



MODERNIZATION OF THE TRANSPORT AND COMMUNICATION SYSTEM IN THE SOUTHERN REGIONS OF UZBEKISTAN

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Article history:	Abstract:
Received: 30 th September 2025 Accepted: 28 th October 2025	This article analyzes the processes of modernizing the transport and communication systems in the southern regions of Uzbekistan. It provides a detailed discussion of the installation of modern digital automatic telephone exchange (ATS) equipment in the Kashkadarya and Surkhandarya regions, issues related to power supply interruptions, regulation of urban and intercity passenger transport systems, construction of highways and internationally significant road interchanges, electrification of railways, and the modernization of Termez Airport. The article also highlights the outcomes of government programs, foreign investments, and the introduction of modern technologies in the transport and communications sectors.

Keywords: transport system, communication infrastructure, modernization, highways, railway electrification, airport modernization, Kashkadarya region, Surkhandarya region.

INTRODUCTION.

During the years of independence, the development of the transport and communication systems in the southern regions of Uzbekistan played an important role in the country's socio-economic progress. The expansion of cities, population growth, and the strengthening of intercity relations created the need to open new routes and introduce modern means of transport and communication infrastructure. Particular attention was paid to the installation of modern digital automatic telephone exchange (ATS) equipment in the Kashkadarya and Surkhandarya regions, the regulation of the passenger transportation system, and the modernization of road, railway, and air transport infrastructure. These processes not only contributed to improving interregional and international connections but also served to ensure the stable operation of the transport and communication systems.

RESULTS AND DISCUSSION.

The introduction of a modern communication system in the southern regions of Uzbekistan was carried out with considerable difficulties. Although expensive modern digital automatic telephone exchange (ATS) equipment was imported and installed in all district centers of the Kashkadarya region using foreign currency, frequent power outages adversely affected their performance. As of 2015, in the Dehqonobod, Guzor, Nishon, Beshkent, Muborak, Qamashi, and Mirishkor district telecommunications facilities of the Kashkadarya branch of Uzbektelecom JSC, power supply interruptions amounted to 15–17

hours per day, while in Shahrisabz, Kitob, Yakkabog, Kasbi, Koson, and Chiroqchi districts, outages reached 18–20 hours per day. As a result, the quality of intercity and international communications of national importance declined, causing justified dissatisfaction among regional organizations and the population. In addition, long-term disruptions occurred on nationally significant communication channels passing through communication centers located in these districts. To resolve this problem, the management of the Kashkadarya branch of Uzbektelecom JSC was forced to appeal to the relevant authorities [1]. Only after that were ATS facilities included among objects with uninterrupted power supply, ensuring their stable operation.

The expansion of cities, population growth, and the strengthening of ties between rural areas and cities created the need to open new routes and procure modern buses. Accordingly, based on the decision of the Mayor of Termez dated November 23, 2015, No. 1371 "On the organization of the activities of the Termez City Passenger Transport Department," 12 associations operating on various routes within the city signed contracts with the Passenger Transport Department. Under these agreements, monthly payments to the Passenger Transport Department's account from vehicles engaged in passenger transportation were established. Specifically, all types of light taxis were required to pay 3% of their total revenue, minibuses 5%, and buses 8%. By the decision of the Mayor of Termez dated March 1, 2016, No. 254, these payment



rates were revised: light taxis were set at 2% of total revenue, while minibuses and buses were set at 3% [2].

In the freight turnover of road transport in the Surkhandarya region, the share of private freight carriers amounted to 84.3% in January–December 2016 and 83.5% in 2017. In January–December 2017, all modes of transport carried 415.4 million passengers, which represented an increase of 4.0% compared to the same period in 2016. Passenger turnover during this period increased by 5.8%, reaching 4,879.1 million passenger-kilometers [3].

The construction of new roads continued in subsequent years. By the decision of the Governor of the Kashkadarya region dated June 16, 2017, No. X-460/06, a land area of 15.2 hectares was allocated for the construction of a new 4 km-long road connecting the 43rd kilometer of the internationally significant A-380 "Guzor–Bukhara–Nukus–Beineu" highway with the 3rd kilometer of the 4R-89 "Karshi–Tallimarjan Thermal Power Plant" road, passing through the Namuna residential area of Karshi district. Of this land, 3,420 meters belonged to 35 private citizens along the route, while the remaining 580 meters were from the reserve land fund. The damage caused by land allocation amounted to 373,597,854 soums, and compensation was assigned to the State Unitary Enterprise "Directorate for the Construction and Reconstruction of Public Roads" [4].

In addition to highways, significant attention was paid to the modernization of railways. Given environmental considerations, the introduction of environmentally friendly electric trains was deemed appropriate. In this regard, the Resolution of the President of the Republic of Uzbekistan dated January 5, 2012, No. PQ-1676, "On measures to implement the project 'Electrification of the Maroqand–Karshi railway section with the participation of the Asian Development Bank,'" was adopted. The resolution provided that, taking into account the complex natural conditions of the region and the mobile nature of the work, a coefficient of 1.4 would be applied to the wages of all categories of employees directly involved in the electrification of the Maroqand–Karshi railway section, along with the provision of three free meals per day and other benefits [5].

The project was completed by 2015. On August 22, 2015, in connection with the launch of the Afrosiyob high-speed train on the Tashkent–Karshi route, 122 foreign guests arrived [6]. The length of the electrified section was 140.8 km, and 142 workers were employed. The project's payback period was 8.8 years, and the value of the created production assets amounted to

USD 211,059.67 thousand. The loan allocated by the Asian Development Bank amounted to USD 100 million for a period of 25 years, including a 5-year grace period. The annual interest rate was 0.4%. It was stipulated that from November 15, 2012, only interest and a commission on the committed amount would be paid, while from November 15, 2016, repayment of the principal would begin. Thereafter, the commission was discontinued, and semiannual payments (on May 15 and November 15) of USD 2.5 million toward the principal and interest were required. Accordingly, the principal loan was to be fully repaid by May 15, 2036, with interest payments totaling USD 16,676,927.7 and commissions amounting to USD 385,269.5 [7].

The increase in the number of passenger transport vehicles in cities significantly facilitated mobility for citizens. In particular, the widespread use of "Damas" minibuses in urban and intercity passenger transport initially helped address transport problems. However, the sharp increase in the number of minibuses created certain difficulties in ensuring road safety. A serious problem arose when some "Damas" minibuses operating in cities were driven by underage individuals who did not possess a driving license. Taking this into account, associations within the Termez City Passenger Transport Department purchased a large number of "Isuzu" vehicles. Based on the decision of the Mayor of Termez dated June 13, 2019, "On measures to further improve transport services in the city of Termez," from July 1 onward, the operation of "Damas" minibuses within the city was discontinued [8]. Their activities were redirected to suburban areas.

Pursuant to the implementation of instructions given during the visit of the President of the Republic of Uzbekistan to the Surkhandarya region in 2019, a 300-meter-long overpass was constructed connecting the 4R108 "Denov Ring Road" passing through Denov district with the M41 international highway. Construction of this major project, with a total cost of 81.5 billion soums, was carried out during 2022–2024. Built in accordance with international standards, the overpass includes a 300-meter bridge section, a 100-meter retaining wall, two approach roads with a total length of 1,200 meters, and an overall road width of 21 meters. The facility was commissioned on December 7, 2024 [9].

During the years of independence, the operations of Termez Airport were steadily improved. A new airport terminal was commissioned in April 2019 on the eve of the opening of the International Bakhshi Art Festival. The modern terminal has the capacity to serve 400



passengers and provides all necessary conditions for meeting and seeing off travelers [10].

It should be noted that Termez International Airport gained global recognition once again due to the situation in Afghanistan. After the Taliban came to power in Afghanistan, NATO countries evacuated their citizens from Kabul via Termez Airport between August 15 and 30, 2021. During this period, the German Air Force carried out 37 flights, evacuating citizens of 45 countries—more than 5,300 people in total—from Afghanistan [11].

Reconstruction work at the airport began at the end of 2020. As part of the project, a new 4E-category aerodrome complex was built, including a 3,000-meter-long and 60-meter-wide runway, taxiways, and an apron with three aircraft parking stands. The project was valued at 550 billion soums, and by December 2022, work worth 377 billion soums had been completed. The new runway was constructed of concrete, as concrete runways are stronger and more durable. To date, only Navoi and Termez airports in Uzbekistan have concrete runways [12].

On July 11, 2024, the final construction works at Termez Airport were completed. The second taxiway and a section of the main runway were finished. Each taxiway has a base width of 23 meters and a total width of 44 meters, enabling the airport to receive aircraft such as the Boeing 787/777 and Airbus A330 [13]. To modernize the airport's security system, the German government allocated €1 million. Technologies imported from Germany were installed along a 12 km external perimeter fence and at the airport's operations center [14].

CONCLUSION.

The analysis shows that large-scale efforts were carried out to modernize the transport and communication systems in the southern regions of Uzbekistan. In the Kashkadarya and Surkhandarya regions, modern digital automatic telephone exchange (ATS) equipment was installed, and systems resilient to power supply interruptions were established. Urban and intercity passenger transport systems were streamlined, and the operation of minibuses and buses was organized on the basis of efficient mechanisms.

The construction of new highways and internationally significant overpasses, the electrification of railways, and the modernization of Termez Airport ensured the stable and safe functioning of transport infrastructure. These reforms not only enhanced interregional and international connectivity but also played an important role in introducing innovative technologies in the transport and communications

sectors and in creating convenient conditions for passengers and the general public.

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