated. In Surkhandarya, along with the provision of water transport services to agriculture, effective results have been achieved in the transportation of household goods and passengers.

Thus, the establishment of the Termez river port, the development of trade relations between neighboring countries through the river port, the exchange of commodity bases between the Union countries, the development of domestic and foreign trade through the Termez river port. Another goal of the establishment of the Termez river port was that water transport did not consume much fuel and was convenient for transporting large volumes of cargo.

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