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Development of the transport sector within the framework of the Uzbekistan–2030 strategy: Achieved results and new objectives

R.I. Hakimov¹

¹Tashkent state transport university, Tashkent, Uzbekistan

Abstract: This article examines the development of Uzbekistan's transport sector within the framework of the updated Uzbekistan–2030 Strategy, highlighting the major achievements of recent reforms and the new strategic objectives set for 2030. The study analyzes the growth of transport services, the modernization of road, public, railway, and aviation infrastructure, and the expansion of private sector participation. Significant improvements in international freight transportation, public transport efficiency, railway electrification, metro development, and aviation liberalization are discussed based on recent statistical indicators. The article also outlines measurable target indicators for the transport sector, including increasing transport service volumes, expanding transit freight capacity, improving public transport coverage, modernizing vehicle fleets, and enhancing railway and aviation infrastructure. The findings demonstrate that the implemented reforms have substantially strengthened the competitiveness and sustainability of Uzbekistan's transport system, while the updated strategy provides a comprehensive framework for further modernization, regional connectivity, and integration into international transport networks.

Keywords: Uzbekistan–2030 Strategy, transport sector, transport infrastructure, logistics, public transport, railway transport, aviation, transit transportation, transport services, sustainable development

O'zbekiston–2030 strategiyasi doirasida transport sohasini rivojlantirish: Erishilgan natijalar va yangi maqsadlar

Hakimov R.I.¹

¹Toshkent davlat transport universiteti, Tashkent, O'zbekiston

Annotatsiya: Mazkur maqolada yangilangan “O'zbekiston–2030” strategiyasi doirasida transport sohasini rivojlantirishning ustuvor yo'nalishlari, amalga oshirilgan islohotlar natijalari hamda 2030 yilgacha belgilangan yangi maqsadlar tahlil qilingan. Unda transport xizmatlari hajmining o'sishi, avtomobil, jamoat transporti, temir yo'l va aviatsiya infratuzilmasining modernizatsiyasi hamda xususiy sektor ishtirokining kengayishi yoritilgan. So'nggi yillarda xalqaro yuk tashuvlari, jamoat transporti sifati, temir yo'llarni elektrlashtirish, metropoliten va aviatsiya tizimidagi rivojlanishlar statistik ma'lumotlar asosida baholangan. Shuningdek, transport xizmatlari hajmini oshirish, tranzit tashuvlarini kengaytirish, jamoat transporti qamrovini to'liq ta'minlash, zamonaviy transport vositalari sonini ko'paytirish hamda temir yo'l va aviatsiya infratuzilmasini yanada rivojlantirishga qaratilgan maqsadli ko'rsatkichlar keltirilgan. Tadqiqot natijalari transport sohasidagi islohotlar mamlakatning logistika salohiyati va xalqaro transport tizimidagi raqobatbardoshligini mustahkamlashga xizmat qilayotganini ko'rsatadi.

Kalit so'zlar: O'zbekiston–2030 strategiyasi, transport sohasi, transport infratuzilmasi, logistika, jamoat transporti, temir yo'l transporti, aviatsiya, tranzit yuk tashuvlari, transport xizmatlari, barqaror rivojlanish

1. Kirish

Mamlakat iqtisodiyotining barqaror o'sishi va hududlar o'rtasidagi iqtisodiy integratsiyani ta'minlashda transport sohasi muhim o'rin tutadi. So'nggi yillarda O'zbekistonda transport infratuzilmasini modernizatsiya qilish, logistika tizimini rivojlantirish va xalqaro transport yo'laklarida mamlakatning raqobatbardoshligini oshirish bo'yicha keng ko'lamli islohotlar amalga oshirilmoqda.

2025 yil 26 dekabr kuni O'zbekiston Respublikasi Prezidenti Shavkat Mirziyoyevning Oliy Majlis va O'zbekiston xalqiga Murojaatnomasida mamlakat iqtisodiyotida erishilgan yuqori o'sish sur'atlari natijasida amaldagi “O'zbekiston–2030” strategiyasini qayta ko'rib chiqish zarurati ta'kidlandi. Jumladan, strategiyada 2030 yilga borib yalpi ichki mahsulotni 160 mlrd dollarga

yetkazish maqsadi belgilangan bo'lsa, 2025 yil yakunida bu ko'rsatkich 145 mlrd dollardan oshgani qayd etildi. Bu esa ushbu maqsadga 2026 yilning o'zidayoq erishish imkoniyati mavjudligini ko'rsatmoqda.

Shu munosabat bilan “O'zbekiston–2030” strategiyasini takomillashtirish va uning yangi tahririni ishlab chiqish vazifasi qo'yildi. Yangi strategiyada barcha sohalar qatori transport tarmog'i uchun ham aniq va o'lchab bo'ladigan maqsadli ko'rsatkichlar belgilash muhim ahamiyat kasb etadi.

2. Tadqiqot metodologiyasi

Transport sohasida erishilgan asosiy natijalar



Amalga oshirilgan islohotlar natijasida transport sohasida sezilarli o'sish ko'rsatkichlariga erishildi. Amaldagi "O'zbekiston-2030" strategiyasida 2030 yilga qadar transport xizmatlari hajmini 3 barobarga oshirish vazifasi belgilangan edi. Biroq so'nggi uch yil mobaynida ushbu ko'rsatkich jadal o'sish sur'atlarini namoyon etdi.

Jumladan, transport xizmatlari hajmi 2,5 barobarga oshib, 188 trillion so'mni tashkil etdi (2022 yilda 83,9 trillion so'm). Shu bilan birga, transport xizmatlari eksporti ham 2 barobarga oshib, 2,8 milliard dollarga yetdi.

Avtomobil va jamoat transporti sohasidagi islohotlar

Xalqaro yuk tashuvlari sohasida ham ijobiy natijalar kuzatildi. Xalqaro yuk tashuvchi mahalliy korxonalar soni 2 241 taga yetdi, xalqaro yuk avtomobillari soni esa 1,5 barobarga oshib, 29 mingtani tashkil etdi. Natijada xalqaro tashuvlarda mahalliy kompaniyalar ulushi 39,2 foizdan 62 foizgacha oshdi.

Avtomobil transporti sohasida ham muhim institutsional islohotlar amalga oshirildi. Taksi faoliyati bilan o'zini o'zi band qilgan shaxslarga ruxsat berilishi natijasida legallashtirish yo'nalishsiz taksi haydovchilari soni 5 barobarga oshib, 310 ming nafardan oshdi.

Jamoat transporti tizimini modernizatsiya qilish maqsadida 2005 ta avtobus va 646 ta elektrobus xarid qilindi. Shuningdek, avtobus yo'nalishlarida pul tushumi bo'yicha kunlik reja amaliyotidan voz kechilib, bajarilgan ishlar uchun to'lovga asoslangan brutto-shartnoma tizimi joriy etildi. Hozirgi kunga qadar Toshkent shahrida 168 ta, Nukus shahri va viloyat markazlarida 97 ta avtobus yo'nalishlari ushbu tizimga o'tkazildi.

Yo'l haqi to'lovlarida shaffoflikni ta'minlash maqsadida 2025 yil 1 yanvardan boshlab Toshkent shahri jamoat transportida naqd pul orqali to'lov amaliyoti bekor qilindi.

Amalga oshirilgan islohotlar natijasida jamoat transportidagi qoidabuzarliklar ikki barobarga kamaydi, yashirin iqtisodiyot qisqardi hamda avtobuslar harakat intervali 18–20 daqiqadan 8–10 daqiqagacha qisqardi.

Aviatsiya va temir yo'l sohasidagi islohotlar

Aviatsiya sohasini liberallashtirish siyosati natijasida aviakompaniyalar soni 3 tadan 16 taga yetdi, shundan 14 tasi xususiy kompaniyalar hisoblanadi. Shu bilan birga, respublikadagi havo kemalari soni 54 tadan 107 tagacha oshdi.

So'nggi uch yil mobaynida aviaqatnovlar geografiyasi ham kengaydi. Aviayo'nalishlar soni 78 tadan 206 tagacha, aviaqatnovlar soni 64 mingtadan 130 mingtaga oshdi. Yo'lovchilar soni esa 8 million nafardan 15,5 million nafarga yetdi.

Zomin, Qo'qon, Shahrisabz va Sariosiyo aeroportlari rekonstruksiya qilinib, mahalliy aviatsiya qatnovlari yo'lga qo'yildi. Shuningdek, "Toshkent-Sharqiy" aerodromi qozgida fuqaro va tadbirkorlik aviatsiyasi uchun "Toshkent-Humo" zamonaviy aeroport kompleksi ishga tushirildi.

Temir yo'l infratuzilmasini rivojlantirish doirasida elektrlashtirilgan temir yo'llar ulushi 43 foizdan 51 foizga yetkazildi. Yuqori tezlikda harakatlanuvchi Talgo-250 poyezdlari soni 6 taga yetdi. 2026 yilda Koreya Respublikasidan yana 6 ta zamonaviy elektropoyezd olib kelinishi rejalashtirilgan.

Metropolitan infratuzilmasi ham kengaytirildi. Metro liniyasining umumiy uzunligi 38 km dan 70,8 km ga, bekatlar soni esa 29 tadan 50 taga yetkazildi. Harakat tarkibini yangilash maqsadida 41 ta yangi metro poyezdi xarid qilindi. Natijada metro poyezdlari intervali 5 daqiqadan 3 daqiqagacha qisqardi va kunlik yo'lovchilar soni 1 million nafarga yetdi.

Yangi tahrirdagi "O'zbekiston-2030" strategiyasi doirasidagi maqsadlar

Amalga oshirilgan islohotlar natijasida amaldagi strategiyada 2030 yilga qadar belgilangan ko'plab maqsadlarga 2025 yil yakuni bilan deyarli erishildi. Shu munosabat bilan yangi tahrirdagi "O'zbekiston-2030" strategiyasi loyihasiga transport sohasi bo'yicha 15 ta o'lchab bo'ladigan maqsadli ko'rsatkich belgilandi.

Xususan, 2030 yilga qadar:

- transport xizmatlari hajmini 320 trillion so'mga yetkazish;
- tranzit yuk tashuvlarini 18,5 million tonnadan oshirish;
- shahar va tumanlarni jamoat transporti bilan to'liq qamrab olish;
- yangi zamonaviy avtobuslar sonini 5 ming taga va elektrobuslar sonini 2 ming taga yetkazish;
- hududlarda brutto-shartnoma tizimini bosqichma-bosqich joriy etib, ular sonini 248 taga yetkazish;
- elektrlashtirilgan temir yo'llar ulushini 65 foizga yetkazish;
- tezyurar poyezdlarda yo'lovchilar sonini 3,25 million nafarga yetkazish;
- havo kemalari sonini 180 taga, aviaqatnovlar sonini 200 mingtaga, havo transportida tashilgan yo'lovchilar sonini 24 million nafarga yetkazishga erishiladi.

3. Xulosa

O'zbekistonda so'nggi yillarda transport sohasida amalga oshirilgan keng ko'lamlı islohotlar tarmoqning jadal rivojlanishiga xizmat qildi. Transport xizmatlari hajmining sezilarli o'sishi, infratuzilmaning modernizatsiya qilinishi va xususiy sektor ishtirokining kengayishi sohaning raqobatbardoshligini oshirishga zamin yaratdi.

Yangi tahrirdagi "O'zbekiston-2030" strategiyasi doirasida belgilangan maqsadlar transport sohasini yanada modernizatsiya qilish, logistika imkoniyatlarini kengaytirish va mamlakatning xalqaro transport tizimidagi o'rnini mustahkamlashga xizmat qiladi.

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Mualliflar to'g'risida ma'lumot/ Information about the authors

Hakimov Rashidjon Ilhomovich / Hakimov Rashidjon
Toshkent davlat transport universiteti, izlanuvchi
E-mail: r.hakimov@mintrans.uz



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