

**ANALYSIS OF EXISTING PROBLEMS OF TRANSPORT ROUTES ENTERING
THE ANDIJAN REGION****Shodmonov Sayidbek Abduvayitovich**

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Annotation. This article describes the roads entering Andijan region and their condition. The economic importance of these roads and the main shortcomings and problems on these roads are analyzed. In particular, the condition of the A-373 and M34 roads of international importance, the existing problems and infrastructure deficiencies on them are studied, and proposals are developed to improve the condition of the roads, prevent road accidents, and prevent traffic jams by improving the throughput of the roads.

Keywords: transport infrastructure, road, transit, logistics, transport industry, highway.

Introduction: Andijan region is located in the easternmost part of Uzbekistan and is a city that occupies an important place in production, trade, and industry in the Fergana Valley. Since production and trade are the main links of the region, the transport system plays an important role in the region's economy [1].

The roads entering the territory directly participate in establishing economic ties with the republic's centers and neighboring countries. In particular, the A-373 highway is involved in the implementation of international flights on the Tashkent-Osh route. The effective operation of transport routes is a key link in ensuring the export potential of the region, the supply of the domestic market and the sustainability of production.

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The main problem on the roads is that the road surface does not meet the requirements. Wear, cracking, deformation, and settlement of the asphalt concrete pavement are observed. This is due to the following factors:

The movement of heavy-duty vehicles with a load exceeding the permissible limit exerts high pressure on the road structure. As a result, displacement of the upper layer of the road, cracks, and abrasions are observed.





Figure 1. Effect on the road surface during the transportation of heavy goods.

Such situations are mainly observed on the A-373 road section of the region due to the high volume of international and local transport and the loading of vehicles without considering the load on the road. This reduces the service life of the road. Moreover, if we observe world experience, many European countries have separated roads of international significance and high freight traffic from local roads. In our country, passenger and freight transport are moving equally along this road [2-5].

This leads to traffic jams on the roads, the standing of trucks on the roads, and the crushing of the road surface.

Secondly, it is due to the fact that capital road repairs are not carried out in a timely manner, or instead of planned preventive repairs, routine repairs are carried out. This is a serious indicator of ensuring the long-term efficiency of the road. These problems are mainly observed on roads connecting the region with the city of Namangan. In addition, the fact that some parts of the roads connecting Namangan city are two-lane has a great impact on road capacity, which creates traffic jams on the roads. Despite the fact that the roads connecting the districts are the main means of improving mutual trade and business relations between these two districts, you can understand that they have not yet been equipped in a modern state or their capacity has not been improved.

Another problem is the insufficient functioning of drainage systems. As a result, during rainy seasons, the main part of the road becomes damp and deformed. As a result of the poor quality of the road surface, the speed of traffic on the roads decreases, which in turn leads to delays and an increase in fuel consumption. Increased fuel consumption leads not only to an increase in transportation costs but also to environmental degradation.

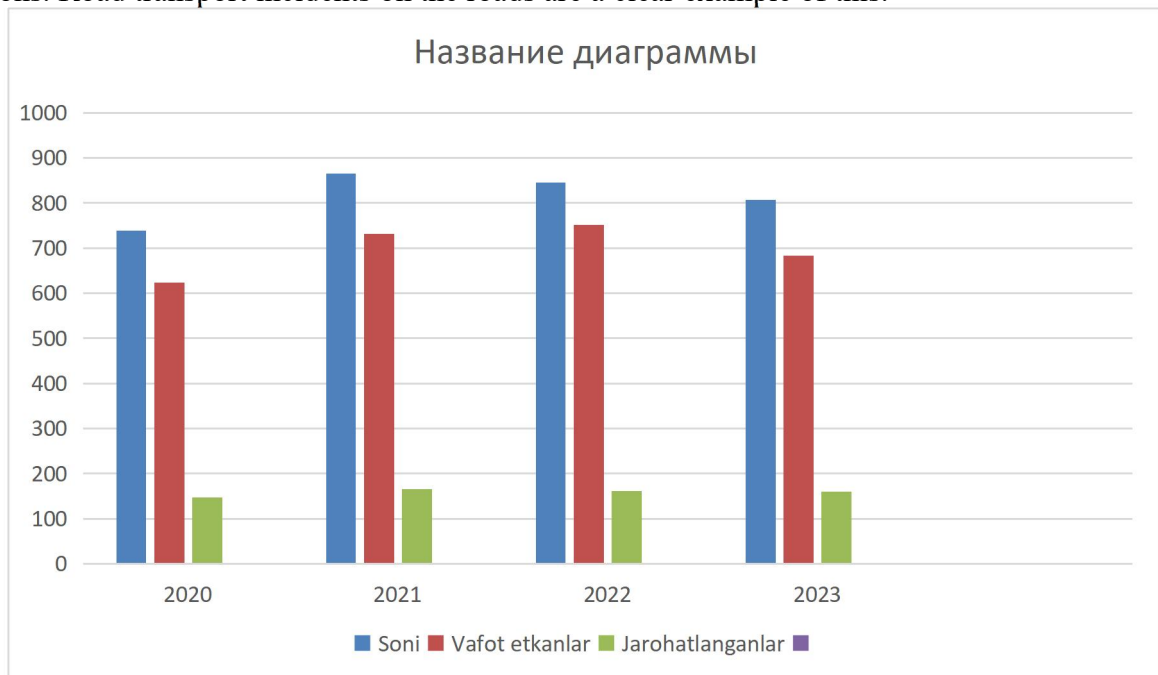
The Andijan region has good economic ties with the neighboring Kyrgyz Republic, and mutual transportation is increasing year by year. Annual transportation plans of manufacturing enterprises cooperating with each other are increasing, and new agreements are being reached. This, in turn, means that the cargo flow is increasing from year to year. It is gratifying that the region's foreign trade relations are improving. However, as freight traffic increases, it becomes evident that the logistics infrastructure is underdeveloped. As a result, the following problems arise:

- Delay in customs clearance processes



- Lack of parking spaces for freight vehicles
- The electronic queue system is not fully formed
- Lack of warehouses and logistics centers

There are also a number of problems in the field of engineering, communication, and road safety. A clear example of this is the obsolescence of road lines and signs in some regions. Such problems are particularly observed on the roads connecting the region with Namangan and Fergana regions. Furthermore, the insufficiency of night lighting systems on the roads poses a significant threat to transportation. This is especially noticeable during the winter and autumn seasons. Road transport incidents on the roads are a clear example of this.



Above, we can see the number of road traffic accidents, deaths, and injuries between 2020 and 2023. Despite the fact that the regional statistics department explains that 50% of road traffic accidents are caused by speeding, it is clear that the roads are not properly equipped, there are few pedestrian crossings, there are unregulated intersections, and the number of speed control devices is low.

In conclusion, the results of the analysis show that there are sufficient problems on the transport routes entering the Andijan region. These include the quality of the road surface, increased traffic flow, insufficient road equipment, problems in border logistics processes, and security issues. A comprehensive approach is necessary to solve these problems. Specifically, the main tasks include expanding road reconstruction programs and monitoring their timely and correct execution, preventing delays and congestion by creating separate and bypass roads for freight vehicles, introducing digital customs and logistics systems, increasing the number of logistics centers and simplifying clearance, equipping road infrastructure at the required level, and improving it based on international standards. Of course, modernizing the transport system will contribute to the economic development of Andijan region

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