



ROAD AND TRANSPORT ISSUES IN BUKHARA AS A SOCIAL PROBLEM (SECOND HALF OF THE TWENTIETH CENTURY)

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Annotation

This article discusses the needs, problems, solutions and status of the population in the construction of roads and the use of vehicles, which in the second half of the twentieth century is recognized as one of the social problems in the Bukhara region.

Keywords: Social problem, economic indicator, socialist commitment, socialist competition, industrial zone, agricultural zone, road construction, international road, internal road, construction management, rationalization, five-year, highway, brigade method, party committee, kolkhoz board.

Introduction

In order to live a decent life, a person is constantly surrounded by different needs. In addition to material needs, there are some social issues, without which it is difficult for a person to consider himself in a "comfortable lifestyle." Of course, such social problems arise in terms of time and social environment. It should be noted that the social problems and issues of one period are not entirely appropriate for another period. There are only some similarities and logical continuities.

To live a decent life is to live well, to be independent of the state and society, to enjoy all kinds of social and economic opportunities, including treatment, recreation, material and spiritual incentives, safe work. It is a set of many other needs of this kind, such as working in a safe environment, as well as safe, convenient roads and the use of vehicles. At the same time, in the second half of the last century, that is, in the post-World War II years, as in all countries of the world, the post-war economic recovery in the Soviet state and all its republics and territories, many socio-economic problems, Extensive work was done to eliminate the losses suffered during the war. There are many directives in this regard. The tasks and responsibilities to be fulfilled during the five-year period have been adopted. However, when we look at the pages of periodicals and archival documents, the issue of roads and transport is considered





to be one of the most hotspots for this period and one that is surrounded by many social problems. There are a number of issues in the transport sector that need to be addressed. In the pages of the periodicals "Kyzyl Uzbekistan" (later "Soviet Uzbekistan") and "Bukhara Haqiqati" there were speeches on various topics on transport and roads, but with similar content. we will witness. In the February 17, 1961 issue of the Bukhara Haqiqati newspaper, it was noted that the roads of the Darvish section of the Leningrad collective farm in the Sverdlovsk (Jondor) district were in a very bad condition. Due to the fact that it is very difficult to cross the roads, the 4-5 km road from the village to the district center is often attended by schoolchildren, the poor condition of the road and the lack of transport make it difficult for students to attend classes. The chairman of the board of the collective farm, Kochkarov, and the secretary of the party committee, Abdullayev, did not even think about it[22].

Pushkin also wrote in the Bukhara Haqiqati newspaper that a bus service on the Bukhara-Losha route had been launched a month earlier, but had stopped shortly. (high school), Molotov (7 years old) schoolchildren, kolkhoz residents complained about walking to the city. Apparently, there were serious problems for people using public transport. Such problems existed not only in the regional center and adjacent areas, but also in other remote districts and villages. For example, the roads to the villages of Chitgaron, Movruhiylar and Karakalpak in the Shafirkhan district of the Uzbek kolkhoz are in poor condition, and although these villages are only 3-3.5 km from the center of the kolkhoz, they have not yet been leveled. Inability to call an ambulance when someone falls ill due to uneven roads; In addition to the lack of cars in these villages, mud in the winter and dust in the summer are extremely difficult for workers. It is also said that despite repeated requests from the kolkhoz leaders to level the roads in these villages, they do not go beyond empty promises. At the meeting of party and economic assets of the Bukhara regional automobile trust, 1975 was an effective year in various sectors of the regional economy[21]. Along with a number of achievements of the regional road transport enterprises, which are actively involved in the competition, there are some shortcomings. It is said that the staff of the 33-94 depot of the trust does not use them wisely, despite the fact that they have good opportunities and reserves for domestic management. Despite the fact that the tasks of the ninth five-year plan for passenger transportation were fulfilled with honor, and the unscheduled work was carried out for 15 thousand soums, the city's bus stops were criticized for not providing lighting systems. In addition, given that the tenth five-year plan is a five-year plan for quality and efficiency in all sectors of the economy, the management of the car repair plant in Tashkent complains that the





engines produced by the plant are not in demand. According to the socialist commitments of the workers of industry, transport, communications and construction of the Uzbek SSR up to 1972, the annual plan of the Central Asian railway in the field of transport should be fulfilled by December 28, the annual plan of construction and repair of roads by December 15, 1860 km. The commissioning of new and repaired highways was scheduled.

However, the work planned for this year and the commitments made have not been fully implemented. For example, at the end of the same year, due to the increasing intensity of traffic on the roads, thousands of vehicles were constantly moving on the roads of the region overnight, according to the designers, this figure will increase in the future. It is said to go. It is stressed that the road workers should be ready for this and start construction of wide highways capable of continuous flow of cars. The lack of convenient and high-quality roads is criticized everywhere. Roads such as Gijdivan-Kyzyltepa, Bukhara-Navoi-Sverdlovsk, Gala-Asia-Romitan are said to pose a serious threat to road safety. However, it should be noted that a number of positive steps have been taken on social issues related to the use of roads and vehicles. Following the decision of the Bukhara regional committee of the Communist Party of Uzbekistan dated March 13, 1981 "On the provision and further development of freight forwarding services to the population of Bukhara region" in 1982 and 1983, the association introduced 12 new types of services. introduced. In particular, pre-delivery of train tickets to the population of Bukhara, the city of Bukhara and its districts in the city of Kagan. Advance purchase of bus tickets for long-distance flights, delivery of air tickets to regional centers in Shafirkan, Galaosiyo, Vobkent, Kogan and Mohi Xosa sanatoriums. The supply of liquefied gas cylinders and many other new services have been introduced to the villages of Karavul-Bazar in Kagan district, which are sold locally. New collection points have been opened in rural areas. They are formed in Kagan, Vobkent, Galaasiya. The number of services provided here has also increased.

In conclusion, it can be said that many decisions have been made to address the social problems of the population, and in some areas their implementation is not at the required level, so many problems remain unresolved. Such problems, as mentioned above, are observed in all periods of human history. However, the differences between them are due to the social needs and environment of the time.





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