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INFRATUZILMA IQTISODIYOTI

INFRASTRUCTURE ECONOMICS



**O‘ZBEKISTON RESPUBLIKASI OLIY VA O‘RTA MAXSUS
TA‘LIM VAZIRLIGI**

TOSHKENT DAVLAT IQTISODIYOT UNIVERSITETI

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INFRATUZILMA IQTISODIYOTI

DARSLIK

INFRASTRUCTURE ECONOMICS

TEXTBOOK

*5230100 - “Iqtisodiyot (tarmoqlar va sohalar bo‘yicha)”,
5230100 – “Iqtisodiyot (infratuzilma)” bakalavriat ta‘lim yo‘nalishlari
talabalari uchun darslik sifatida tavsiya etiladi*

Toshkent – 2015

Tashxodjaye M.M.

K 24 Infratuzilma iqtisodiyoti: Darslik – Infrastructure Economics: Textbook / M.M.Tashxodjaye, Z.A.Ashurov. – Toshkent: Toshkent davlat iqtisodiyot universiteti, 2015. - 224 b.

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ANNOTATSIYA

Mazkur darslik infratuzilma iqtisodiyoti sohasi bo'yicha o'zbek va ingliz tillarida yozilgan o'ziga xos yagona darslik hisoblanib, u O'zbekiston Respublikasi Prezidentining 2012 yil 10 dekabrda PQ-1875-sonli "Chet tillarini o'rganish tizimini yanada takomillashtirish chora-tadbirlari to'g'risida" gi Qarorini bajarishga qaratilgan tadbir maqsadida yaratildi.

Darslikda iqtisodiyotda infratuzilma, uning mohiyati, tarkibi, infratuzilma turlari, shuningdek O'zbekistonda infratuzilma turlarining faoliyati, holati va rivojlanish tendensiyalari, xorijiy mamlakatlarda infratuzilma haqidagi ma'lumotlar ikki tilda uzviy keltirilgan.

Ushbu darslik 5230100 - "Iqtisodiyot (tarmoqlar va sohalar bo'yicha)", 5230100 – "Iqtisodiyot (infratuzilma)" bakalavriat ta'lim yo'nalishlarida ta'lim olayotgan talabalar hamda boshqa infratuzilma iqtisodiyoti sohasi qiziquvchilariga mo'ljallangan. Darslikdan kasb-hunar kolleji o'quvchilari va pedagoglari hamda infratuzilma tarmog'idagi korxonalar va tashkilotlarining xodimlari va mutaxassislari ham foydalanishi mumkin.

ABSTRACT

This textbook is a specific unique textbook in the sphere of infrastructure economics written in Uzbek and English and is created for implementation of the Resolution of the President of the Republic of Uzbekistan No.PP-1875 "On Measures for Further Improvement of Foreign Languages Learning System" as of 10 December 2012.

The textbook describes in two languages the information about infrastructure in an economy, its essence, structure, types of infrastructure, as well as the activity, state and development trends of infrastructure types in Uzbekistan, and the infrastructure in the foreign countries.

This textbook is intended for the undergraduate students studying for the specialization of 5230100 – Economics (by sectors and spheres), 5230100 – Economics (infrastructure) and for other persons interesting in the sphere of infrastructure economics. Also the textbook can be used by the students and teachers of professional colleges and by the staff and specialists of enterprises and organizations of the infrastructure sector.

KIRISH

Iqtisodiyotda infratuzilmalarning mazmuni, omillari, o'lchamlari va muammolarini o'rganish hozirgi kundagi iqtisodiy fanlar hamda davlat siyosatining asosiy vazifalaridan bo'lib kelmoqda. Ayniqsa, bugungi kundagi iqtisodiyotni modernizatsiyalash, texnik va texnologik qayta yangilash sharoitida ishlab chiqarish, transport va muhandislik-kommunikatsiya infratuzilmasi tarmoqlarini ildam rivojlantirish, ularni respublika iqtisodiyoti tarmoqlari va hududlarini istiqbolda rivojlantirish borasida amalga oshirilayotgan dasturlar bilan uzviy bog'liq holda olib borish hamda buning negizida yangi ish joylarini yaratish, aholining bandligi va turmush darajasi uzluksiz o'sib borishini ta'minlash eng dolzarb vazifalardan biriga aylangan.

Binobarin, Prezidentimiz I.A.Karimov mamlakatimizni 2014-yilda ijtimoiy-iqtisodiy rivojlantirish yakunlari va 2015-yilga mo'ljallangan iqtisodiy dasturning eng muhim ustuvor yo'nalishlariga bag'ishlangan Vazirlar Mahkamasining majlisidagi ma'ruzasida respublikada infratuzilmani rivojlantirishni 2015 yilga mo'ljallangan iqtisodiy dasturning oltinchi muhim ustuvor yo'nalish sifatida belgilab, "Rivojlangan infratuzilmani tashkil etmasdan, birinchi navbatda, axborot-kommunikatsiya tizimi, yo'l-transport va muhandislik-kommunikatsiya qurilishini taraqqiy ettirmasdan turib, iqtisodiyotimizni tarkibiy jihatdan

INTRODUCTION

Studying the content, factors, scales and problems of infrastructure in the economy is one of the main tasks of today's economic disciplines and state policy. Particularly, in today's condition of economy modernization, technical and technological renewal, the accelerated development of sectors of industrial, transport and engineering-communication infrastructure in close coordination with implemented programs of perspective development of economic sectors and territories of country, and on this basis, providing the creation of new workplaces, increasing employment and sustainable growth of living standard of the population have become one of the most actual tasks.

Therefore, our President I.Karimov, in his speech in the Meeting of the Cabinet of Ministers dedicated to the outcomes of social and economic development of country in 2014 and the most important priority areas of economic agenda for 2015, determined the infrastructure development as the sixth important priority area of economic agenda for 2015, and stated that "To attain the structural transformations of an economy is impossible without developed infrastructure, first of all, without information-communication system, road-transport and engineering-communication construction".

o'zgartirishga erishish mumkin emas", deb ta'kidlab o'tdilar.

Chunki infratuzilmani, shu jumladan ishlab chiqarish, bozor va ijtimoiy infratuzilmalarni rivojlantirish butun iqtisodiyotni taraqqiy ettirish uchun zarur qulay shart-sharoitlar yaratadi, ishlab chiqarilayotgan mahsulot va butun iqtisodiyotimizning raqobatdoshligini oshiradi, aholining turmush darajasini oshirishga xizmat qiladi, yangi ish o'rinlarini tashkil etish, odamlarning daromadi va farovonligini oshirish imkonini beradi. Bu borada infratuzilma jarayonlari va tizimlarini tushunish hamda ularning iqtisodiy va siyosiy taraqqiyot bilan o'zaro aloqasini anglash uchun "Infratuzilma iqtisodiyoti" fanini o'rganish bugungi kunning talabi bo'lmoqda.

Mazkur darslik infratuzilma iqtisodiyoti sohasi bo'yicha o'zbek va ingliz tillarida yozilgan o'ziga xos yagona darslik hisoblanib, u O'zbekiston Respublikasi Prezidentining 2012 yil 10 dekabrda PQ-1875-sonli "Chet tillarini o'rganish tizimini yanada takomillashtirish chora-tadbirlari to'g'risida" gi Qarorini bajarishga qaratilgan tadbir maqsadida yaratildi. Darslikning ingliz tilidagi tahriri UNESCO-UNITWIN OCW/OER Initiative dasturining grantiga sazovor bo'lgan.

Darslikda iqtisodiyotda infratuzilma, uning mohiyati, tarkibi, infratuzilma turlari, shuningdek O'zbekistonda infratuzilma turlarining faoliyati, holati va rivojlanish tendensiyalari, xorijiy

As development of infrastructure, including of production, market and social infrastructures creates the significance and favorable conditions for advancement of an entire economy, increases the competitiveness of the products and the economy in whole, serves in increasing the living standard of the population, gives possibility to create new job places, to improve the people's income and welfare. In this view, studying the discipline of Infrastructure Economics to understand the infrastructure processes and systems and to realize their interrelation with economic and social development is becoming a requirement of present day.

This textbook is a specific unique textbook in the sphere of infrastructure economics written in Uzbek and English and is created for implementation of the Resolution of the President of the Republic of Uzbekistan No.PP-1875 "On Measures for Further Improvement of Foreign Languages Learning System" as of 10 December 2012. The English version of the textbook has honored with a grant of UNESCO-UNITWIN OCW/OER Initiative.

The textbook describes in two languages the information about infrastructure in an economy, its essence, structure, types of infrastructure, as well as the activity, state and development trends of infrastructure types in Uzbekistan, and

mamlakatlarda infratuzilma haqidagi ma'lumotlar ikki tilda uzviy keltirilgan. Ma'lumotlar va materiallarning yozilishi bakalavrlar uchun mutaxassislik fani va ingliz tilini oson qabul bo'ladigan tarzda bo'lishiga alohida e'tibor qaratildi. Darslik "Infratuzilma iqtisodiyoti" o'quv fanining namunaviy o'quv dasturiga to'la mos keladi va talabalar tomonidan o'zlashtirish uchun oddiy va tushunarli shaklda yozilgan. Har bir bobning so'ngida talabalarning mustaqil ishlashlari uchun nazorat savollari berilgan.

Darslik mualliflarning uzoq yillar mobaynida Toshkent davlat iqtisodiyot universitetining "Korporativ boshqaruv" kafedrasida uslubiy va ilmiy faoliyatlari natijasida hamda 5230100 - "Iqtisodiyot (tarmoqlar va sohalar bo'yicha)", 5230100 – "Iqtisodiyot (infratuzilma)" bakalavriat ta'lim yo'nalishlaridagi talabalar va boshqa infratuzilma iqtisodiyoti sohasi mutaxassislari uchun ikki tildagi qo'llanma sifatida ishlab chiqildi.

the infrastructure in the foreign countries. The special attention is given to writing of the data and materials in order for the undergraduate students to easily understand the discipline of their specialty and the English. The textbook fully complies with the standard syllabus of the discipline of Infrastructure Economics, and is written in simple and understandable form to be learnt by the students. The questions for self-control of students are given at the end of each chapter.

The textbook is developed as a result of authors' methodological and scientific activity during many years in the Department of Corporate Governance of Tashkent State University of Economics, and as a bilingual manual for undergraduate students of the specialization of 5230100 – Economics (by sectors and spheres), 5230100 – Economics (infrastructure) and for other specialists of the sphere of infrastructure economics.

1-BOB

**“INFRAUZILMA IQTISODIYOTI”
FANINING PREDMETI, USULLARI VA
ASOSIY VAZIFALARI**

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**CHAPTER 1 SUBJECT, METHODS AND MAIN TASKS
OF THE DISCIPLINE OF
INFRASTRUCTURE ECONOMICS**



1-BOB. “INFRATUZILMA IQTISODIYOTI” FANINING PREDMETI, USULLARI VA ASOSIY VAZIFALARI

CHAPTER 1. SUBJECT, METHODS AND MAIN TASKS OF THE DISCIPLINE OF INFRASTRUCTURE ECONOMICS

1.1. “Infratuzilma iqtisodiyoti” fanining predmeti

1.1. Subject of the discipline of Infrastructure Economics

Infratuzilma iqtisodiyoti ishlab chiqarish, bozor, ijtimoiy va boshqa sohalar uchun bevosita sharoit yaratib beradigan tarmoqlardan biri hisoblanadi. Iqtisodiyotda bozor mexanizmining rivojlanib borishi bilan alohida bozorlarning ehtiyojlarini qondirish bo'yicha faoliyatning maxsus turini yaratish zaruriyati vujudga keladi.

“Infratuzilma iqtisodiyoti” fanining predmeti – insonlar tomonidan barpo etiladigan va o'zaro hamkorlikni ta'minlovchi infratuzilma sohasining iqtisodiy va ijtimoiy masalalari.

Ushbu fan iqtisodiy masalalarga bevosita bog'liq bo'lib, bozor iqtisodiyoti sharoitida infratuzilma tizimining ahamiyati, iqtisodiyot va uning rivojlanishiga infratuzilma tizimining ta'siri bo'yicha amaliy va nazariy ma'lumotlarni beradi.

Bugungi kunda mamlakatimizda infratuzilmani rivojlantirish borasida ko'pgina ishlar amalga oshirilmoqda. Jumladan, O'zbekiston Respublikasi Prezidentining mamlakatimizni 2014-yilda ijtimoiy-iqtisodiy rivojlantirish yakunlari va 2015-yilga mo'ljallangan iqtisodiy dasturning eng muhim ustuvor

The infrastructure economics is one of the areas that directly creates conditions for production, market, social and other spheres. In the economy there occurs the significance to create the special type of activity on satisfaction of the needs of certain markets together with development of market mechanism.

The subject of the discipline of Infrastructure Economics –economic and social issues of the infrastructure sphere which is created by the humans and provides the mutual cooperation.

This discipline is directly related to the economic issues, and gives practical and theoretical information on impact of infrastructure system on the economy and its development, significance of infrastructure system in conditions of market economy.

At present, in our country many works have been done for development of infrastructure. For instance, according to the speech of the President of the Republic of Uzbekistan in the Meeting

yoʻnalishlariga bagʻishlangan Vazirlar Mahkamasining majlisidagi maʼruzasiga muvofiq, 2014 yilda infratuzilma sohasida quyidagi ishlar amalga oshirildi:

- 25 mlrd. kub metr gazni uzatish imkonini beradigan Markaziy Osiyo-Xitoy gaz quvurining 1 ming 830 km uzunlikdagi uchinchi tarmogʻi ishga tushirildi;

- umumiy foydalanish uchun moʻljallangan 540 kilometr avtomobil yoʻlini qurish va rekonstruksiya qilish ishlari yakunlandi. 116 kilometrdan iborat ikki polosali yoʻl kengaytirilib, toʻrt polosali qilib qayta qurildi.

- temir yoʻllar qurish, rekonstruksiya qilish va elektrlashtirish, yuk va yoʻlovchi tashiydigan temir yoʻl transportini qayta tiklash va modernizatsiya qilish boʻyicha loyihalarni amalga oshirish maqsadida 630 million dollardan ziyod mablagʻ oʻzlashtirildi;

- 240 kilometrlik temir yoʻl qayta tiklandi, oʻzimizda 650 ta yuk va 20 ta yoʻlovchi tashish vagonlari ishlab chiqarildi;

- Aviatsiya transportida yuk tashish hajmi 126 million 300 ming tonna-kilometrni tashkil qildi yoki 2013-yilga nisbatan 8,5 foizga oshdi.

of the Cabinet of Ministers dedicated to the outcomes of social and economic development of country in 2014 and the most important priority areas of economic agenda for 2015, the following works were done in the sphere of infrastructure in 2014:

- Third section of gas pipeline Central Asian-China with overall length in 1380 km and project capacity of 25 billion cubic meter of gas per year was commissioned;

- 540 km of motor road of common use were constructed and reconstructed. 116 km two-lane road was broadened and reconstructed as four-lane road;

- More than 630 mln. US dollars were developed for the projects on construction, reconstruction and electrification of railways, on renewal and modernization of railway freight and passenger transport;

- The railways with overall length in 240 km were rehabilitated, 610 freight cars and 20 passenger cars were produced

- Freight turnover of aviation transport made up 126.3 mln. tons-km or increased in 8.5% in regard to 2013.

1.2. “Infratuzilma iqtisodiyoti” fanining maqsadi va asosiy vazifalari

1.2. Purpose and main tasks of the discipline of Infrastructure Economics

“Infratuzilma iqtisodiyoti” fanining maqsadi – infratuzilma tushunchasi va turlari, iqtisodiy faoliyat va ishlab chiqarish, iqtisodiy mexanizm va tizimlar samaradorligini oshirish muammolari, respublika iqtisodiyoti infratuzilmasini chuqurroq o‘rganib, kelgusida mustaqil mehnat faoliyatida amaliy professional bilimni shakllantirishdir. Mazkur fan talabalarga infratuzilma tizimini boshqarishda zarur bo‘lgan zamonaviy andozalarga javob beradigan nazariy-amaliy professional bilimlarni mustahkamlashga hamda shakllantirishga qaratilgan.

“Infratuzilma iqtisodiyoti” fani o‘z oldiga quyidagi asosiy vazifalarni bajarishni qo‘ygan:

- infratuzilmaning mohiyati, tarkibi va asosiy tushunchalarini izohlash;

- infratuzilma iqtisodiyoti va uning tarkibiy qismlari hamda iqtisodiy negizlarini asoslash;

- infratuzilma xizmatlari va ularning rivojlanishini, asosiy yo‘nalishlarni tahlil etish;

- bozor iqtisodiyotida infratuzilmalar rivojlanishi mexanizmlarini, qonuniyatlarini va ulardan samarali foydalanish yo‘llarini o‘rganish;

- infratuzilma iqtisodiyotining samaradorligi va ularning asosiy ko‘rsatkichlarini tahlil etish.

The aim of the discipline of Infrastructure Economics is to deeply study the understanding and types of infrastructure, the economic activity and production, the problems of enhancement of effectiveness of economic mechanisms and systems, the infrastructure of country’s economy, and to form the practical and professional knowledge in the future labor activity. This discipline is aimed to strengthen and form for the students the professional theoretical and practical knowledge which meets the modern standards and is needed for management of infrastructure system.

The discipline of Infrastructure Economics covers the fulfillment of the following main tasks:

- to explain the essence, composition and main ideas of infrastructure;

- to substantiate the infrastructure economics and its structural components and economic fundamentals;

- to analyze the infrastructure services, their development and main trends;

- to study the mechanisms, objective laws of infrastructure development and the ways of their effective use in the market economy;

- to analyze the infrastructure economics and its basic indicators.

Shuningdek, “Infratuzilma iqtisodiyoti” fani fundamental fanlardan biri bo‘lib, boshqa iqtisodiy fanlarni chuqur o‘rganishda asos bo‘lib xizmat qiladi.

“Infratuzilma iqtisodiyoti” o‘quv fanini o‘zlashtirish jarayonida amalga oshiriladigan masalalar doirasida talaba:

- infratuzilma mohiyati va uning turkumlanishi; bozor iqtisodiyotiga o‘tishning milliy konsepsiyasi; O‘zbekistonda iqtisodiyotni modernizatsiyalash sharoitida bozor infratuzilmalari va ularning tarkibi va bosqichlari; infratuzilma iqtisodiyoti samaradorligi va unga ta’sir qiluvchi omillarini bilishi kerak;

- infratuzilmaning iqtisodiy rivojlanishdagi roli; ilg‘or chet el tajribasini bilishi va ish yuritish usullarini egallashi; korxonalar infratuzilmasi faoliyatini tahlil qilishning asosiy yo‘nalishlari bo‘yicha ko‘nikmalariga ega bo‘lishi kerak.

- infratuzilma xizmatlari va ularning rivojlanishi; milliy iqtisodiyot infratuzilma sohalarida sodir bo‘layotgan jarayonlar va o‘zgarishlarni tahlili; infratuzilmani rivojlanishida investitsiyaning roli; rivojlangan mamlakatlarni bu boradagi ilg‘or tajribalarini o‘rganish va ularni amaliyotga qo‘llash bo‘yicha xulosa va takliflarni shakillantirish va tavsiyalar berish; ilmiy adabiyotlarni o‘qitish, qiyosiy tahlil qilish va iqtisodiy statistik materiallarni tanlash va tahlil qilish malakalariga ega bo‘lishi kerak.

Also, the discipline of “Infrastructure Economics” is one of the fundamental disciplines and will serve as a basis for deep learning of other economics disciplines.

The bachelor’s student, in the framework of issues to be realized in the process of learning the discipline of “Infrastructure Economics”, should:

- know the essence of infrastructure and its classification; national concept of transition to market economy; market infrastructures and their composition and stages in condition of economy modernization in Uzbekistan; effectiveness of infrastructure economics and factors having impact on it;

- have skills to increase the role of infrastructure in economic development; to learn advanced foreign experiences and acquire methods of office work; to analyze the activity of enterprise’s infrastructure;

- have qualification to develop the infrastructure services; to analyze the processes and changes being happened in the infrastructure spheres of the national economy; to increase the role of investment in infrastructure development; to study the advances experience of the developed countries on this issue and generate conclusions and suggestions and give recommendations on introducing them into practice; to read the scientific literature, do comparative analysis, and select and analyze the statistical data.

1.3. “2011-2015 yillarda infratuzilmani, transport va kommunikatsiya qurilishini rivojlantirishini jadallashtirish to‘g‘risida”gi Dasturda o‘rin olgan infratuzilma masalalari

1.3. Infrastructure issues stated in the Program on Intensifying the Development of Infrastructure, Transport and Communication Construction for 2011-2015

“2011-2015 yillarda infratuzilmani, transport va kommunikatsiya qurilishini rivojlantirishini jadallashtirish to‘g‘risida”gi Dastur O‘zbekiston Respublikasi Prezidentining 2010 yil 21 dekabrda PQ-1446 sonli Qarori bilan ishlab chiqarish, transport va muhandislik-kommunikatsiya infratuzilmasi tarmoqlarining respublika iqtisodiyoti tarmoqlari va hududlarini istiqbolda rivojlantirish borasida amalga oshirilayotgan dasturlar bilan uzviy bog‘liq holda ildam rivojlanishini ta‘minlash hamda buning negizida yangi ish joylarini yaratish, aholining bandligi va turmush darajasi uzluksiz o‘shib borishini ta‘minlash maqsadida tasdiqlangan.

“2011-2015 yillarda infratuzilmani, transport va kommunikatsiya qurilishini rivojlantirishini jadallashtirish to‘g‘risida”gi Dasturida umumiy qiymati 8,5 mlrd. AQSH dollari bo‘lgan 85 ta infratuzilma, transport va kommunikatsiyani rivojlantirish bo‘yicha investitsiya loyihalarini amalga oshirish ko‘zda tutilgan (1.1 va 1.2-jadvallar).

The Program on Intensifying the Development of Infrastructure, Transport and Communication Construction for 2011-2015 was approved by the Resolution of the President of Uzbekistan No.1446 as of 21 December 2010, in order to maintain the advancing development of sectors of industrial, transport and engineering-communication infrastructure in close coordination with implemented programs of perspective development of economic sectors and territories of country and on this basis, to provide the creation of new workplaces, increase employment and sustainable growth of living standard of the population.

The Program on Intensifying the Development of Infrastructure, Transport and Communication Construction for 2011-2015 provides for implementation of 85 investment projects with overall amount of 8.5 USD on infrastructure, transport and communication development (Tables 1.1 and 1.2).

1.1-jadval

Table 1.1

**Dasturning asosiy maqsadli
ko'rsatkichlari**

**The main target indicators of the
Program**

№	Ko'rsatkichlar nomi Name of indicators	O'Ich. birl. Unit	2010	2011	2012	2013	2014	2015	Jami 2011-2015 yillarda Total in 2011-2015
1	O'zbekiston milliy avtomagistrali tarkibiga kiruvchi avtomobil yo'llarini qurish va ta'mirlash Construction and reconstruction of motor roads included in the Uzbek National highway	km	269	302	517	526	534	427	2306
2	Temir yo'llarni modernizatsiyalash Modernization of railways	km	280	70	240	240	240	240	1030
3	Intermodal logistika markazlaridagi avtotransport vositalari parkini yangilash Renewal of a fleet of motor transport vehicles of the intermodal logistics centers	ta pcs	-	101	99	5	4	3	212
4	O'zbekiston milliy avtomagistrali yoqasi-dagi yo'lbo'yi infrazuzilmasi va servisini rivojlantirish Development of roadside infrastructure and service along the Uzbek National highway	ta pcs	78	95	66	40	28	11	240
5	Investitsiya hajmi Volume of investment	mln. doll. ekv. eqv. mln. USD	1131,3	1242,4	1583,7	1408,6	1532,1	1168,7	6935,5

	Avtotransport tizimi Motor road system	mln. doll. ekv. eqv. mln. USD	381,1	566,0	909,4	703,4	775,6	440,2	3394,6
	Temir yo‘l transporti tizimi Railway transport system	mln. doll. ekv. eqv. mln. USD	207,7	273,8	246,3	320,9	387,8	365,3	1594,1
	Havo transporti Air transport	mln. doll. ekv. eqv. mln. USD	289,2	223,8	206,1	109,8	62,0	57,1	658,8
	Telekommunikatsiya tizimi va muhandislik-kommunikatsiya infratuzilmasi Telecommunication system and engineering-communication infrastructure	mln. doll. ekv. eqv. mln. USD	253,3	165,8	210,0	274,5	306,7	306,1	1263,0
	Shahar elektr transporti parkini yangilash Renewal of a fleet of city electric transport	mln. doll. ekv. eqv. mln. USD	-	13,0	11,9	-	-	-	24,9
6	Yangi ish o‘rinlarini yaratish Creation of new work places	ta pcs	3367	5895	4146	2304	1018	1031	14394

1.2-jadval

Table 1.2

Investitsiya loyihalariga ajratilgan
mablag'lar (ekv. mln. doll)

Finances allocated for investment
projects (eqv. mln. USD)

№	Loyiha yo'nalishlari Project areas	Loyiha um. qiyam. Total project cost	2011-2015 yy. da inves- titsiya hajmi Volume of invest- ment for 2011-2015	Sh.j. moliyalashtirish manbalari bo'yicha Including by financing sources			
				O'zlik mablag'- lari Own funds	O'zTTJ UzFRD	Xorijiy investitsiyalar va kreditlar Foreign investment and credits	Davlat byudjeti va davlat fondlari State budget and state funds
	Jami dastur bo'yicha, sh.j. Total for the program including:	8504,0	6935,5	1304,4	461,1	3235,9	1934,5
1	Avtotransport tizimi Motor road system	3544,0	3394,6	97,3	68,3	1435,1	1793,9
2	Temir yo'l transporti tizimi Railway transport system	2146,6	1594,1	1067,9	84,5	441,7	0
3	Havo transporti Air transport	993,7	658,8	128,9	283,4	223,7	22,8
4	Telekommunikatsiya tizimi va muhandislik- kommunikatsiya infratuzilmasi Telecommunication system and engineering- communication infrastructure	1794,7	1263,0	9,9	0	1135,4	117,8
5	Shahar elektr transporti parkini yangilash Renewal of a fleet of city electric transport	24,9	24,9	0	24,9	0	0

2015 yilda infratuzilmani rivojlantirish sohasida quyidagi ishlar amalga oshirilishi mo'ljallangan:

- Internet tarmog'idan foydalanishning texnik imkoniyatlarini yanada oshirish, keng polosali optik tarmoqlarni kengaytirish va optik tolali aloqa tarmoqlarini qurish ishlarini davom ettirish, barcha hududlarni, shu jumladan, uzoq va chekka hududlarni raqamli televideniye ga o'tkazish ishlarini oxiriga yetkazish;

- O'zbekiston milliy avtomagistrali tarkibiga kiradigan avtomobil yo'llari uchastkalarini qurish va rekonstruksiya qilish bo'yicha amalga oshirilayotgan ishlarning strategik ahamiyatini inobatga olgan holda avtomobil yo'llari qurish, rekonstruksiya qilish va ta'mirlash, yo'llar bo'yidagi infratuzilmalarni rivojlantirish yuzasidan belgilangan vazifalarni bajarish;

- Yo'lovchi va yuklarni ishonchli hamda uzluksiz tashishni ta'minlash maqsadida 260 km temir yo'llarni qayta tiklash. 124,1 km lik Angren – Pop elektrlashtirilgan yangi temir yo'lining qurilishi, 140 km lik Maroqand-Qarshi va 325 km lik Qarshi-Termiz temir yo'l uchastkalarini elektrlashtirish, ikki tomonlama qatnovga ega bo'lgan Jizzax-Yangiye r elektrlashtirilgan temir yo'l tarmog'i qurilishining ikkinchi bosqichini amalga oshirish.

In 2015 the following works should be done in the sphere of infrastructure development:

- It is necessary to continue works on the further increase in technical possibilities of access to the Internet, on expansion of optical networks of broadband access and building of fibre-optical communication lines, on finishing transfer of all regions, including remote areas to digital TV.

- To accept effective measures on unconditional performance of parameters of construction, reconstruction and repair of highways and developments of a roadside infrastructure.

- For providing reliable and uninterrupted transportation of passengers and cargoes, it is provided for rehabilitation of 260 km railways. Implementation of 13 investment projects is provided. First of all such as construction of new 124,1 km electrified railway line of Angren-Pap, electrification of 140 km railway site Marakand-Karshi and Karshi-Termez in extent of 325 km, implementation of the second stage of construction of the double-line electrified railroad line Dzijzak-Yangier.

1.4. “Infratuzilma iqtisodiyoti” fanining boshqa iqtisodiy fanlar bilan o‘zaro aloqasi

1.4. Interrelation of the discipline of Infrastructure Economics with other economic disciplines

“Infratuzilma iqtisodiyoti” fani asosiy iqtisodiy fanlar, ayniqsa “Iqtisodiyot nazariyasi”, “Bozor iqtisodiyoti asoslari”, Makroiqtisodiyot”, “Mikroiqtisodiyot” “Menejment”, “Marketing” kabi fanlar bilan o‘zaro uzviy bog‘liqdir. Shuningdek, “Infratuzilma iqtisodiyoti” fani unga turdosh bo‘lgan fanlar, ya’ni “Infratuzilma nazariyasi”, “Maxalliy infratuzilma”, “Xalqaro infratuzilma”, “Ishlab chiqarish infratuzilmasi”, “Ijtimoiy infratuzilma”, “Innovatsion infratuzilma” kabi fanlar bilan aloqada bo‘ladi.

“Infratuzilma iqtisodiyoti” fani milliy iqtisodiyot bilan ham chambarchas bog‘liq. Chunki milliy iqtisodiyotning barcha tarmoqlari va ularning ichki infratuzilmalari, tarkibiy tuzilishlari milliy iqtisodiyotning barqaror iqtisodiy o‘shishini ta’minlovchi amaliy va nazariy tavsiyalarni beradi.

The discipline of Infrastructure Economics is closely interrelated with the major economic disciplines, particularly with Economic Theory, Bases of Market Economy, Macroeconomics, Microeconomics, Management, Marketing. Also, the discipline of Infrastructure Economics is has relations with allied disciplines such as Theory of Infrastructure, Local Infrastructure, International Infrastructure, Production Infrastructure, Social Infrastructure.

The discipline of Infrastructure Economics is also closely related to the national economy. Because all the sectors of national economy and their internal infrastructures, structural components give the practical and theoretical recommendations that provide the sustainable economic growth.

Nazorat uchun savollar

Questions for self-control

1. “Infratuzilma iqtisodiyoti” fanining predmeti nima?
2. “Infratuzilma iqtisodiyoti” fanining qanday maqsadi va asosiy vazifalari mavjud?
3. “2011-2015 yillarda infratuzilmani,

1. What is the subject of the discipline of “Infrastructure Economics”?
2. What purpose and main tasks does the discipline of “Infrastructure Economics” have?
3. What infrastructure issues are

transport va kommunikatsiya qurilishini rivojlantirishini jadallashtirish to'g'risida"gi Dasturda o'rin olgan infratuzilma masalalari nimalardan iborat?

4. "Infratuzilma iqtisodiyoti" fani qaysi iqtisodiy fanlar bilan o'zaro aloqada bo'ladi?

5. O'zbekistonda 2014 yilda infratuzilma sohasida qanday ishlar amalga oshirilgan?

6. O'zbekistonda 2015 yilda infratuzilma sohasida qanday ishlar qilinishi rejalashtirilgan?

stated in the "Program on Intensifying the Development of Infrastructure, Transport and Communication Construction for 2011-2015"?

4. What do economic disciplines have interrelation with the discipline of "Infrastructure Economics"?

5. What works are done in the infrastructure sphere in 2014 in Uzbekistan.

6. What works are planned to be done in the infrastructure sphere in 2015 in Uzbekistan?

2-BOB

**INFRAUZILMANING MOHIYATI,
TARKIBI VA TURKUMLANISHI**

* * *

CHAPTER 2

**ESSENCE, COMPOSITION AND
CLASSIFICATION OF INFRASTRUCTURE**



2-BOB. INFRA TUZILMANING MOHIYATI, TARKIBI VA TURKUMLANISHI

CHAPTER 2. ESSENCE, COMPOSITION AND CLASSIFICATION OF INFRASTRUCTURE

2.1. Infratuzilmaning mohiyati, ahamiyati va vazifalari

2.1. Essence, significance and tasks of infrastructure

Infratuzilma – bu har qanday yaxlit iqtisodiy tizim va tuzilmalarning mavjud bo‘lish sharti hisoblangan tarkibiy qismidir. So‘zma-so‘z ifodalaganda, infratuzilma – bu iqtisodiy tizimning asosi, poydevori, ichki tuzilmasi ma’nolarini ifodalaydi.

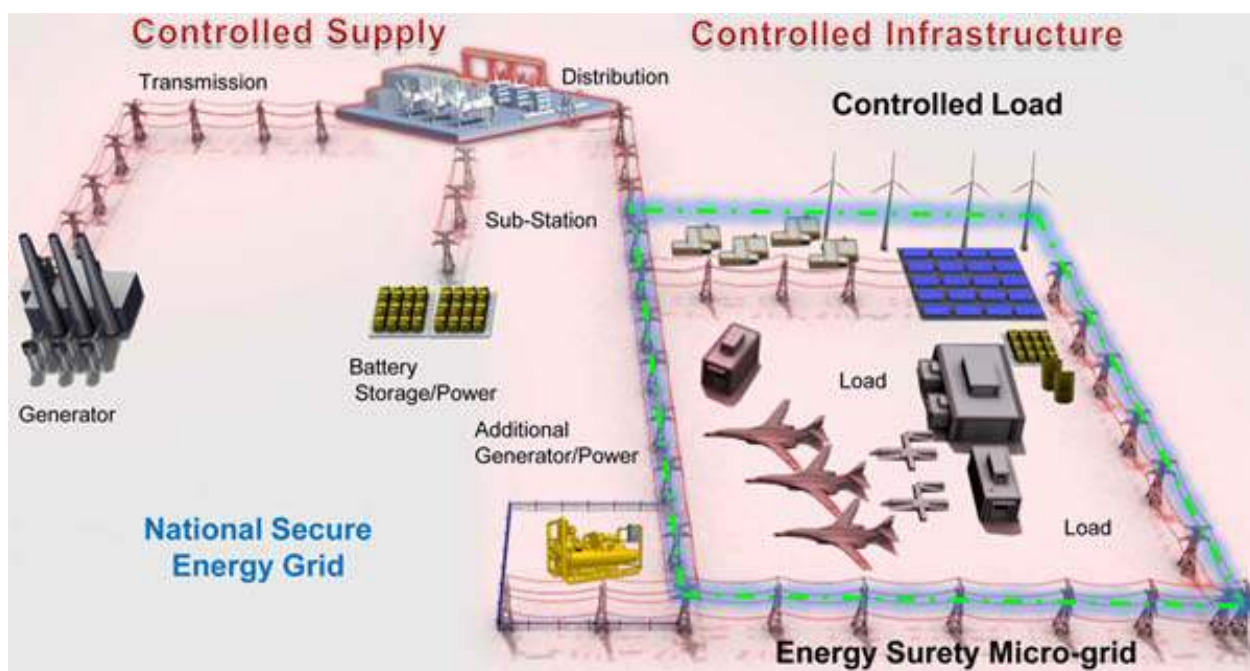
“Infratuzilma” atamasi lotincha “infra” - quyi, osti; “structura” - tuzilma, joylashuv so‘zlaridan paydo bo‘lgan.

Jahon tajribasida infratuzilma tushunchasi XX asr boshlarida birinchi bor harbiy qurolli kuchlarning to‘laqonli faoliyat yurgizishi uchun zarur bo‘lgan obyektlar va inshootlar majmuasi sifatida muomalaga kiritilgan. G‘arb davlatlari taraqqiyot bosqichining 1940 yillariga kelib infratuzilmani moddiy ishlab chiqarish sohalarining faoliyatiga zaruriy shart-sharoitlar yaratuvchi tarmoq va muassasalarining yaxlit bir tarkibi sifatida tushunishgan. 1970–1980 yillardan sobiq ittifoq respublikalarining iqtisodiy adabiyotlarida, odatda, infratuzilmani muhandis-texnik bino va inshootlarning yig‘indisi sifatida ko‘rilgan.

Infrastructure is the component conditioning the existence of integrity of every economic system and structures. Literally, infrastructure means the base, foundation, international structure of an economic system.

The term “Infrastructure” was derived from Latin “infra” – lower, bottom; “structura” – structure, location.

In the world practice, the term “infrastructure” first was used in the military sphere in the beginning of the 20th century to provide functioning of necessary military units and facilities. Beginning from 1940, in the Western countries the infrastructure was understood as an integral component of sectors and institutions which create necessary conditions for functioning of material production spheres. In 1970-1980, in the literature of USSR former republics, the infrastructure was seen as a complex of engineering-technical buildings and structures.



1.1-rasm. Infratuzilmaning harbiy sohada ishlatilishi

Figure 1.1. Use of infrastructure in military sphere

Iqtisodiy adabiyotda infratuzilma terminiga turlicha izoh berilgan. Lugʻaviy maʼnosiga qaraydigan boʻlsak, “Infratuzilma” atamasi lotincha “infra” – quyi, osti, “structura” – tuzilma, joylashuv soʻzlaridan paydo boʻlgan. “Infratuzilma” atamasining keng qoʻllanilishiga qaramay, bu tushunchani turlicha talqin qilish hollari uchrab turadi (2.1-jadval). Bir guruh olimlar infratuzilmaning funksiyasini ishlab chiqarish va aholiga xizmat koʻrsatishda deb qarab, uni xizmat koʻrsatishning yaxlit tizimi sifatida belgilaydi.

The term Infrastructure is defined differently in the economic literature. If we look at the dictionary meaning of an infrastructure, “Infrastructure” was derived from Latin “infra” – lower, bottom; “structura” – structure, location. In spite of widely use of the term “Infrastructure”, this concept is interpreted differently. (Table 2.1) One group of scientists specify the function of infrastructure as an integral system of service, and see it in serving the production and population.

2.1-jadval

Table 2.1

Infratuzilmaga berilgan turli ta'riflar

Various definitions to infrastructure

Muallifi va manbasi Author and source	Ta'riflar Definitions
Jahon mualliflari tomonidan / by the world authors	
<p>Макконел К.Р., Брю С.Л. Экономикс: Принципы, проблемы и политика. В 2-х т. – М.: Республика, 2010</p> <p>McConnell K.R., Brue S.L. Economics: principles, problems and policies. 2010</p>	<p>Fuqarolar va firmalar tomonidan ulardan foydalanish odatda davlat tomonidan ta'minlanadigan kapital qurilmalardir (yo'llar, shahar transport tizimlari, suv tozalash qurilmalari, munitsipal suv ta'minoti tizimlari, aeroport).</p> <p>Capital goods usually provided by the public sector for the use of citizens and firms (for example, highways, bridges, transit systems, wastewater treatment facilities, municipal water systems, and airport).</p>
<p>P.Rozenshteyn–Rodan</p> <p>Rosenstein-Rodan P.</p>	<p>Barcha aholining ehtiyojlarini qondiruvchi va iqtisodiyotning asosiy sohalarida xususiy tadbirkorlikni rivojlanishini ta'minlovchi umumiy shart – sharoitlar majmuasi, yoki asosiy sohalar.</p> <p>A complex of general conditions or main spheres which provide development of private entrepreneurship in the main sectors of an economy and satisfy the needs of all the population.</p>
<p>Р.Иохимсен “Теория инфраструктуры”, 2002</p> <p>Jochimsen R., “Theory of Infrastructure”, 2002</p>	<p>Hududlarda yaxlit xo'jalikni tashkil etishga ko'maklashuvchi moddiy, shaxsiy va institutsional faoliyat turlarini va ularni tashkilotlarining yig'indisi.</p> <p>Aggregate of material, personal and institutional activities and their organizations which help organize the entire economy in the regions.</p>
Rossiya mualliflari tomonidan / by the Russian authors	
<p>Стаханов В.И. Экономика инфраструктуры общественного производства. Учеб.пос.Ростов н\Д, 2008</p> <p>Stakhanov V.I. Infrastructure economics of social production. Teaching aid. Rostov-on-Don, 2008</p>	<p>Insonni hayoti va ijtimoiy ishlab chiqarishda xizmatlar.</p> <p>Services for human life and social production.</p>
<p>S.S.Nosova, V.P.Oreshin, V.G. Terentev</p> <p>Nosova S.S., Oreshin V.P., Terentev V.G.</p>	<p>Xalq xo'jaligining tarkibini tashkil etuvchi sohalarning (sanoat, qishloq xo'jaligi, qurilish) rivojlanishi uchun zarur bo'lgan shart – sharoitlar majmuasi.</p> <p>A complex of conditions necessary for development of the spheres (industry, agriculture, construction) consisting of the structure of national economy.</p>

<p>V.A.Jamin, V.P.Krasovskiy, A.Yu.Sharipov</p> <p>Jamin V.A., Krakovskiy V.P., Sharipov A.Yu.</p>	<p>Infratuzilma ixtisoslashgan sohalarning rivojlanishini ta'minlovchi tarmoqlar majmuasidir.</p> <p>Infrastructure is a complex of sectors which provide development of the specialized spheres.</p>
<p>Беляевский И.К. Статистика рынка товаров и услуг/ под ред. И.К.Беляевского – М.: Финанси и статистика, 2009.</p> <p>Belyaevskiy I.K. Statistics of commodities and services market. – Finances and statistics, 2009</p>	<p>Asosiy bozor jarayonlarni tashkiliy va moddiy jihatdan ta'minlovchi, jami yordamchi soha va vositalar.</p> <p>Overall auxiliary spheres and means which provide the main market processes in organizational and material aspects.</p>
<p>O'zbek mualliflari tomonidan / by the Uzbek authors</p>	
<p>Berkinov B.B., Tashmatov R.X. O'zbekistonda fermer xo'jaliklariga xizmat ko'rsatuvchi infratuzilmalarni rivojlantirish yo'nalishlari, 2008.</p> <p>Berkinov B.B., Tashmatov R.X. Areas of developing the service infrastructure for leasehold farmers, 2008</p>	<p>Infratuzilma – takror ishlab chiqarish shart-sharoitlarni ta'minlaydigan ishlab chiqarish va noishlab chiqarish majmuidir. Infratuzilma xalq xo'jaligini yurgizib turish uchun umumiy sharoit yaratib beruvchi sohalardir.</p> <p>Infrastructure is a complex of production and non-production which provide the reproduction conditions. Infrastructure is a sphere which creates general condition to function the national economy.</p>
<p>Murodov Ch. O'zbekiston iqtisodiyotini erkinlashtirish sharoitida bozor infratuzilmasining rivojlanishi, 2009.</p> <p>Murodov Ch. Development of market infrastructure in economy liberalization f Uzbekistan, 2009</p>	<p>Infratuzilma jamiyatning ishlab chiqarish, ijtimoiy va nomoddiy jarayonlarini qamrab olgan bo'lib, turli – tuman moliyaviy ijtimoiy, huquqiy, axborot, ekologiya, boshqaruv va boshqa turdagi xizmatlar ko'rsatish faoliyatini o'z ichiga oladi va ishlab chiqarish jarayonining oxirgi natijasiga bevosita ta'sir ko'rsatadi.</p> <p>Infrastructure covers the production, social and intangible processes of a society, includes the activities providing various financial, social, legal, informational, environmental, managerial and other services, and directly affects the final result of the production process.</p>
<p>Tursunov A.G'. Ko'p ukladli iqtisodiyot sharoitida qishloq xo'jaligida ishlab chiqarish infrastrukturasi tashkil etish va rivojlantirish, 2008.</p> <p>Tursunov A.G. Organization and development of production infrastructure in agriculture in conditions of heterogeneous economy, 2008.</p>	<p>Infrastruktura majmuasi – bevosita moddiy ne'mat ishlab chiqarishda qatnashmaydigan (ishlab chiqarish infrastrukturasi tashqari), ammo ishlab chiqarishning umumiy sharoitini va kishilar hayot faoliyatini ta'minlashga xizmat qiluvchi xo'jalik tarmoqlari majmuidan iborat.</p> <p>Infrastructure consists of a complex of economic sectors which does not directly participate in production of material goods (except production infrastructure) but serves for providing the general condition of production and people's life activity.</p>

Umuman olganda, **infratuzilma** - bu ishlab chiqarish va xizmat ko'rsatish tarmoqlarining mutanosib faoliyat yuritishi va aholi turmush darajasini oshirishga ko'maklashuvchi xizmatlar majmuasi va ularning bino-inshootlaridir.

Iqtisodiyotni modernizatsiyalash sharoitida iqtisodiy munosabatlarini barqarorlashtirishda infratuzilmani rivojlantirish o'ziga xos xususiyatlarga ega. Bunday xususiyatlardan biri bo'lib infratuzilmaning samarali amal qilishini ta'minlashda davlatning alohida rolini zarurligi hisoblanadi.

Respublikamizda infratuzilmani shakllantirish borasida davlat tomonidan qo'yidagi chora-tadbirlarga alohida e'tibor qaratish ko'zda tutildi:

- infratuzilmaning barcha subyektlari majmuasini shakllantirish;
- infratuzilma subyektlari o'rtasidagi bevosita xo'jalik aloqalarini har tomonlama rivojlantirish;
- infratuzilmaning barcha subyektlari faoliyatini atroflicha tashkil etish;
- infratuzilma unsurlarini rivojlantirib, yangilarini vujudga keltirish;
- iqtisodiyotda tarkibiy o'zgarishlarni amalga oshirishga ko'maklashuvchi idoralarni barpo etish;
- bozor sharoitida ishlay oladigan malakali kadrlarni tayyorlash.

In general, **Infrastructure** is the complex of services and their buildings and facilities which assist in increasing the living standard of the population and in adequate functioning of the production and service sectors.

In conditions of economy modernization, infrastructure development obtains specific features in sustaining the economic relations. One of such features is the importance of government's particular role in providing the effective functioning of infrastructure.

In our country, the following measures are given attention to form the infrastructure by the government:

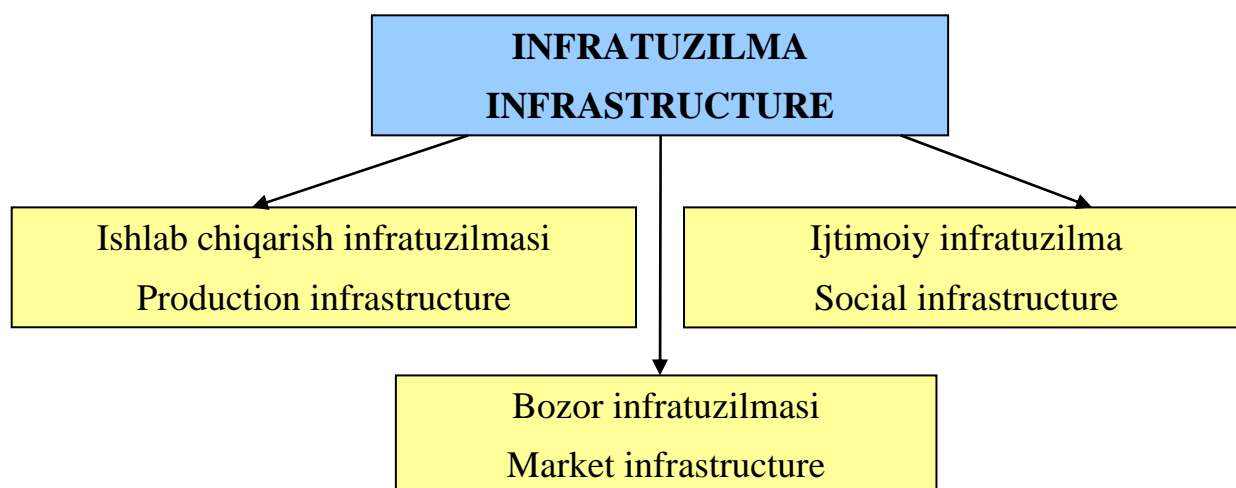
- Formation of a complex of the all infrastructure entities;
- All-round development of direct economic relations between infrastructure entities;
- Detailed organization of activity of the all infrastructure entities;
- Development of existing infrastructure elements and creation of new ones;
- Establishment of agencies assisting in realization of structural changes in an economy;
- Preparation of qualified personnel who are able to work in the market conditions.

2.2. Infratuzilmaning turkumlanishi va tarkibi

2.2. Classification and composition of infrastructure

Infratuzilmaning uch asosiy turlari ajratiladi: ishlab chiqarish infratuzilmasi, ijtimoiy infratuzilma va bozor infratuzilmasi (2.1-rasm)

There specified three main types of infrastructure: production infrastructure, social infrastructure and market infrastructure (Figure 2.1).



2.1-rasm. Infratuzilmaning asosiy turlari

Figure 2.1. Main types of infrastructure

Shu bilan birga, postindustrial jamiyatda infratuzilma faoliyat turlarining batafsil differensiativasi ro'yobga chiqmoqda. Bunday infratuzilma sektorlarining hech bo'lmasa sakkiztasini ajratib ko'rsatish mumkin:

1. Ishlab chiqarish infratuzilmasi: o'z ichiga aholi va biznesga energiya, yoqilg'i, suv, ishlab chiqarish qurilmalari, kapital qurilish va ta'mirlash xizmatlari bilan ta'minlash bo'yicha xizmatlarni oladi.

2. Ijtimoiy infratuzilma: inson salohiyatini (kapitalini) kasbiy ta'lim va sog'liqni saqlashni rivojlantirish, dam olish, sayohat qilish, yashash sharoitlarini yaxshilash, sport bilan shug'ullanish orqali o'sishini ta'minlaydi.

In addition, in the postindustrial society there appeared the detailed differentiation of infrastructure types. Thus, at least 8 types of such infrastructure spheres can be differentiated:

1. Production infrastructure: includes the services on providing the population and business with energy, fuel, water, capital construction and repair services.

2. Social infrastructure: provides the growth human potential (capital) by development of professional education and public health, recreation, traveling, improvement of living conditions, occupation with sport.

3. Bozor infratuzilmasi: tovar, pul va kapitallarning aylanishini tazlashtirishga xizmat qiladi va o'z ichiga birjalar, bank tizimi, sug'urta xizmatlarini oladi.

4. Institutsional infratuzilma: iqtisodiy agentlarning o'zaro hamkorligi va munosabatlarini qonunchilik va huquqni qo'llash amaliyoti, shuningdek ma'naviy hatti-harakat va ijtimoiy mas'uliyatlik bo'yicha norasmiy institutlar yordamida tartibga solishga imkon beradi.

5. Logistika infratuzilmasi: haqiqiy transport aloqalarini, omborlarda tovarlarni saqlashni, rezerv va zaxiralarni yaratishni ta'minlaydi.

6. Axborot infratuzilmasi: aloqa kanallarini, ma'lumotlar bazasini to'plashni va unga kirishni, telekommunikatsiyalarni ta'minlaydi.

7. Innovatsion infratuzilma: ijodiy faoliyat turlarini, shu jumladan, ilm-fan, innovatika, venchurli biznesni birlashtiradi.

8. Ekologik infratuzilma: tabiatni muhofaza qilishni ta'minlash va hayot faoliyatining tabiiy muhitini saqlash uchun sekin-asta shakllantiriladi.

Infratuzilma iqtisodiy soha uchun nisbatan yangi tushuncha hisoblanadi. Uning ajralib chiqishiga moddiy ishlab chiqarish sohalari hamda mamlakatlar ijtimoiy rivojlanishining tez o'sishi va murakkablashuvi sabab bo'ldi. Umumiy holda, infratuzilmani ikki asosiy tarmoqlarga bo'lish mumkin: ishlab chiqarish infratuzilmasi va noishlab chiqarish infratuzilmasi (2.2-rasm).

3. Market infrastructure: serves to accelerate the circulation of goods, money and capital, and includes exchanges, banks, insurance services.

4. Institutional infrastructure: enables to regulate the cooperation and interrelations of economic agents by means of legislation and law enforcement practice, as well as by informal institutions on moral behavior and social responsibility.

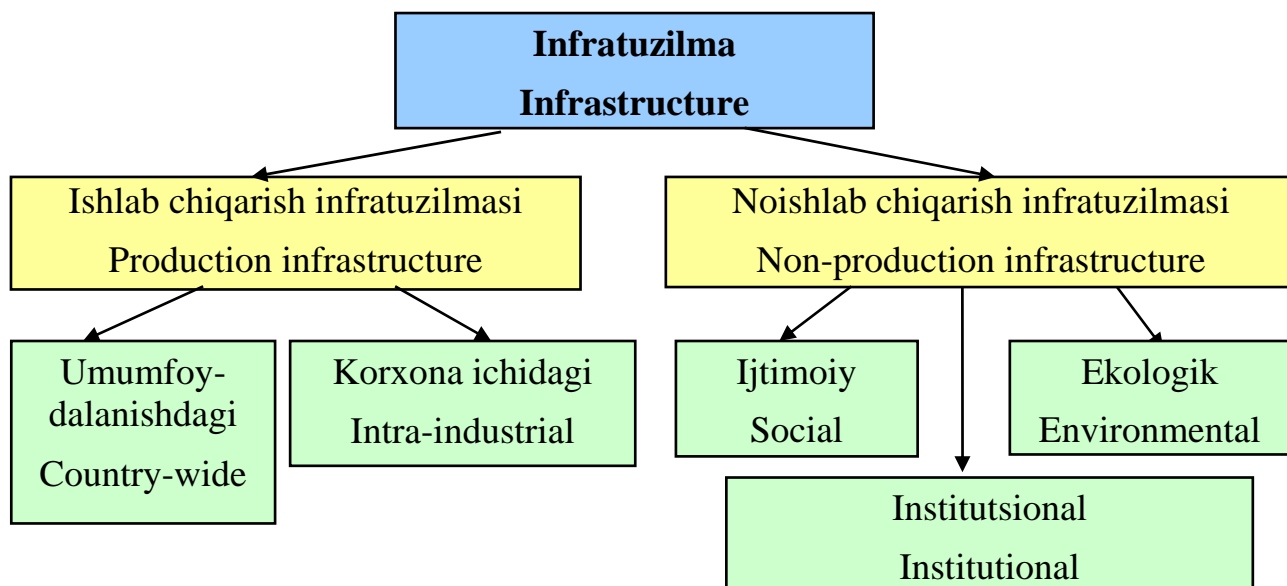
5. Logistics infrastructure: maintains the real transport connections, storage of goods in the storehouses, creation of reserves and stocks.

6. Information infrastructure: maintains the communication channels, collection of and access to the data bases, telecommunications.

7. Innovation infrastructure: combines the types of creative activity as well as science, innovations and venture business.

8. Environmental infrastructure: is gradually formed for provision of natural protection and saving the vitality of an environment.

Infrastructure is relatively new notion for the economic sphere. Its separation was caused by the rapid growth and complication of material production and of social development of countries. In general, the infrastructure can be divided into two main sectors: production infrastructure and non-production infrastructure (Figure 2.2).



2.2-rasm. Infratuzilmaning turkumlanishi

Figure 2.2. Classification of infrastructure

Ishlab chiqarish infratuzilmasi umumfoydalanishdagi hamda korxonada ichidagi infratuzilmalarga bo‘linadi. Ishlab chiqarish infratuzilmasiga taalluqli bo‘lmagan infratuzilma sohalarining barchasi noishlab chiqarish infratuzilmasiga (mas. ijtimoiy, ekologik, institutsional va h.k. infratuzilmalar) kiritiladi.

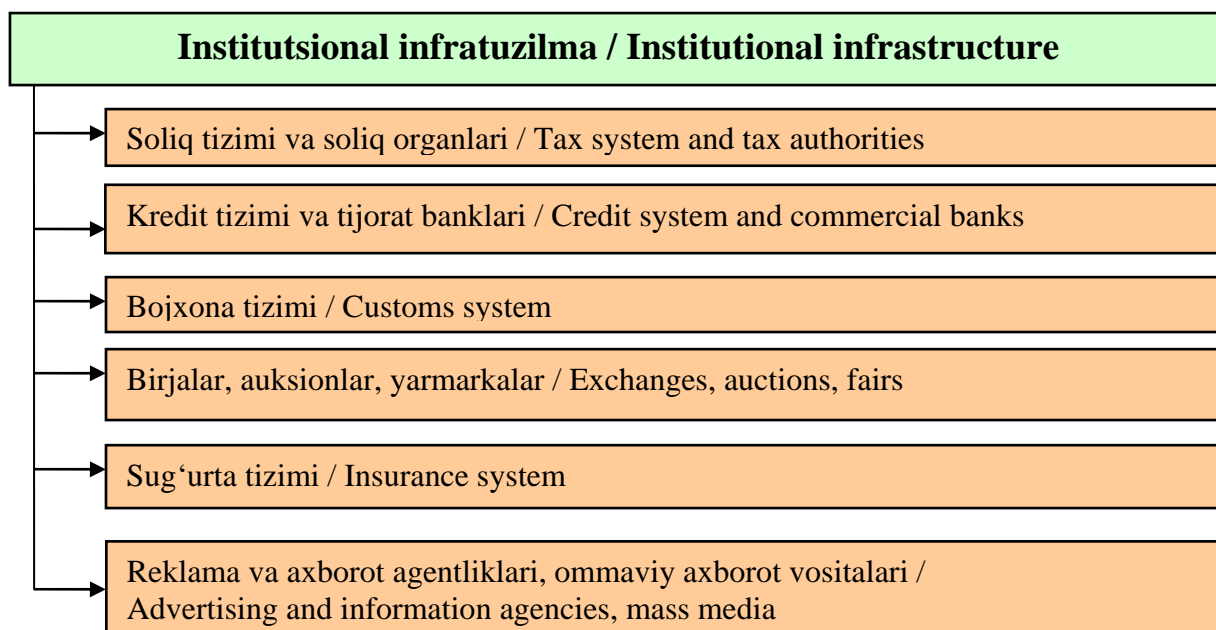
Production infrastructure can be country-wide and intra-industrial. The infrastructure spheres which are not related to production infrastructure can be referred to non-production infrastructure (e.g. social, environmental, institutional and other infrastructures).

Institutsional infratuzilma bevosita xo‘jalik yuritish faoliyatini tashkil etish, boshqarishni amalga oshirish bilan bog‘liq huquqiy va jismoniy shaxslarning hamda davlatning tashkiliy jihatlarini o‘z ichiga oladi (2.3-rasm).

Institutional infrastructure includes the organizational aspects of legal entities and physical persons as well as of government directly related with economic activity and management (Figure 2.3).

Institutsional infratuzilmaning vazifasi ma‘lum xo‘jalik tizimida faoliyat yurgizayotgan subyektlarga yaxshi va qulay imkoniyatlarida, ularning natijalari teng samaralar beradigan ichki huquq-targ‘ibot asoslarini ishlab chiqarishdir.

The task of institutional infrastructure is to develop the internal legal bases for entities functioning in the certain economic system in order for them to get good and convenient opportunities and equal effects out of their economic results.



2.3-rasm. Institutsional infratuzilmaning tarkibi

Figure 2.3. Composition of institutional infrastructure

Logistika infratuzilmasi – bu tovarlar harakatini tashkil etish va transport-logistika xizmatlarini ko‘rsatish uchun mo‘ljallangan texnologik kompleks (omborxonalar va konteyner terminallari, transport-logistika komplekslari, shuningdek logistika infratuzilmasi obyektlarini ishlashini ta‘minlaydigan bino-inshootlar, qurilma va jihozlar). Logistik infratuzilma o‘z ichiga transport, kommunikatsiya, omborxonalar va tovarlarni qo‘shimcha qayta ishlash bilan bog‘liq bo‘lgan savdo, maishiy va ma‘muriy xizmatlarni ko‘rsatish elementlarini oladi.

Ekologik infratuzilma bevosita tabiatni, atrof - muhitni, atmosfera ifloslanishini oldini olish, toza ichimlik suvi bilan ta‘minlash, insonning tabiatga o‘tkazadigan salbiy ta‘sirini kamaytirishga qaratilgan davlat

Logistics infrastructure is a technological complex intended for organization of movement of the goods and provision of logistics services (storage and container terminals, transport and logistics complexes, as well as buildings and structures, facilities and equipment which provide functioning of the units of transport and logistics infrastructure). The logistics infrastructure includes transport, communication, storage and servicing elements relating to additional processing of the goods, with provision of trading, living and administrative services.

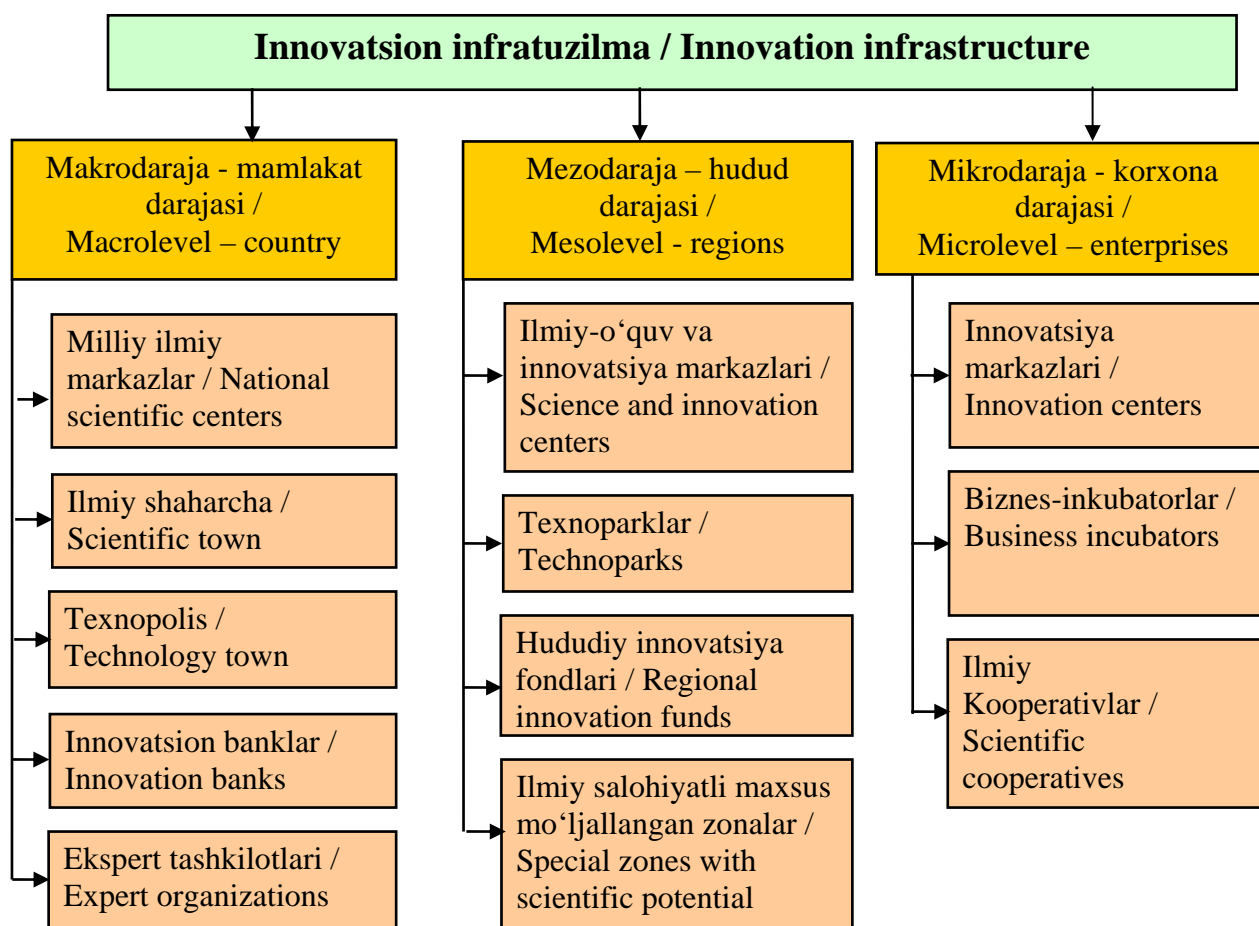
Environmental infrastructure comprises of governmental, international and social organizations related with state institutions, local municipalities, engineering facilities,

muassasalari, mahalliy hokimiyat, muhandislik inshootlari, laboratoriyalar va ekologiya bilan bog‘liq bo‘lgan davlat, xalqaro va ijtimoiy tashkilotlarni o‘z ichiga oladi.

Axborot infratuzilmasi – mamlakat axborot makoni hamda aloqa vositalarini faoliyat ko‘rsatishi va rivojlanishini ta‘minlaydigan tashkiliy tuzilmalar tizimi.

laboratories and ecology the activity of which is directed to protection of nature, environment, elimination of atmospheric pollution, provision of pure drinking water, mitigation of people’s negative impact on a nature.

Information infrastructure is a system of organizational structures which provide functioning and development of information space of the country and means of information interaction.



2.4-rasm. Innovatsion infratuzilma va uning tarkibi

Figure 2.4. Innovation infrastructure and its composition

Innovatsion infratuzilma – innovatsiya faoliyatini amalga oshirishni ta‘minlaydigan va xizmat ko‘rsatadigan o‘zaro bog‘liq tuzilmalar, tashkilotlar

Innovation infrastructure is a complex of interrelated structures, organizations (innovation centers, technologic incubators, technoparks,

(innovatsion markazlar, texnologik inkubatorlar, texnoparklar, o'quv markazlari va boshqa ixtisoslashgan tashkilotlar) majmui (2.4-rasm). Innovatsion infratuzilmaga kiradigan tashkilotlar va korxonalar innovatsion loyihalarni amalga oshirishga ko'maklashadi hamda boshqaruv, moddiy-texnik, moliyaviy, axborot, kadrlar bilan ta'minlash, konsultatsion va tashkiliy xizmatlarni ko'rsatadi.

Shuningdek, ayrim belgilari bo'yicha infratuzilma quyidagi turlarga bo'linadi.

Bozorlarga xizmat qilish belgisi bo'yicha:

- turli bozorlarga xizmat qiluvchi universal xarakterga ega bo'lgan umumbozor infratuzilmasi (tijorat banklari, sug'urta kompaniyalari, maslahat, auditorlik firmalari, axborot muassasalari va hokazolar);

- alohida bozorlarga xizmat qiluvchi infratuzilma (iste'mol bozori, ishlab chiqarish vositalari, moliya va ko'chmas mulk bozorlari va hokazolar).

Hududiy faoliyati bo'yicha:

- xalqaro infratuzilma (xalqaro banklar, birjalar, sug'urta kompaniyalari, chet el firmalari vakolatxonalar, chet el banklari filiallari, tashqi savdo firmalari, bojxona tashkilotlari, xalqaro yarmarkalar va hokazolar);

- milliy infratuzilma (O'zbekiston tovar ishlab chiqaruvchilar va tadbirkorlar palatasi, Respublika dehqon va fermer xo'jaliklari uyushmasi, Tovar xom-ashyo birjasi, Respublika fond birjasi, tijorat banklari va hokazo);

training centers and other specialized organizations) serving and providing the realization of innovation activity. (Figure 2.4) The organizations and enterprises of innovation infrastructure promote the implementation of the innovation projects and render the managerial, material-technical, financial, informational, staff providing, consulting and organizational services.

Also, by some attributes the infrastructure is divided into the following types.

By attribute of serving to the markets:

- General market universal infrastructure which serves the various markets (commercial banks, insurance companies, consulting and auditing firms, information agencies and etc.).

- Infrastructure which serves the certain markets (consumer market, investment goods, finances and real estate markets and etc.).

By attribute of regional activity:

- International infrastructure (international banks, exchanges, insurance companies, representatives of foreign firms, branches of foreign banks, foreign-trade firms, customs organizations, international fairs and etc.);

- National infrastructure (Chamber of Industry and Trade of Uzbekistan, Association of dehqan and leasehold farmers, Commodities exchange Republican Stock Exchange,

- hududlararo infratuzilma (hududiy tovar birjalari, hududlararo ulgurji savdo uyushmalari va hokazo);

- hududiy infratuzilma (viloyatlardagi ulgurji savdo, tijorat banklari, savdo uylari va hokazolar);

- mahalliy (shahar va tumanlardagi) infratuzilma (ulgurji va kichik ulgurji, marketing, reklama firmalari, advokatlik idoralari, auditorlik firmalari va hokazolar).

Mulk shakllari jihatidan:

- davlat, kooperativ va xususiy mulk shaklidagi infratuzilma;

- aralash mulk shaklidagi infratuzilma;

- xorijiy mulkdorlarga tegishli bo'lgan infratuzilma (xorijiy davlatlar banklari filiallari, savdo korxonalarini vakolatxonalarini va hokazo);

- ijtimoiy tashkilotlar mulkiga taalluqli bo'lgan infratuzilma (masalan, tijorat banklari uyushmasi, birja ittifoqlari va boshqalar).

Rivojlanish darajasi bo'yicha:

- eski tizimdan qolgan va hozirgi davr tijorat va biznesning rivojlanishi munosabati bilan tubdan o'zgartirishni talab qiladigan infratuzilma;

- shakllangan va o'zining faoliyati doirasi bilan hozirgi zamon bozor talablariga javob beruvchi infratuzilma;

- yangi shakllantirilgan infratuzilma.

commercial banks and etc.);

- Inter-regional infrastructure (regional commodities markets, inter-regional wholesale trading associations etc.);

- Regional infrastructure (wholesale trading firms, commercial banks, trade houses in the regions and etc.);

- Local (city and districts) infrastructure (wholesaling, marketing, advertising firms, law firms, auditing firms etc.).

By attribute of ownership forms:

- state, cooperative and private infrastructure;

- mixed ownership infrastructure;

- infrastructure owned by foreign owners (branches of foreign banks, representatives of trading firms etc.);

- infrastructure owned by social organizations (association of commercial banks, unions of exchanges etc.).

By attribute of development level:

- Infrastructure which remained from old system and is needed to be changed in line with modern business requirements;

- Infrastructure formed and meeting the modern market requirements;

- Newly formed infrastructure.

2.3. Ishlab chiqarish infratuzilmasi mohiyati va vazifalari

2.3. Essence and tasks of production infrastructure

Ishlab chiqarish infratuzilmasi tarkiban moddiy iste'mol tovarlar va xizmatlar ko'rsatuvchi va ularning to'xtovsiz faoliyat yurgizishini ta'minlovchi tashkilot va korxonalar majmuasini tashkil etadi.

Ishlab chiqarish infratuzilmasining asosiy mohiyati "ishlab chiqarishning umumiy shart-sharoitlarini yaratish", "asosiy ishlab chiqarish faoliyatini ta'minlash" kabi vazifalarni bajarish bilan belgilanadi.

Ishlab chiqarish infratuzilmasi umumfoydalanishdagi hamda korxonada ichidagi infratuzilmalarga ajratiladi (2.5-rasm). Umumfoydalanishdagi ishlab chiqarish infratuzilmasi – bu milliy iqtisodiyotning shunday kichik tizimiki, u ishlab chiqarishni faoliyatda bo'lishi hamda aholi hayoti uchun ijtimoiy ishlab chiqarishning barcha sohalarini faoliyat yuritishi uchun teng darajada zarur bo'lgan umumiy sharoitlarni yaratadi va amalga oshiradi. Uning ichiga elektroenergetika, gaz ta'minoti, transport tizimi, aloqa va kommunikatsiya, muhandislik-kommunikatsiya tizimlari kiradi.

Korxonada ichidagi ishlab chiqarish infratuzilmasi – bu korxonaning sexlari, bo'linmalari, xo'jaliklari va xizmatlari majmui bo'lib, ular yordamchi xarakterga ega va butun korxonani faoliyat yuritishi uchun zaruriy sharoitlarni ta'minlaydi, lekin mahsulot ishlab chiqarish bilan

Production infrastructure is a complex of organizations and enterprises which provides continuous functioning of and serving the consumer producing sectors and enterprises

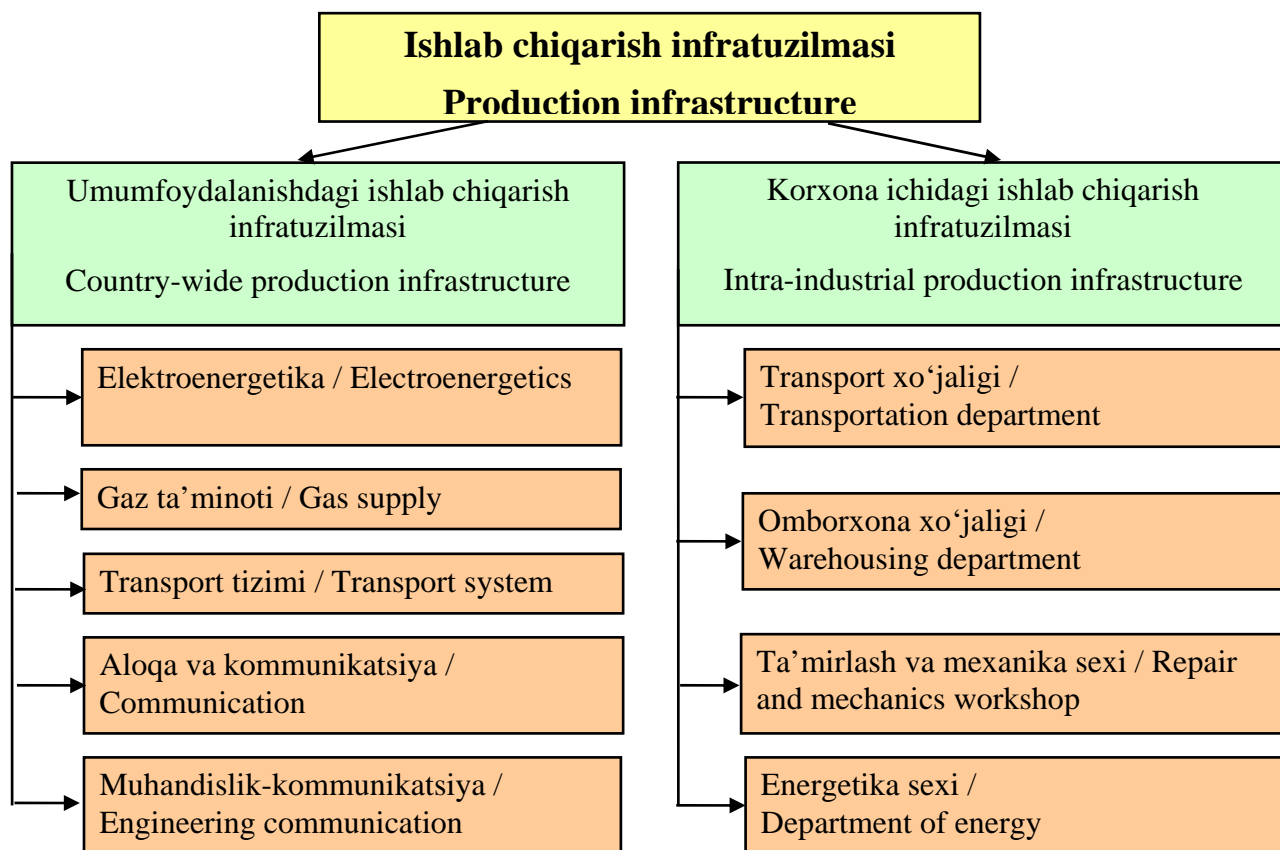
The main essence of production infrastructure is defined by the tasks such as "creation of general conditions of production", "provision of activity of main production".

Production infrastructure is divided into country-wide and intra-industrial infrastructures (Figure 2.5). The country-wide production infrastructure is such subsystem of national economy which creates and realize the common conditions for functioning of production and life of population, equally necessary for activity of the all spheres of social production. It includes the electroenergetics, gas supply, transport system, communication, engineering communication system.

Intra-industrial production infrastructure is a complex of workshops, divisions, departments and services of the enterprises which have an auxiliary character, and provide the necessary conditions for activity of the enterprises in whole but are not directly connected with production of products.

to'g'ridan-to'g'ri bog'liq emas. Unga transport xo'jaligi, omborxonalar xo'jaligi, ta'mirlash va mexanika sexi, energetika sexi kabi korxonaning yordamchi bo'linmalari kiradi.

It includes the enterprise's auxiliary divisions such as transportation department, warehousing department, repair and mechanics workshop, department of energy.



2.5-rasm. Ishlab chiqarish infratuzilmasi va uning tarkibi

Figure 2.5. Production infrastructure and its composition

2.4. Ijtimoiy infratuzilma va uning asosiy vazifalari

2.4. Social infrastructure and its main tasks

Ijtimoiy infratuzilma bevosita kishilarning ijtimoiy-ma'naviy madaniy, ma'rifiy, ilmiy va boshqa shunga o'xshash faoliyat yo'nalishlardagi harakatlari, munosabatlari, o'zaro bog'liqligi va aloqadorligini ta'minlashni, rivojlantirishga xizmat ko'rsatuvchi tarmoq va subektlar majmuidan iborat

Social infrastructure is a separate link of an economy which consists of a complex of sectors and entities that provide people's social, spiritual, cultural, educational, scientific and other activities, attitudes, interrelations and serve for their development.

Social infrastructure is expressed as

bo'lgan iqtisodiyotning alohida bir bo'g'inidir.

Ijtimoiy infratuzilma aholining turmush tarziga bevosita bog'liq bo'lgan uy-joy qurilish, sog'liqni saqlash, ta'lim, bilim berish, jismoniy tarbiya va sport, madaniyat va maishiy, maxsus aloqa va transport, ovqatlanish xizmatlarini ko'rsatish hamda boshqa sohalarni o'z ichiga oluvchi, ularni bir-biriga bog'lovchi tizim sifatida ifodalanadi.

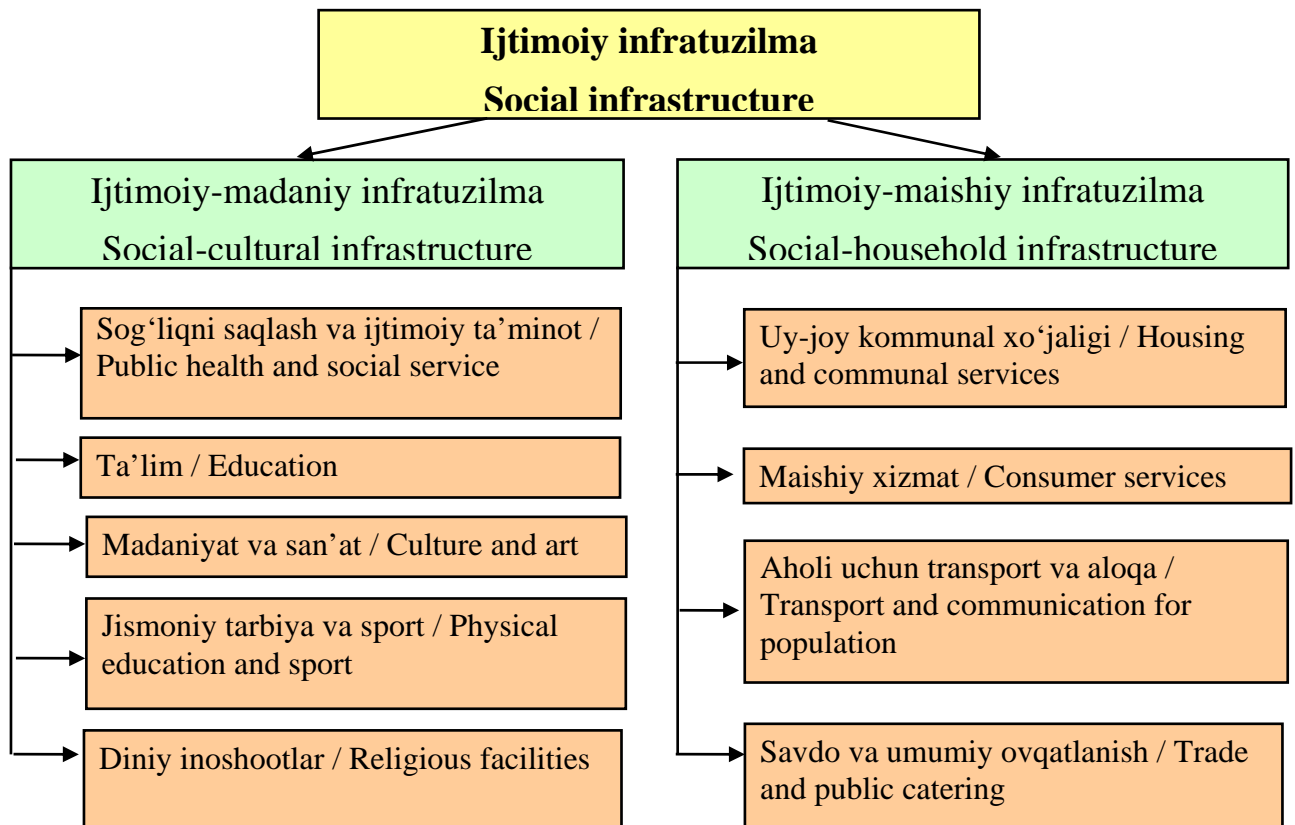
Ijtimoiy infratuzilmani ijtimoiy-madaniy va ijtimoiy-maishiy infratuzilmalarga ajratishadi (2.6-rasm). Ijtimoiy-madaniy infratuzilma insonning ma'naviy, intellektual (madaniy-ma'rifiy muhit orqali) va jismoniy xususiyatlarini ro'yobga chiqarishga hamda uni jamiyatning ishchi kuchiga qo'yilgan muayyan talablariga javob beradigan iqtisodiy faol shaxs sifatida shakllanishiga ko'maklashadi. Unga sog'liqni saqlash, ijtimoiy ta'minot, ta'lim, madaniyat va san'at, jismoniy tarbiya va sport, diniy inshootlar va h.k. kiradi.

Ijtimoiy-maishiy infratuzilma insonning biologik jonzot sifatida ro'yobga chiqishi (maishiy muhit orqali), uning ehtiyojlarini hayot sharoitlariga mos tarzda qondirilishi uchun sharoitlarni yaratishga yo'naltirilgan. Unga uy-joy kommunal xo'jaligi, maishiy xizmat, aholi uchun transport va aloqa, savdo va umumiy ovqatlanish va h.k. kiradi.

a system which consists of spheres providing the population with housing construction, public health, education, physical education and sport, cultural and household, special communication and transport, catering other services, and which interrelates with those spheres.

Social infrastructure is distinguished to social-cultural and social-household infrastructures (Figure 2.6). Social-cultural infrastructure promotes reproduction of human's moral, intellectual (through cultural and educational environment) and physical features and formation of him as an economically active person who meets the certain requirements of a society to the quality of work force. It embraces the public health, social service, education, culture and art, physical education and sport, religious facilities etc.

Social-household infrastructure is directed at creation of conditions for reproduction of a human as a biological creature (through living environment), for satisfaction of his needs in appropriate conditions of life. It embraces the housing and communal services, consumer services, transport and communication for population, trade and public catering etc.



2.6-rasm. Ijtimoiy infratuzilma va uning tarkibi

Figure 2.6. Social infrastructure and its composition

Ishlab chiqarish infratuzilmasi singari ijtimoiy infratuzilma ham korxonada tashkil qilinishi mumkin. Korxonaning ijtimoiy infratuzilmasi – bu korxonada ishlovchilari va ularni oila a’zolarining ijtimoiy-maishiy va madaniy ehtiyojlarini qondirishni ta’minlaydigan korxonadagi bo‘linmalar majmuidir. Unga korxonadagi oshxona, kafe, tibbiyot punkti, kutubxona, sport komplekslari, ma’naviyat xonasi va hokazolar kiradi.

As a production infrastructure, the social infrastructure can be also organized within the enterprise. Intra-industrial social infrastructure is a complex of divisions of the enterprise which provide satisfaction of social-household and cultural needs of employees of the enterprise and their family members. It includes the canteen, cafe, ambulance room, library, sports complexes, spirituality room and etc.

Nazorat uchun savollar

Questions for self-control

1. “Infratuzilma” tushunchasi va uning mohiyatini qanday tushunasiz?
2. Infratuzilmaning turkumlanishi va

1. How do you understand the conception and essence of Infrastructure?

tarkibini gapirib bering.

3. Ishlab chiqarish infratuzilmasi nima? uning mohiyati va tarkibini aytib bering.

4. Ijtimoiy infratuzilma nima? uning mohiyati va tarkibini aytib bering.

5. Bozor infratuzilmasi nima? uning mohiyati va tarkibini aytib bering.

6. Institutsional infratuzilma nima? uni tavsiflab bering.

7. Logistika infratuzilmasi nima? uni tavsiflab bering.

8. Axborot infratuzilmasi nima? uni tavsiflab bering.

9. Innovatsion infratuzilma nima? uni tavsiflab bering.

10. Ekologik infratuzilma nima? uni tavsiflab bering.

11. Hududiy faoliyati bo'yicha infratuzilma qanday turkumlanadi?

12. Mulk shakllari jihatidan infratuzilma qanday turkumlanadi?

13. Rivojlanish darajasi bo'yicha infratuzilma qanday turkumlanadi?

2. Tell about classification and composition of infrastructure.

3. What is production infrastructure? Tell about its essence and composition.

4. What is social infrastructure? Tell about its essence and composition.

5. What is market infrastructure? Tell about its essence and composition.

6. What is institutional infrastructure? Give its description.

7. What is logistics infrastructure? Give its description.

8. What is information infrastructure? Give its description.

9. What is innovation infrastructure? Give its description.

10. What is environmental infrastructure? Give its description.

11. How is the infrastructure classified by attribute of regional activity?

12. How is the infrastructure classified by attribute of ownership form?

13. How is the infrastructure classified by attribute of development level?

3-BOB

**INFRAUZILMALAR RIVOJLANISHI VA
MAKROIQTISODIY O‘SISHNING O‘ZARO
ALOQADORLIGI**

*** * ***

CHAPTER 3

**DEVELOPMENT OF INFRASTRUCTURE
AND ITS INTERRELATION WITH
MACROECONOMIC GROWTH**



3-BOB. INFRATUZILMALAR RIVOJLANISHI VA MAKROIQTISODIY O‘SISHNING O‘ZARO ALOQADORLIGI

CHAPTER 3. DEVELOPMENT OF INFRASTRUCTURE AND ITS INTERRELATION WITH MACROECONOMIC GROWTH

3.1. Iqtisodiyotni modernizatsiyalash sharoitida infratuzilmani rivojlantirishning ahamiyati

3.1. Significance of infrastructure development in condition of economy modernization

Bozor munosabatlarning shakllanishida infratuzilmalar asosiy rol o‘ynaydi. Infratuzilma muassasalarining rivoji esa ishlab chiqaruvchi kuchlarining joylashuvi, ular salohiyati va aholining tadbirkorlik faolligi bilan belgilanadi.

Iqtisodiyotni modernizatsiyalash sharoitida infratuzilma turli xil vazifalarni bajaruvchi tarkibiy qismlar, unsurlardan iborat tizimni namoyon etadi. Shunga mos holda, infratuzilmaning tarkibiy qismlarini belgilab olish, ularning har birining ahamiyatini o‘rganish, iqtisodiy tabiatini ochib berish muhim hisoblanadi. Binobarin, Prezidentimiz I.A.Karimov o‘z asarlarida eng muhim ustuvor vazifalardan biri sifatida mamlakatimizni modernizatsiya qilish va aholi bandligini oshirishning muhim omili sifatida ishlab chiqarish va ijtimoiy infratuzilmani yanada rivojlantirishdan iborat ekanligini belgilab berdilar.

Bundan ko‘rinadiki, mamlakatimizda barqaror iqtisodiy o‘shishni ta‘minlash, iqtisodiyotning real sektorini yanada rivojlantirish ko‘p jihatdan xo‘jalik yurituvchi subyektlarning ishlab chiqarish

Infrastructure plays crucial role in formation of market relations. Development of infrastructure institutions is determined with location of production forces, their potential and people’s entrepreneurial activity.

In conditions of economy modernization, infrastructure becomes as a system which consists of elements and components that perform various functions. Thus, it is significant to specify the structural components of infrastructure, to learn the importance of each of them, to discover their economic nature. As, the President of Uzbekistan I.A.Karimov in his speeches has determined, as one of the most significant priority tasks, the further development of production and social infrastructure as an important factor for modernization of a country and increase in people’s employment.

Thus, we see that providing the sustainable economic growth in the country, further improving the real sector of an economy depends to a large extent on provision of business entities

infratuzilmasi bilan ta'minlanganlik darajasiga bog'liq.

Rivojlantirishni ta'minlash, shu asosda iqtisodiyotni izchil va barqaror yuksaltirish uchun qulay shart-sharoit yaratish maqsadida so'nggi yillarda ishlab chiqarish va ijtimoiy infratuzilmani yanada rivojlantirishga doir qo'shimcha choratadbirlar to'g'risida maxsus dasturlar qabul qilindi va uning bajarilishi keskin nazoratga olindi.

Iqtisodiyotni modernizatsiyalash sharoitida infratuzilmani rivojlantirishning bir qator sabablari mavjud.

Birinchidan, infratuzilmani rivojlantirish yangi korxonalarni joylashtirish va butun iqtisodiyotni taraqqiy ettirish uchun zarur qulay shart-sharoitlar yaratadi, mamlakatimizning boy mineral-xomashyo resurslarini o'zlashtirish imkoniyatlarini kengaytiradi.

Ikkinchidan, ishlab chiqarish infratuzilmasi, avvalambor, avtomobil va temir yo'llarning rivojlangan tizimi, ularning samarali faoliyati ishlab chiqarishdagi umumiy xarajatlarni kamaytirishning muhim sharti va omilidir. Bu esa, o'z navbatida, ishlab chiqarilayotgan mahsulot va butun iqtisodiyotimizning raqobatdoshligini oshiradi.

Uchinchidan, ijtimoiy infratuzilmani rivojlantirish, aholini toza ichimlik suvi, energiya bilan ta'minlash, ijtimoiy soha ob'ektlarini barpo etish, pirovard natijada aholining turmush darajasini oshirishga xizmat qiladi.

with production infrastructure.

In order to ensure the development, and on this basis, to create the favorable conditions for consecutive and sustainable raising the economy, in the last years, there have been approved and implemented the special programs on additional measures for further development of production and social infrastructure.

There are several reasons for development of infrastructure in conditions of economy modernization.

Firstly, development of infrastructure creates the significance and favorable conditions for deployment of new enterprises and advancement of an economy in whole, widens the possibilities of adoption of rich mineral and raw material resources of the country.

Secondly, developed system of production infrastructure, first of all, motor road and railway system, their effective functioning is the significant condition and factor of decreasing the general costs in production. This, in term, increases the competitiveness of the products and the economy in whole.

Thirdly, development of social infrastructure, provision of population with pure potable water, energy, establishment of units of the social sphere eventually serves in increasing the living standard of the population.

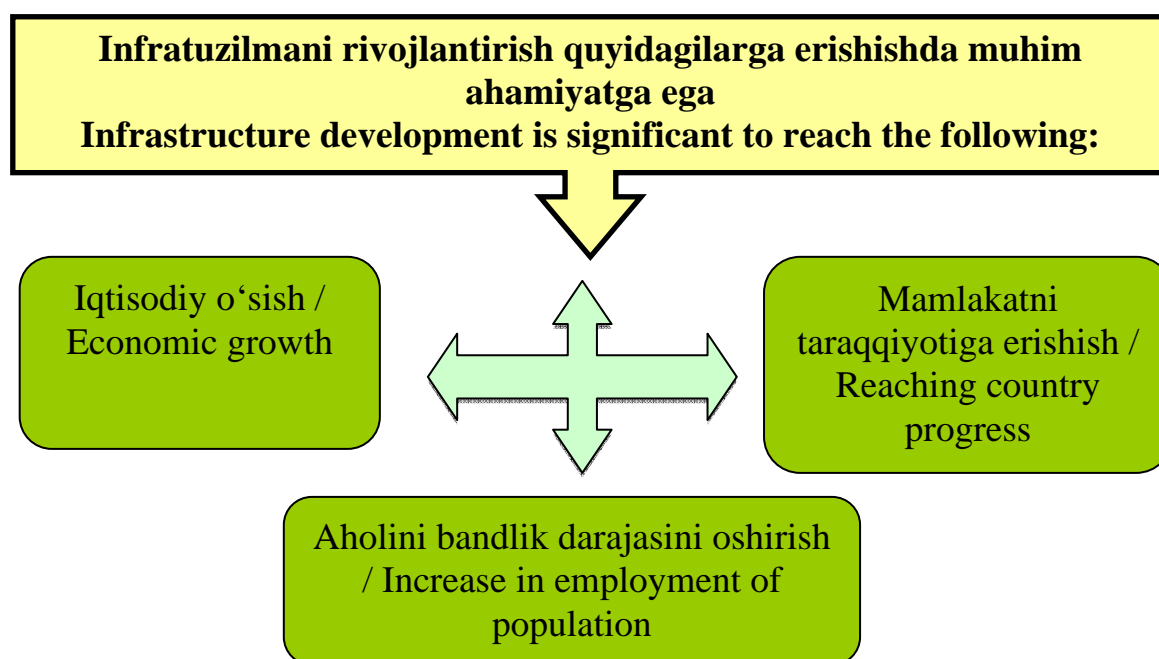
Fourthly, Infrastructure development is the large-scale sphere

To'rtinchidan, infratuzilmani rivojlantirish ko'p mehnat talab qiladigan keng ko'lamli soha hisob-lanadi. Bu yangi ish o'rinlarini tashkil etish, aholining, ayniqsa, yoshlarning ish bilan bandligini ta'minlash, odamlarning daromadi va farovonli-gini oshirish imkonini beradi.

Infratuzilmani rivojlantirish quyidagilarga erishishda muhim ahamiyatga ega: iqtisodiy o'sish; mamlakatni taraqqiyotiga erishishi; aholining bandlik darajasini oshirish (3.1-rasm).

which requires much labor. This gives possibility to create new job places, provide the employment of population, especially, of youth, improve the people's income and welfare.

Infrastructure development is significant to reach the following: economic growth; reaching country progress; increase in employment of population (Figure 3.1).



3.1-rasm. Infratuzilmaning iqtisodiy rivojlanishdagi roli

Figure 3.1. Role of infrastructure in economic development

3.2. Infratuzilmani rivojlantirishda davlatning roli

3.2. Role of the government in infrastructure development

Zamonaviy bozor iqtisodiyotida infratuzilma alohida o'rin egallaydi hamda uning rivojlanish darajasidan milliy iqtisodiyotning barcha strukturali elementlarini faoliyati samaradorligi bog'liq

In the modern market economy the infrastructure has a special place, and the performance of the all structural elements of national economy depends on its level of development. The

bo'lad. Iqtisodiyot infratuzilmasini rivojlantirishning majburiy sharti bo'lib davlat va mahalliy hokimiyat organlari o'rtasidagi funksional-moliyaviy vakolatlarni oqilona taqsimlash hisoblanadi.

Davlat infratuzilmani rivojlantirishga ikki yo'l bilan ta'sir etishi mumkin:

1) to'g'ridan-to'g'ri ta'sir

2) bilvosita ta'sir

Davlatning infratuzilmani rivojlantirishda to'g'ridan-to'g'ri ta'sir etishda uning asosiy funksiyasi bo'lib mahalliy hokimiyat organlariga zaruriy funksional-moliyaviy vakolatlarni topshirish hisoblanadi. Davlatning infratuzilmani rivojlantirishda bilvosita ta'siri maxsus qonunlar va me'yoriy hujjatlarni qabul qilish, davlat buyurtmalari, davlat imtiyozlarini berish, subsidiyalar va boshqa preferensiyalarni berish yo'li bilan amalga oshiriladi (3.2-rasm).

Davlatning infratuzilmani rivojlantirishdagi asosiy vazifasi bo'lib ustuvorli yo'nalishlarda resurslarni jamlanishini ta'minlash, davlat va mahalliy hokimiyat organlari, fan, tadbirkorlik tuzilmalari va boshqa subyektlarning o'zaro kooperatsiyasi va strategik sherikligi uchun zaruriy sharoitlarni yaratish hisoblanadi.

Mamlakatda infratuzilmani rivojlantirishni natijadorligi nafaqat infratuzilmaning hududdagi tabiiy, tarixiy, iqtisodiy, ijtimoiy va boshqa sharoitlarga mosligidan, balki uni boshqarish samaradorligidan ham bog'liq.

indispensable condition of developing the infrastructure of an economy is the rational distribution of functional and financial power between the government and local municipal authorities.

The government can influence the infrastructure development by two ways:

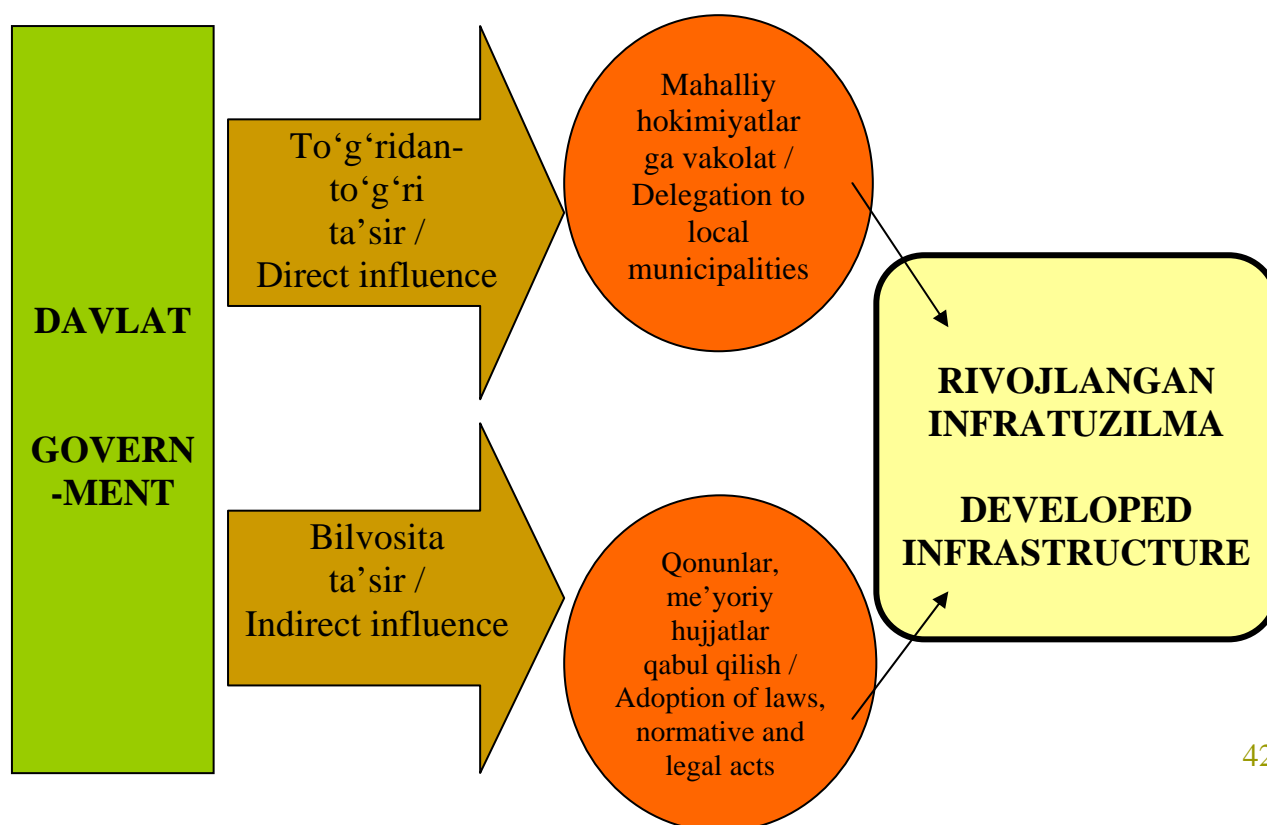
1) Direct influence

2) Indirect influence

The main function of the government in direct influencing the infrastructure development is delegating necessary functional and financial authority to the local municipalities. The indirect influence of the government in infrastructure development is performed by means of adoption of special laws and normative acts, giving state privileges, subsidies and other preferences (Figure 3.2).

The government's main task in infrastructure development is to provide the resource accumulation for the priority areas, to create the necessary conditions for strategic partnership and mutual cooperation of the government and local municipalities, science, business structures and other entities.

Effectiveness of infrastructure development in the country depends not only on compatibility of natural, historical, economic, social and other conditions in the region but also on effectiveness of its management.



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3.2-rasm. Infratuzilmani rivojlanishda davlatning roli

Mamlakat infratuzilmasi davlatning tartibga solish harakatlari ta'siri ostida shakllanadi. U mulkchilik shakliga ko'ra ikki qismdan iborat: davlat va xususiy. Iqtisodiy infratuzilmaning asosiy qismi davlatga tegishli bo'ladi va byudjet tomonidan moliyalashtiriladi. Shunday bo'lsada, infratuzilmadagi davlat va xususiy sektorlarining nisbati bir tomondan davlat siyosati bilan shakllantirilsa, ikkinchi tomondan bozor subyektlarining tadbirkorlik faolligi bilan shakllanadi.

Mamlakat infratuzilmasini rivojlantirishda davlat siyosatining maqsadi – mamlakat infratuzilmasi sohasida xususiy biznesni rivojlantirish uchun sharoitlarni yaratish, xo'jalik

Figure 3.2. Role of the government in infrastructure development

The infrastructure of a country is formed under the influence of government's regulatory efforts. Infrastructure in its ownership form can be of government and private. The main part of economic infrastructure is owned by the government and financed by the budget. Nevertheless, proportion of government and private sectors in infrastructure is formed, from one side, by the state policy, from the other side, by business activity of the market entities.

Purpose of the state policy in infrastructure development in the country is to create the conditions for development of private business in the sphere of infrastructure, to regulate the

subyektlarning manfaatlarini tartibga solish va past xarajatlarli ishlab chiqarishni ta'minlash. Xususiylar tadbirkorlar infratuzilma obyektlarini rivojlantirishdan bepul va arzon xizmatlar ko'rinishida foyda olishadi. Bularning barchasi biznesning foydaliligini muhim darajada oshirishga va mamlakatda kapitalning jamg'arilish sur'atlarini tezlashtirishga imkon beradi.

interests of business entities and provide the low-cost production. The private entrepreneurs benefits from development of infrastructure facilities in a form of free and cheap services. This all makes possible to considerably enhance the business profitability and speed up the paces of capital accumulation in the country.

3.3. Mamlakatda infratuzilmani rivojlantirishning tashkiliy-huquqiy asoslari

3.3. Organizational and legal bases of infrastructure development in the country

Uzoq muddatli istiqbolga mo'ljallangan milliy iqtisodiyotning raqobatbardoshligini oshirishda hal qiluvchi ahamiyat kasb etadigan muhim ustuvor sohalarni modernizatsiya qilish, texnik va texnologik yangilash, transport va infratuzilma kommunikatsiyalarni rivojlantirishga qaratilgan strategik ahamiyatga molik loyihalarini amalga oshirish uchun faol investitsiya siyosatini olib borishda mamlakat infratuzilmasini tashkiliy-huquqiy asoslarini ishlab chiqish muhim hisoblanadi.

O'zbekiston Respublikasida infratuzilmani rivojlantirishning quyidagi tashkiliy-huquqiy asoslari mavjud:

1. O'zbekiston Respublikasi Prezidentining 2009 yil 20 yanvardagi "Ishlab chiqarish va ijtimoiy infratuzilmani yanada rivojlantirish yuzasidan qo'shimcha chora-tadbirlar

It is important to work out the organizational and legal bases of infrastructure of a country in pursuing the active investment policy for implementation of strategically important projects aimed at development of transport and communication infrastructures, at modernization, technical and technological renewal of significant priority areas which are crucial for raising the competitiveness of national economy aimed at long-term outlook.

In the Republic of Uzbekistan there are the following organizational and legal bases of infrastructure development:

1. Resolution of President of the Republic of Uzbekistan PQ-1041 as of 20 January 2009 "On Additional Measures for Further Development of

to'g'risida"gi PQ-1041-son Qarori.

2.O'zbekiston Respublikasi Prezidentining 2009 yil 6 avgustdagi PQ-1170 sonli "2009-2012 yillarda Namangan shahrini obodonlashtirish va ijtimoiy infratuzilmasini rivojlantirish bo'yicha chora-tadbirlar dasturi to'g'risida" gi Qarori.

3.O'zbekiston Respublikasi Prezidentining 2010 yil 21 dekabrda PQ-1446 sonli "2011-2015 yillarda infratuzilmani, transport va kommunikatsiya qurilishi rivojlantirishni jadallashtirish to'g'risida" gi Qarori.

4.O'zbekiston Respublikasi Prezidentining 2011 yil 15 noyabrdagi PQ-1641 sonli "2012-2015 yillarda Farg'ona shahri bosh rejasini amalga oshirish, ijtimoiy va transport-kommunikatsiya infratuzilmasi obyektlarini qurish va rekonstruksiya qilish chora-tadbirlari to'g'risida" gi Qarori.

O'zbekiston Respublikasi Prezidentining 2009 yil 20 yanvardagi "Ishlab chiqarish va ijtimoiy infratuzilmani yanada rivojlantirish yuzasidan qo'shimcha chora-tadbirlar to'g'risida"gi PQ-1041-son Qaroriga muvofiq:

- Xalqaro ahamiyatga ega umumiy foydalanishdagi avtomobil yo'llarini qurish va rekonstruksiya qilish bo'yicha qo'shimcha ishlar Dasturi tasdiqlandi;

- Ishlab chiqarish va ijtimoiy infratuzilma obyektlarini jadal qurish, rekonstruksiya va modernizatsiya qilish Dasturi tasdiqlandi;

Production and Social Infrastructure".

2.Resolution of President of the Republic of Uzbekistan PQ-1170 as of 6 August 2009 "On Program of Measures for Beautification and Development of Social Infrastructure in Namangan city for 2009-2012".

3.Resolution of President of the Republic of Uzbekistan PQ-1446 as of 21 December 2010 "On Intensification of Development of Infrastructure, Transport and Communication Construction for 2011-2015".

4.Resolution of President of the Republic of Uzbekistan PQ-1641 as of 15 November 2011 "On Measures for Construction and Reconstruction of Units of Social and Transport-Communication Infrastructure, Implementation of General Plan of Fergana city for 2012-2015".

According to the **Resolution of President of the Republic of Uzbekistan PQ-1041 as of 20 January 2009 "On Additional Measures for Further Development of Production and Social Infrastructure"**:

- There approved the Program for additional works on construction and reconstruction of internationally significant motor roads of general use;

- There approved the Program for advanced construction, reconstruction and modernization of the units of production and social infrastructure for 2009;

- There approved the composition of

- Ishlab chiqarish va ijtimoiy infratuzilma obyektlarini ildam qurish, rekonstruksiya va modernizatsiya qilish Dasturini amalga oshirishni ta'minlash bo'yicha Maxsus Komissiya tasdiqlandi.

Ishlab chiqarish va ijtimoiy infratuzilma obyektlarini jadal qurish, rekonstruksiya va modernizatsiya qilish Dasturining asosiy moliyalashtirish manbalari bo'lib, xo'jalik birlashmalari va xo'jalik subyektlarining o'z mablag'lari; tarmoqlardagi maxsus rivojlatirish fondlari mablag'lari; O'zbekiston Respublikasi Tiklanish va Taraqqiyot Jamg'armasi kreditlari; tijorat banklari kreditlari; xalqaro moliyaviy institutlar kreditlari hisoblanadi. Dasturning asosiy yo'nalishlari va parametrlari:

- 1) Elektr ta'minoti bo'yicha: loyihalar: 6 ta; umumiy qiymati: 4757,4 mln. so'm;
- 2) Temir yo'llari bo'yicha: loyihalar: 1 ta; umumiy qiymati: 12500,0 mln. so'm;
- 3) Telekomunikatsiya tarmoqlari va inshootlarini modernizatsiyalash va rivojlantirish bo'yicha: loyihalar: 12 ta; umumiy qiymati: 44,036 mln. AQSH doll.;
- 4) Navoiy sh. aeroportini modernizatsiya qilish bo'yicha: loyihalar: 5 ta; umumiy qiymati: 23000,0 mln. sum, 5,0 mln. AQSH doll. 1,2 mln. yevro;
- 5) Suv ta'minoti obyektlari bo'yicha: loyihalar: 3 ta; umumiy qiymati: 20,35 mln. AQSH doll.;
- 6) Gaz ta'minoti bo'yicha: loyihalar: 4 ta; umumiy qiymati: 343 444,5 mln. so'm;
- 7) Ijtimoiy infratuzilma obyektlari

a special commission responsible for implementation of the Program for advanced construction, reconstruction and modernization of the units of production and social infrastructure.

The main sources of financing of the Program for advanced construction, reconstruction and modernization of the units of production and social infrastructure are own funds of business associations and business entities; funds of specialized sectoral development foundations; credits of the Reconstruction and Development Fund of Uzbekistan; credits of commercial banks; preferential credits of international financial institutions. The main areas and parameters of the Program are:

- 1) On electric supply: 6 projects with total cost of 4757,4 mln. UZS;
- 2) On railways: 1 project with total cost of 12500,0 mln. UZS;
- 3) On modernization and development of networks and facilities of telecommunication: 12 projects with total cost of 44,036 mln. USD;
- 4) On modernization of airport of Navai city: 5 projects with total cost of 23000,0 mln. UZS, 5,0 mln. USD and 1,2 mln. EUR;
- 5) On water supply units: 3 projects with total cost of 20,35 mln. USD;
- 6) On gas supply: 4 projects with total cost of 343 444,5 mln. UZS;
- 7) On units of social infrastructure: 1087 units with total cost of 40 481 mln.

bo'yicha: 1087 ta obyekt; umumiy qiymati: 40 481 mln. so'm.

O'zbekiston Respublikasi Prezidentining 2010 yil 21 dekabrda PQ-1446 sonli "2011-2015 yillarda infratuzilmani, transport va kommunikatsiya qurilishi rivojlantirishni jadallashtirish to'g'risida" gi Qarori ishlab chiqarish, transport va muhandislik-kommunikatsiya infratuzilmasi tarmoqlarining respublika iqtisodiyoti tarmoqlari va hududlarini istiqbolda rivojlantirish borasida amalga oshirilayotgan dasturlar bilan uzviy bog'liq holda ildam rivojlanishini ta'minlash hamda buning negizida yangi ish joylarini yaratish, aholining bandligi va turmush darajasi uzluksiz o'sib borishini ta'minlash maqsadida qabul qilingan.

Ushbu qaror bilan "2011-2015 yillarda infratuzilmani, transport va kommunikatsiya qurilishini rivojlantirishni jadallashtirish to'g'risida"gi Dastur tasdiqlangan bo'lib, dasturning asosiy yo'nalishlari va parametrlariga (3.1-jadval) muvofiq umumiy qiymati 8,5 mlrd. AQSH dollari bo'lgan 85 ta infratuzilma, transport va kommunikatsiyani rivojlantirish bo'yicha investitsiya loyihalarini amalga oshirish ko'zda tutilgan.

UZS.

Resolution of President of the Republic of Uzbekistan PQ-1446 as of 21 December 2010 "On Intensification of Development of Infrastructure, Transport and Communication Construction for 2011-2015" was adopted in order to maintain the advancing development of sectors of industrial, transport and engineering-communication infrastructure in close coordination with implemented programs of perspective development of economic sectors and territories of country and on this basis, to provide the creation of new workplaces, increase employment and sustainable growth of living standard of the population.

This resolution approved the Program on Intensifying the Development of Infrastructure, Transport and Communication Construction for 2011-2015, and according to the main areas and parameters of the Program (Figure 3.2), there provided for implementation of 85 investment projects with overall amount of 8.5 USD on infrastructure, transport and communication development.

3.1-jadval
Dasturning asosiy yo‘nalishlari va parametrlari

Table 3.2.
Main areas and parameters of the Program

Yo‘nalish nomi Name of areas	Loyiha qiymati, ekv.mln. AQSH doll. Project cost, eqv. mln. USD	Loyiha soni, ta Number of projects, pcs
Dasturning umumiy qiymati, shu jumladan: Total cost of the Program, including	8504,0	85
- Avtotransport tizimi - Motor transport system	3544,0	11
- Temir yo‘l transporti tizimi - Railway transport system	2146,6	14
- Havo yo‘l transporti tizimi - Airway transport system	993,7	14
- Muhandislik kommunikatsiya infratuzilmasi va telekommunikatsiya tizimi - Engineering-communication infrastructure and telecommunication system	1794,7	44
- Shahar elektrotransporti parkini yangilash - Renewal of fleet of city electric transport	24,9	2
Yangi ish o‘rinlari yaratish Creation of new job places	14 394	

O‘zbekiston Respublikasi Prezidentining 2009 yil 6 avgustdagi PQ-1170 sonli “2009-2012 yillarda Namangan shahrini obodonlashtirish va ijtimoiy infratuzilmasini rivojlantirish bo‘yicha chora-tadbirlar dasturi to‘g‘risida”gi Qaroriga muvofiq, 2009-2012 yillarda Namangan shahrini obodonlashtirish va ijtimoiy infratuzilmasini rivojlantirish bo‘yicha chora-tadbirlar Dasturi tasdiqlandi. Dasturning asosiy yo‘nalishlari quyidagilardan iborat:

1) Namangan shahri Markaziy

According to the **Resolution of President of the Republic of Uzbekistan PQ-1170 as of 6 August 2009 “On Program of Measures for Beautification and Development of Social Infrastructure in Namangan city for 2009-2012”** there approved the Program of Measures for Beautification and Development of Social Infrastructure in Namangan city for 2009-2012. The main areas of the program are as follows:

1) Reconstruction and beautification of entry road to the Central part of Namangan city;

qismiga kirish yo'lini rekonstruksiya qilish va obodlashtirish;

2) Janubiy aylanma yo'lni kapital ta'mirlash va rekonstruksiya qilish;

3) Kommunal soha va muhandislik infratuzilmalarni rekonstruksiya qilish va yanada rivojlantirish (kanalizatsiya, gaz ta'minoti, elektr energiya ta'minoti, shahar transporti);

4) Namangan shahrining ijtimoiy infratuzilmasini rivojlantirish (sog'liqni saqlash, xalq ta'limi, bolalar sporti obyektlari, kollejlari, sport majmualari va h.k.).

Natijada, Namangan shahri infratuzilmasi yangi qiyofaga kirdi (3.3-rasm).

2) Capital repair and reconstruction of the Southern round road;

3) Reconstruction and further development of communal sphere and engineering infrastructures (sewerage, gas supply, electricity supply, city transport)

4) Development of social infrastructure of Namangan city (public health, public education, facilities of children's sport, colleges, sporting facilities, etc.).

As a result, the infrastructure of Namangan city has gained the new look (Figure 3.3).



3.3-rasm. Namangan shahrini obodonlashtirish va ijtimoiy infratuzilmasini rivojlantirish natijalari

Figure 3.3. Results of beautification and development of social infrastructure in Namangan city

Dasturni amalga oshirishga umumiy xarajatlar 163829,2 mln so‘m va 91,2 mln. AQSH doll. ni tashkil etadi, shu jumladan: Respublika byudjeti – 29091,1 mln. so‘m; Respublika yo‘l fondi – 14390,0 mln. so‘m; Maktab ta‘limi jamg‘armasi – 11500,0 mln. so‘m; Mahalliy byudjet – 10080,0 mln. so‘m; Bolalar spotini rivojlantirish fondi – 13100,0 mln. so‘m; Ijrochilar va investorlar – 44444,4 mln. so‘m; Banklar kreditlari – 24098,7 mln. so‘m; Aholi va homiyarlar – 17125,0 mln. so‘m; Xalqaro moliyaviy institutlar – 92,2 mln. so‘m.

O‘zbekiston Respublikasi Prezidentining 2011 yil 15 noyabrdagi PQ-1641 sonli “2012-2015 yillarda Farg‘ona shahri bosh rejasini amalga oshirish, ijtimoiy va transport-kommunikatsiya infratuzilmasi obyektlarini qurish va rekonstruksiya qilish chora-tadbirlari to‘g‘risida”gi Qaroriga muvofiq, quyidagi dasturlar qabul qilingan:

1) 2012-2015 yillar mobaynida Farg‘ona shahrining yo‘l-transport infratuzilmasi tizimini takomillashtirish bo‘yicha chora-tadbirlar Dasturi;

2) 2012-2015 yillar mobaynida Farg‘ona shahrining arxitektura qiyofasini yangilash, ijtimoiy va bozor infratuzilmasini takomillashtirish bo‘yicha chora-tadbirlar Dasturi;

3) 2012-2015 yillar mobaynida Farg‘ona shahrining muhandislik va kommunal infratuzilmasini rekonstruksiya qilish va modernizatsiyalash

Total cost of program implementation makes up 163829,2 mln. UZS and 91,2 mln. USD, including: Republican budget – 29091,1 mln. UZS; Republican Road Fund – 14390,0 mln. UZS; School Education Fund – 11500,0 mln. UZS; Local budget – 10080,0 mln. UZS; Fund for Development of Children’s Sport – 13100,0 mln. UZS; Executors and investors – 44444,4 mln. UZS; Bank credits – 24098,7 mln. UZS; Population and sponsors – 17125,0 mln. UZS; International financial institutions – 92,2 mln. UZS.

According to the **Resolution of President of the Republic of Uzbekistan PQ-1641 as of 15 November 2011 “On Measures for Construction and Reconstruction of Units of Social and Transport-Communication Infrastructure, Implementation of General Plan of Fergana city for 2012-2015”** there approved the following programs:

1) Program of measures for improvement of the system of road-transport infrastructure of Fergana city for 2012-2015;

2) Program of measures for renewal of architectural aspect, improvement of social and market infrastructure of Fergana city for 2012-2015;

3) Program of measures for reconstruction and modernization of engineering and communal infrastructure of Fergana city for 2012-2015;

4) Program of measures for taking the

bo'yicha chora-tadbirlar Dasturi;

4) Atrof muhit va aholi sog'ligiga salbiy ta'sir ko'rsatuvchi ekologik zararli sanoat ishlab chiqarish obyektlarini Farg'ona shahri tashqarisiga olib chiqish bo'yicha chora-tadbirlar Dasturi;

Natijada, Farg'ona shahri infratuzilmasi yangi qiyofaga kirdi (3.4-rasm).

environmentally hazardous unit of industrial production negatively influencing the environment and population health outside the limits of Fergana city;

As a result, the infrastructure of Fergana city has gained the new look (Figure 3.4).



3.4-rasm. Farg'ona shahrida ijtimoiy va transport-kommunikatsiya infratuzilmasi obyektlarini qurish va rekonstruksiya qilish natijalari

Figure 3.4. Results of construction and reconstruction of units of social and transport-communication infrastructure in Fergana city

Bugungi kunda O'zbekistonda infratuzilmani rivojlantirishning tashkiliy-huquqiy asoslarini tashkil etadigan yuqoridagi qarorlar va dasturlardan tashqari, quyidagi huquqiy hujjatlar qabul qilingan va amalga oshirilmoqda:

- O'zbekiston Respublikasi Prezidentining 2015 yil 9 martdagi F-4421-sonli "2015-2019 yillarda Guliston

Today in Uzbekistan, besides the resolutions and programs above which make up the organizational and legal bases of infrastructure development, the following legal acts were approved and are being implemented:

- Decree of President of the Republic of Uzbekistan No.F-4421 as of 9 March 2015 "On Development of the Program for Further Improvement of Drainage

shahrida drenaj tizimini yanada takomillashtirish, meliorativ holatini yaxshilash va yer osti suv sathini kamaytirish, muhandislik-kommunikatsiya va ijtimoiy infratuzilmani rivojlantirish dasturini ishlab chiqish to'g'risida"gi Farmoyishi;

- O'zbekiston Respublikasining 2013 yil 1 iyuldagi 190-sonli "2013-2015 yillarda "Jizzax" maxsus industrial zonasining transport, ishlab chiqarish va muhandislik-kommunikatsiya infratuzilmasini jadal rivojlantirish chora-tadbirlari to'g'risida" gi Qarori;

- O'zbekiston Respublikasining 2012 yil 17 avgustdagi 247-sonli "2013-2015 yillarda "Angren" maxsus industrial zonasining transport, ishlab chiqarish va muhandislik-kommunikatsiya infratuzilmasini jadal rivojlantirish chora-tadbirlari to'g'risida" gi Qarori;

- O'zbekiston Respublikasi Prezidentining 2009 yil 15 dekabrda PQ-1239-sonli "Qo'qon shahrining arxitektura qiyofasi va shahar infratuzilmasini tubdan yaxshilash chora-tadbirlari to'g'risida"gi Qarori.

System, Improvement of Land Reclamation and Drawdown of Level of Underground Water, Development of Engineering-Communication and Social Infrastructure of Gulistan city for 2015-2019".

- Resolution of the Cabinet of Ministers of the Republic of Uzbekistan No.190 as of 1 July 2013 "On Measures for Advanced Development of Transport, Production and Engineering-Communication Infrastructure of "Djizzak" Free Industrial Zone for 2013-2015";

- Resolution of the Cabinet of Ministers of the Republic of Uzbekistan No.247 as of 17 August 2012 "On Measures for Advanced Development of Transport, Production and Engineering-Communication Infrastructure of "Angren" Free Industrial Zone for 2013-2015";

- Resolution of President of the Republic of Uzbekistan No.PP-1239 as of 15 December 2009 "On Measures for Radical Improvement of Architectural Aspect and Urban Infrastructure of Kokand city".

3.4. Makroiqtisodiy o'sish. Infratuzilmalar bilan makroiqtisodiy o'sishning o'zaro aloqadorligi

3.4. Macroeconomic growth. Interrelation of infrastructure with macroeconomic growth

Ma'lumki, makroiqtisodiy o'sish bevosita YaIM ning mutlaq va aholi jon boshiga nisbatan o'sishi, YaIM ning

As we know, the macroeconomic growth is directly expressed by the growth of real GDP and GDP per capita,

sifatining yaxshilanishi va tarkibining takomillashuvi, YaIM ning iqtisodiy resurs xarajatlari har birligi hisobiga o‘shishi bilan ifodalanadi. U quyidagi formula yordamida hisolanishi mumkin:

$$IO' = (YaIM_{\text{joriy davr}} - YaIM_{\text{bazaris davr}}) / YaIM_{\text{bazaris davr}} \times 100\%$$

bu yerda:

IO' – iqtisodiy o‘shish sur‘ati, foizda.

$YaIM_{\text{bazaris davr}}$ – taqqoslanayotgan davr (yil) dagi real YaIM hajmi;

$YaIM_{\text{joriy davr}}$ – joriy davr (yil) dagi real YaIM hajmi.

O‘zbekistonda mustaqillik yillarida olib borilgan islohotlar orqali quyidagilarga erishildi:

- iqtisodiyotning barqaror o‘shishi ta‘minlandi;

- makroiqtisodiy va moliyaviy barqarorlik mutahkamlandi;

- iqtisodiyot va uning ayrim sohalari o‘rtasidagi mutanosiblik kuchaydi;

- bozor mexanizmining tarkibiy qismlari qaror topdi va uning infratuzilmalari vujudga keltirilib, rivojlantirildi.

Infratuzilmalar bilan makroiqtisodiy o‘shishning o‘zaro aloqadorligi shundan iboratki, Moody’s Economy bosh iqtisodchisi Mark Zandi fikriga ko‘ra, davlatning infratuzilmaga qiladigan investitsiyalar xususi investitsiyalarni rag‘batlantiradi. Infratuzilmaga sarflangan har bir dollar 1.59 dollar daromad keltiradi. Bundan tashqari, yaxshi holatdagi infratuzilma ishlab chiqarish omillari samardorligini oshiradi. Masalan,

the enhancement of quality of GDP and improvement of its structure, the growth of GDP per unit of expenses of economic resources. It can be calculated with the following formula:

$$EG = (GDP_{\text{current period}} - GDP_{\text{basis period}}) / GDP_{\text{basis period}} \times 100\%$$

where:

EG- pace of economic growth, in percent;

$GDP_{\text{basis period}}$ – volume of real GDP in the period (year) compared;

$GDP_{\text{current period}}$ – volume of real GDP in the current period (year).

Through the reforms implemented in Uzbekistan the following results have been reached:

- sustainable economic growth provided;

- macroeconomic and financial stability strengthened;

- balance between economy and its some sectors reinforced;

- structural elements of market economy established and its infrastructures formed and developed;

Interrelation of infrastructure with macroeconomic growth is that according to Chief Economist of Moody’s Economy Mr. Mark Zandy, the investments put for infrastructure by the government encourages the private investments. Every dollar invested to the infrastructure brings 1.59 dollar of income. Besides, well developed infrastructure increases the effectiveness of production factors. For example, if

qat'iy energiya ta'minoti bo'lganda mashina va asbob-uskunalarni samaradorligi tez ortadi. Agar sog'liqni saqlash va ta'lim kabi ijtimoiy infratuzilmalar yuqori salohiyatli va sog'lom ishchi kuchini yetishtirib bersa, mehnat unumdorligi va samaradorlik ortadi.

Shunday qilib, zamonaviy infratuzilma ishlab chiqarish xarajatlarini kamaytiradi, ishlab chiqarish samaradorligini oshiradi va vaqt sarfi kamayishiga olib keladi.

there is strict power supply, the performance of machines and equipment rapidly increases. If social infrastructures such as public health and education provides with high potential and healthy labor force, then labor productivity increases.

Thus, the modern infrastructure decreases the production costs, increases the production efficiency, and reduces the time consumption.

Nazorat uchun savollar

Questions for self-control

1. Iqtisodiyotni modernizatsiyalash sharoitida infratuzilmani rivojlantirishning ahamiyati nimada?

2. Mamlakatda infratuzilmani rivojlantirishning sabablarini aytib bering.

3. Infratuzilmani rivojlantirishda davlatning roli va ta'siri qanday?.

4. O'zbekistonda infratuzilmani shakllantirish va rivojlantirish borasida davlat tomonidan qanday ishlar amalga oshirilgan?

5. Mamlakat infratuzilmasini rivojlantirishda davlat siyosati nimadan iborat?

6. Mamlakatda infratuzilmani rivojlantirishning qanday tashkiliy-huquqiy asoslari mavjud?

7. Infratuzilmalar bilan makroiqtisodiy o'sishning o'zaro aloqadorligi nimada?

1. What is the significance of infrastructure development in condition of economy modernization?

2. Tell the reasons for development of infrastructure in the country.

3. What is the role and influence of the government in infrastructure development?

4. What works have been done by the government on formation and development of infrastructure in Uzbekistan?

5. What is the state policy on development of infrastructure in the country?

6. What organizational and legal bases of infrastructure development in the country are there?

7. How do infrastructures interrelate with macroeconomic growth?

4-BOB

**BOZOR INFRATUZILMASI VA UNING
TARKIBIY TUZILISHI**

* * *

CHAPTER 4

**MARKET INFRASTRUCTURE AND ITS
STRUCTURAL COMPONENTS**



4-BOB. BOZOR INFRATUZILMASI VA UNING TARKIBIY TUZILISHI

CHAPTER 4. MARKET INFRASTRUCTURE AND ITS STRUCTURAL COMPONENTS

4.1. Bozor infratuzilmasining mohiyati, iqtisodiy mazmuni va tarkibiy qismlari

4.1. Essence, economic value and structural components of market infrastructure

Bugungi kunda mamlakatimiz ijtimoiy-iqtisodiy taraqqiyotida bozor infratuzilmasining ahamiyati tobora oshib borar ekan, uning mohiyati, iqtisodiy mazmunini o'rganish muhim hisoblanadi.

Iqtisodiy atamalar lug'atida "**Bozor infratuzilmasi** – asosiy vazifasi tovarlarni ishlab chiqaruvchidan iste'molchiga yetkazib berishdan iborat bo'lgan tarmoq, kichik tarmoq hamda faoliyat sohalari (ta'minot, mol tarqatish, savdo va h.k.) ning majmui" sifatida ta'riflanib, "rivojlangan bozor infratuzilmasi iqtisodiyotdagi mablag'lar aylanishining tezlashuvi, yangidan yaratilgan qiymatning realizatsiyasi jarayoni uchun shart-sharoit yaratadi".

Bozor infratuzilmasi – bu tovarlar va xizmatlar, pul, qimmatli qog'ozlar, ish kuchining erkin harakatini ta'minlaydigan korxonalar, tashkilotlar, muassasalar va idoralar tizimi (4.1-rasm). Bunday tashkilotlarga birjalar, banklar, dilerlik va brokerlik idoralari, bandlik xizmatlari, savdo korxonalari, yarmarkalar, lizing va sug'urta kompaniyalari, maslahat va axborot-marketing firmalari va h.k. kiradi.

Today the significance of market infrastructure is gradually enhancing for social and economic development of a country, and therefore, it is of importance to learn its essence and economic value.

In the economic dictionaries, **Market Infrastructure** is defined as a complex of sectors, sub-sectors and spheres (transport, supply, distribution, trade etc) which mainly function to deliver the goods and services from producers to consumers. The developed market infrastructure creates the conditions for realization process of newly created value and acceleration of funds circulation in an economy

Market infrastructure is a system of enterprises, organizations, institutions and agencies which provide free movement of goods and services, money, securities, labor force (Figure 4.1). This system includes exchanges, banks, dealer and brokerage firms, placement services, trading enterprises, fairs, leasing and insurance companies, consulting and marketing firms etc.



4.1-rasm. Bozor infratuzilmasining tarkibiy qismlari

Figure 4.1. Structural components of market infrastructure

Bozor infratuzilmasi korxonalari rivojlangan mamlakatlar iqtisodiyotida yetakchi o'rinni egallaydi, chunki ular aholining ishchanlik faoliyatini oshishiga imkon beradi, qo'shimcha ish joylarini yaratadi, kapital oqimini tezlashtiradi.

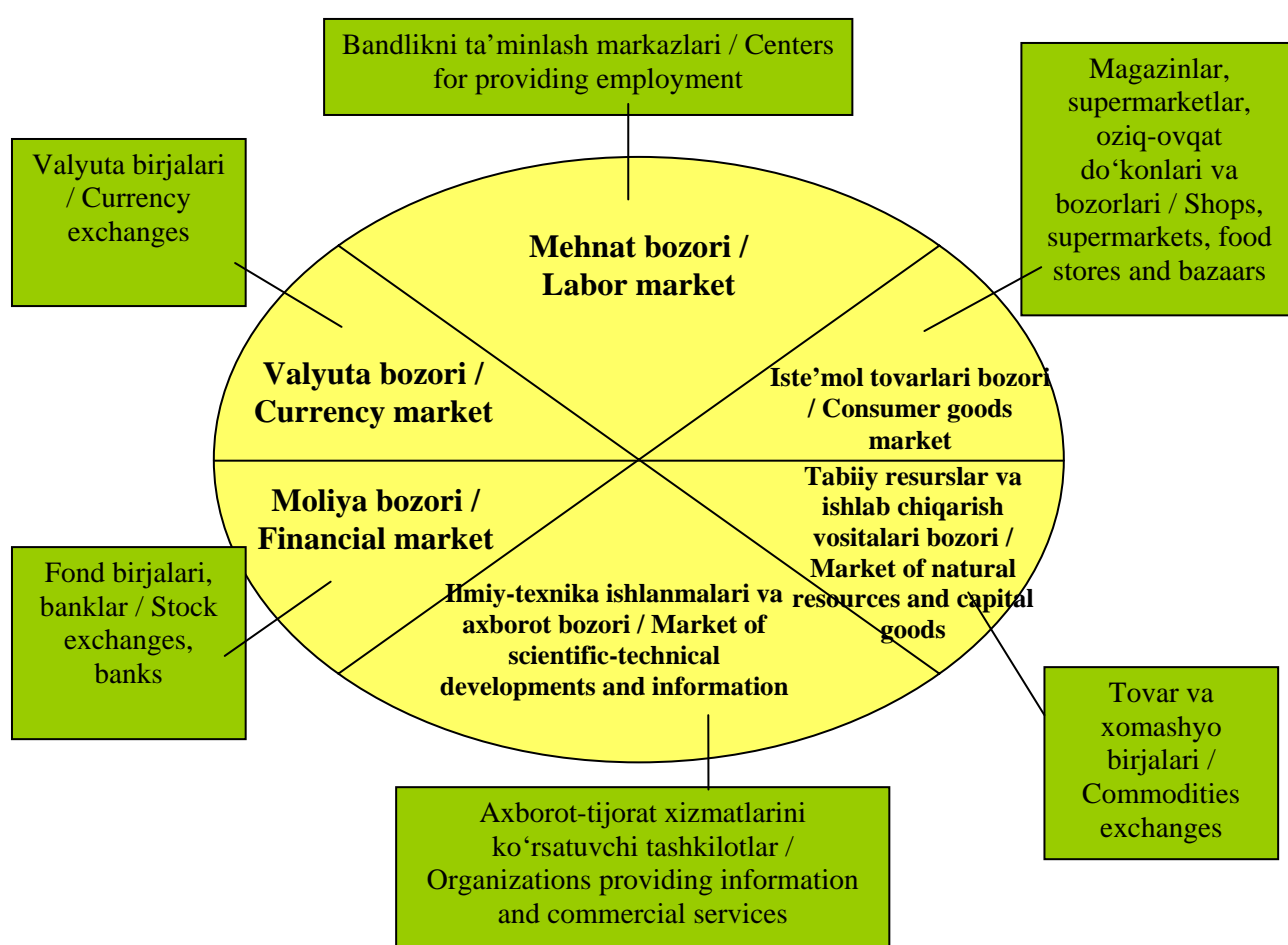
Enterprises of market infrastructure plays leading role in the economy of developed countries, because they enable to enhance the business activity of the population, create additional job places, intensify the capital inflow.

Bozor infratuzilmasining maqsadi – bozor ishtirokchilariga xizmat ko‘rsatish, ular o‘rtasidagi bozor aloqalarini tashkil etish va tartibga solish orqali manfaatlarining to‘laroq ro‘yobga chiqishi uchun shart-sharoit yaratish, xo‘jalik yuritish samaradorligini oshirish.

Bozor infratuzilmasi obyektlari iqtisodiyotda faoliyat yuritayotgan turli bozorlarga xizmat ko‘rsatadi (4.2-rasm).

The aim of market infrastructure is to serve the market participants, to create the conditions for realization of their interests by arranging and regulating the market relations between them, to increase the effectiveness of economic management.

The entities of market infrastructure provide services for various markets functioning in the market economy (Figure 4.2).



4.2-rasm. Turli bozorlarga xizmat ko‘rsatuvchi bozor infratuzilmasi obyektlari

Figure 4.2. Entities of market infrastructure serving the various markets

Bozor infratuzilmasi bir qator funksiyalarni bajaradi, jumladan:

- tovarlar, resurslar, kapitalni sotish

The market infrastructure fulfills several functions, including:

- provision of continuity of the

va sotib olish jarayonining uzluksizligini ta'minlash;

- tovar oqimlarini tarmoqlar va hududlar bo'yicha taqsimlash;

- bozor kon'yunkturasini shakllantirish;

- bozor subyektlari faoliyatining tezkorligi va samaradorligini oshirish;

- bozorning muvozanatlashuviga erishish;

- biznesni tartibga solish, huquqiy va iqtisodiy jihatdan nazorat qilish;

- bozor ishtirokchilari xarajatlarini minimallashtirish va h.k.

process for buying and selling the goods, resources, capital;

- distribution of the flow of goods by sectors and regions;

- formation of market conditions;

- enhancement of operability and efficiency of the activity of market entities;

- reaching to the market equilibrium;

- regulation of business, its legal and economic control;

- minimization of expenses of the market participants etc.

4.2. Moliya institutlari – bozor infratuzilmasining asosiy bo'g'ini sifatida

4.2. Financial institutions as the main element of market infrastructure

Bozor iqtisodiyotiga o'tgan har qanday mamlakat moliyaviy tizimining asosiy elementlaridan biri moliyaviy bozorlar va moliya institutlari hisoblanadi.

Tor ma'noda, **moliya instituti** – bu pul mablag'larini yetkazish, kreditlash, investitsiyalash va ularni turli moliyaviy instrumentlar yordamida o'zlashtirish bo'yicha operatsiyalar bilan shug'ullanadigan tashkilotdir. Keng ma'noda, **moliya instituti** – bu pul mablag'lar oborotiga xizmat ko'rsatadigan va ularning aylanishini ta'minlaydigan, moliyaviy instrumentlarni jalb qilish, joylashtirish, jamg'arish, berish, yetkazishni amalga oshiradigan, shuningdek unga berilgan huquqlar va

One of key elements of a financial system of any country with the developed market economy is the financial market and financial institutions.

In a narrow sense, **financial institution** is the establishment which is engaged in operations on transfer of money, crediting, investing and borrowing of money resources by means of various financial instruments. In a broad sense, **financial institution** is specialized enterprise, organization, establishment which provides circulation and serves money turnover, carries out attraction, placement, accumulation, granting, transfer, overflow of financial instruments as

qabul qilingan majburiyatlar (tegishli litsenziya) asosida moliya bozorida turli operatsiyalarni mustaqil va topshiriq bo'yicha olib boradigan va o'z vakolati doirasidagi faoliyati uchun to'la mas'uliyatni zimmasiga olgan ixtisoslashtirilgan korxonalar, tashkilot, muassasa.

Moliya institutining asosiy vazifasi – moliya bozorida vositachilikni tashkil etish va vositachi sifatida xizmat ko'rsatish, ya'ni pul mablag'larini (to'g'ri yoki bilvosita shaklda) omonatchidan (investor) qarz oluvchiga (kompaniya) samarali yetkazib berish va joylashtirishdir. Moliya institutlari iqtisodiyot bo'ylab pul oqimini aylanishi ta'minlab turishini ta'minlay va quyidagi funksiyalarni bajaradi:

1. Moliyaviy resurslarni jamg'arish;
2. Vositachilik;
3. Moliyaviy transformatsiya;
4. Riskni o'tkazish (sug'urtalash);
5. Valyuta operatsiyalarni tashkil etish;
6. Likvidlikni ta'minlashga qo'maklashish;
7. Kompaniyalar tashkiliy-huquqiy shakllarini o'zgartirish bo'yicha operatsiyalarni tashkil etish.

Moliya institutlarining **jamg'arish funksiyasi** pul mablag'larini ularni keyinchalik ishlatish (maqsadli investitsiyalash va iste'mol qilish) uchun jamlashni nazarda tutadi.

Vositachilik moliya institutlarining asosiy funksiyasi hisoblanib, jamg'arish funksiyasini mantiqan to'ldirib turadi, chunki jamg'ariladigan pul mablag'larni

well as conducting various operations independently and under the commission in the financial markets on the basis of given rights and accepted obligations (appropriate license) and bearing all completeness of responsibility for activity within the limits of the competence.

Basic task of financial institution is to organize the intermediation, i.e. the effective movement of money resources (in the direct or mediated form) from depositor (investor) to borrower (company). Financial institutions provide a turnover of cash flow along the economy, and carry out the following functions:

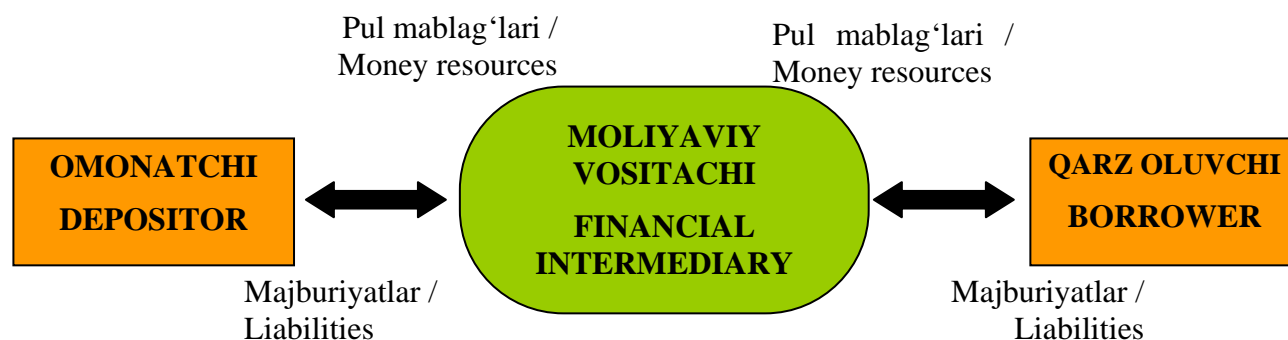
1. Saving of financial resources;
2. Intermediary;
3. Financial transformation;
4. Risk transfer;
5. Organization of currency transactions;
6. Assistance in liquidity;
7. Organization of operations on changing organizational-legal form of the companies.

Occurrence of **saving function of financial resources** is predetermined by widespread necessity of accumulation of money resources for their subsequent use (target investment or consumption).

Intermediary function is the basic function of financial institutions and logically completes the saving function, as accumulating the saved money resources and being compelled to pay

to'plab hamda ular uchun to'lovlarni amalga oshirib, moliya instituti daromad keltiradigan mablag'larni ishlata bilishi kerak, bu esa nafaqat omonatchilarga to'lash uchun, balki o'ziga foyda sifatida qolish uchun yetarli bo'ladi (4.3-rasm).

for them, the financial institutions should be concerned with their use which bring the income that will be enough not only for payment to the depositors, but also for gaining own income (Figure 4.3).



4.3-rasm. Moliya institutlarining vositachilik funksiyasi

Figure 4.3. Intermediary function of financial institutions

Moliya institutlarining **moliyaviy transformatsiya funksiyasi** shundan iboratki, qisqa muddatli moliyaviy aktivlar uzoq muddatli moliyaviy aktivlarga aylantiriladi. Bunga esa aktivlarni sek'yuritizatsiya qilish yo'li bilan erishiladi, ya'ni bunda kredit tashkiloti nisbatan o'xshash mol-mulk bilan ta'minlangan kreditlarni guruhlab, umumiy ta'minlangan mol-mulk ostida qimmatli qog'ozlarni chiqaradi.

Financial transformation function is that the short-term (financial) assets and liabilities can be transformed to the long-term ones. It is reached, in particular, by securitization of assets when the credit institution collects the credits secured with rather homogeneous property, and issues the securities under the general guarantee.

Moliya institutlarining **riskni o'tkazish funksiyasi** turli usullar bilan erishiladi, xususan garantiyalar va kafolatlarni olish, riskni bir qismini moliyaviy vositachiga o'tkazish, riskni sug'urtalash.

Risk transfer is reached by various ways, in particular, by acceptance of guarantees and securities, transfer of a part of risk to the financial intermediary, risk insurance.

Moliya institutlari **valyuta operatsiyalarni tashkil etish** orqali kompaniyalarga xalqaro moddiy boyliklar

By **organization of currency transactions** the financial institutions help the companies to go to the international markets of wealth and production factors. In developing

va ishlab chiqarish omillari bozoriga chiqishlariga yordam berishadi. Bunday operatsiyalarga qo'shma korxonani tashkil etish, xorijiy investorni axtarish istagi, chet el vakolatxonasini ochish, xorijdan yangi texnikani sotib olish va h.k. kiradi.

Likvidlikni ta'minlashga ko'maklashish funksiyasi - bu moliyaviy institutlar tomonidan taklif qilinadigan yuqori likvidli moliyaviy mahsulotlarga (ya'ni aksiyalar, qisqa muddatli obligatsiyalar) pul mablag'larini investitsiyalashdir.

Kompaniyalar tashkiliy-huquqiy shakllarini o'zgartirish bo'yicha operatsiyalarni tashkil etish funksiyasi moliya instituti tomonidan muayyan kompaniyaning tashkiliy-huquqiy shaklini, masalan, MChJ ni AO ga aylantirish bo'yicha tartibotni amalga oshirishni va bunda kompaniyaga qo'shimcha moliyalashtirishni olish imkoniyatini berishni nazarda tutadi.

Moliya institutlarini uch asosiy guruhlariga ajratishadi: banklar, nobank kredit tashkilotlari va investitsiya institutlari (4.4-rasm).

Kredit tashkiloti – bu o'z asosiy faoliyatining maqsadi sifatida foyda olish uchun Markaziy bankning maxsus ruxsati (litsenziya) asosida bank operatsiyalarini amalga oshirish huquqiga ega bo'lgan yuridik shaxs. Kredit tashkilotlari Markaziy bankda davlat ro'yxatidan o'tkaziladi. Kredit tashkilotlarining ikki asosiy guruhi mavjud:

1. Tijorat banklari
2. Nobank kredit tashkilotlari

economy there also operate other reasons of currency transactions - desire to create joint ventures, to find the foreign investor, to open foreign representative office, to acquire the equipment from abroad etc.

Assistance in liquidity is investing money resources in high-liquid financial products (for example in stocks, short-term liabilities) to be offered by financial institutions.

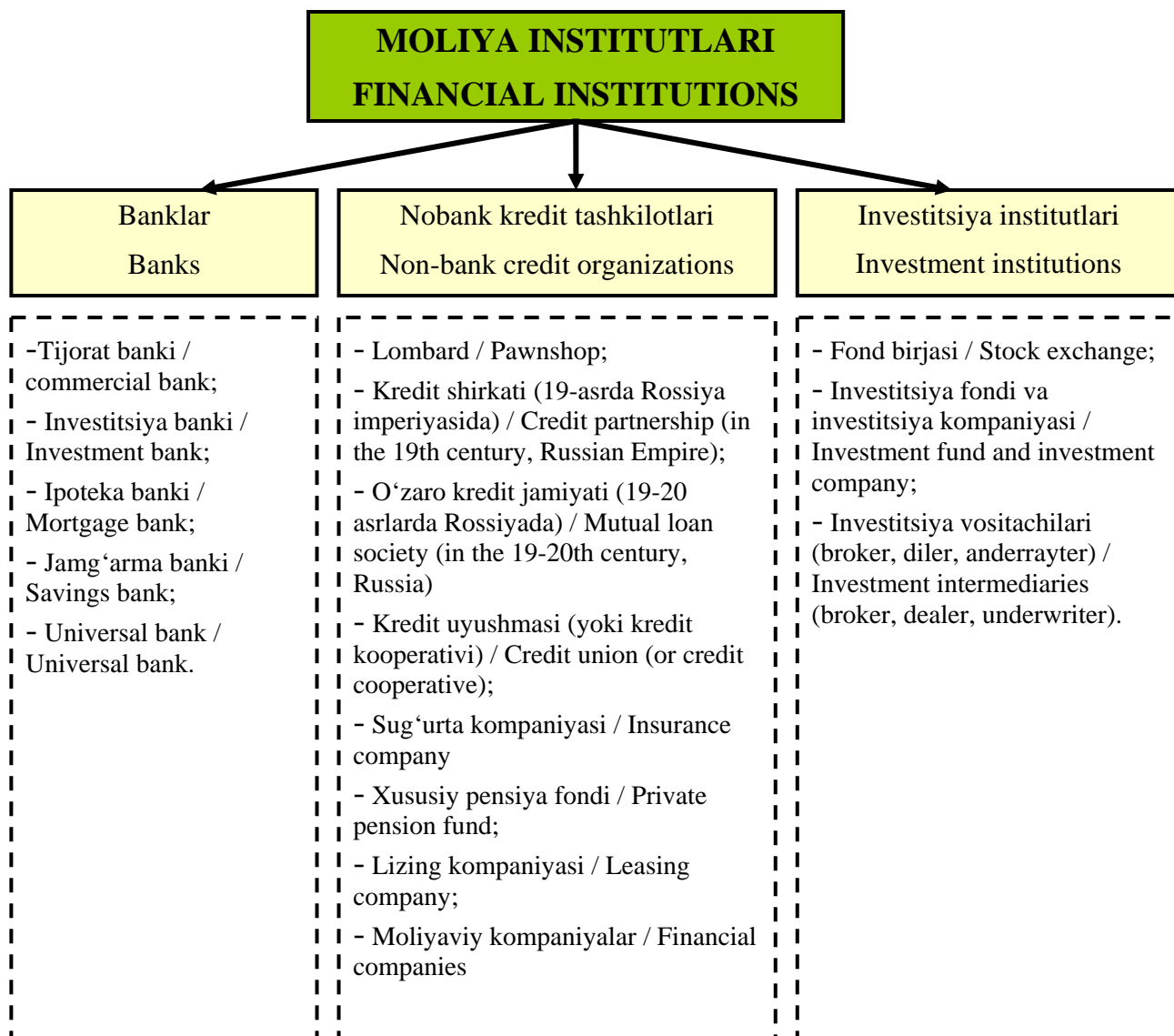
Organization of operations on changing organizational-legal forms of the companies implies that the by the help of the financial institution the company changes the organizational-legal form, e.g. transforms from LLC to JSC, and receives additional financing opportunities.

The financial institutions are divided into three main groups: banks, non-bank credit organizations and investment institutions (Figure 4.4).

Credit organization is a legal entity which has a right to carry out banking operations on the basis of special permission (license) of the Central Bank for the purpose to gain income out of its main activity. The credit organizations are registered by the Central Bank.

There are two main groups of credit organizations:

1. Commercial banks
2. Non-bank credit organizations



4.4-rasm. Moliya institutlarining asosiy turlari

Figure 4.4. Main types of financial institutions

Bugungi kunda O'zbekiston Respublikasida quyidagi kredit tashkilotlari faoliyat ko'rsatadi:

1. Tijorat banklari
2. Mikrokredit tashkilotlari
3. Lombardlar
4. Chet el banklari vakolatxonalari

Tijorat banki - tijorat tashkiloti bo'lib, bank faoliyati deb hisoblanadigan quyidagi faoliyat turlari majmuini amalga oshiradigan yuridik shaxsdir: yuridik va jismoniy shaxslardan omonatlar qabul

Today the following credit organizations function in the Republic of Uzbekistan:

1. Commercial banks
2. Microcredit organizations
3. Pawnshops
4. Representative offices of foreign banks

Commercial bank is a legal entity which carries out a set of following types of activity defined as banking activity: acceptance of deposits from

qilish hamda qabul qilingan mablag'lardan tavakkal qilib kredit berish yoki investitsiyalash uchun foydalanish, to'lovlarni amalga oshirish. O'zbekistonda banklar aksiyadorlik jamiyati tarzida tashkil etiladi. Banklarning asosiy turlari:

- Universal bank – bank operatsiyalarning barcha asosiy turlarini amalga oshiradigan bank;
- Investitsiya banki – investitsiyalarga, xususan qimmatli qog'ozlarga ixtisoslashgan bank;
- Jamg'arma banki – aholini pul mablag'larini jalb qilishga ixtisoslashgan bank;
- Ipoteka banki – ipoteka kreditini berishga ixtisoslashgan bank.

Nobank kredit tashkiloti – bu qonun bilan belgilangan alohida bank operatsiyalarini amalga oshirish huquqini qonuniy tartibda olgan tijorat tashkiloti.

2015 yil 1 yanvar holatida O'zbekistonda jami 26 ta tijorat banklari faoliyat ko'rsatadi. Ularning:

- 3 tasi – davlat tijorat banklari;
- 10 tasi – aksiyadorlik tijorat banklari;
- 8 tasi xususiy banklar;
- 5 tasi – chet el kapitali ishtirokidagi banklar.

Ular kapitalining umumiy qiymati 6,9 trln. so'mni tashkil etadi. Bugungi kunda bank tizimi kapitalining yetarlilik darajasi 23,8 foizni tashkil etadi va u xalqaro bank nazorati bo'yicha Bazel qo'mitasi tomonidan qabul qilingan talab (8 foiz) ga nisbatan 3 barobar yuqori bo'lib, 2015 yilning 1 yanvar holatiga ko'ra jami

legal and physical persons, and using accepted funds for crediting or investment on own fear and risk; arranging for payments. In Uzbekistan banks are created in the form of joint-stock company. Main types of banks:

- Universal bank – a bank which carries out all the main types of banking operations.
- Investment bank – a specialized bank on investment, particularly on issuance and floatation of securities.
- Savings bank – a specialized bank on attraction of funds of the population.
- Mortgage bank – a specialized bank on granting mortgage credits.

Non-bank credit organization is a credit organization which has right to carry out certain banking operations provided for by law.

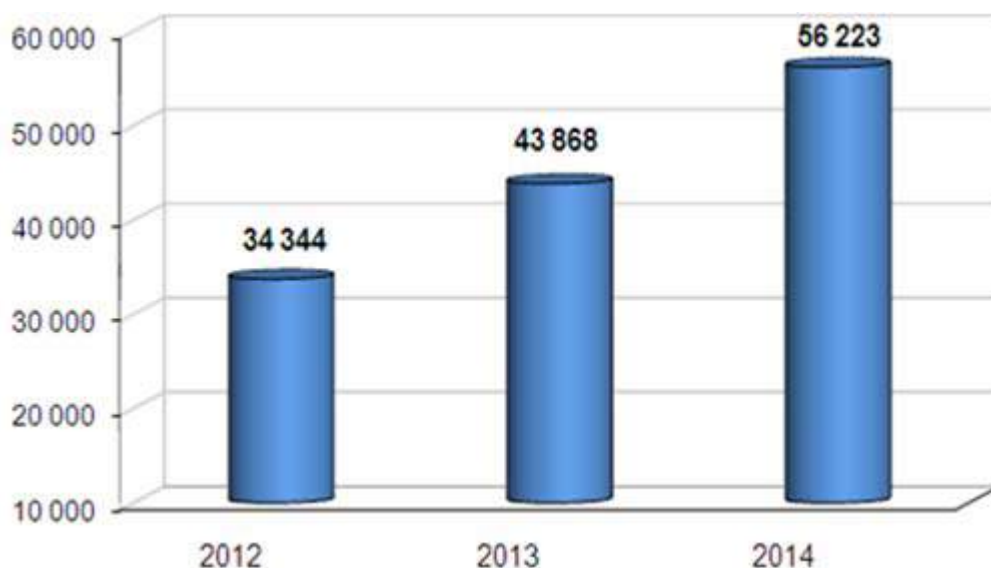
As of 1 January 2015 in Uzbekistan there function 26 commercial banks, of which:

- 3 state commercial banks;
- 10 joint-stock commercial banks;
- 8 private banks;
- 5 banks with foreign capital.

Their total equity capital makes up 6,9 trillion UZS. Today the capital adequacy of the banks makes up 23,8 %, and it is more than 3 times in regard to international requirements (8%) set by Basel Committee for Banking Supervision. As of 1 January total assets of all banks reached to 56,2 trillion UZS, allocated credits increased over 34,8 trillion UZS, investment credits

banklarning aktivlari 56,2 trln. soʻmga yetdi, kredit qoʻyilmalari 34,8 trln. soʻmdan oshdi, investitsion kreditlar esa 8,5 trln. soʻmni tashkil qildi (4.5-4.7-rasmlar) Respublikaning yetakchi banklari: Tashqi iqtisodiy faoliyat milliy banki, Asakabank, Oʻzsanoatqurilishbank, Agrobank, Ipotekabank hamda Ipak yoʻlibank, Xalq banki, Qishloqqurilish bank, Mikrocreditbank.

made up 8,5 trillion UZS (Figures 4.5-4.7). Leading banks of the country: Foreign Economic Activity of National Bank, Asakabank, UzSanoat-QurulishBank, Agrobank, Ipotekabank, Ipak Yuli Bank, People's Bank, Qishloqqurilishbank, Microcreditbank.



4.5-rasm. Tijorat banklarining jami aktivlari oʻzgarishi dinamikasi, mlrd. soʻm

Figure 4.5. Dynamics of growth in total assets of the commercial banks, bln. UZS

Mikrokredit tashkiloti – bu mikrokredit, mikroqarz, mikrolizing berish sohasida xizmatlar koʻrsatish boʻyicha faoliyatni amalga oshiruvchi va qonunda belgilangan boshqa mikromoliyaviy xizmatlar koʻrsatuvchi yuridik shaxs. Mikrokredit tashkilotlari yuridik va (yoki) jismoniy shaxslar tomonidan qonun hujjatlariga muvofiq har qanday tashkiliy-huquqiy shaklda tashkil etilishi mumkin. 2015 yil 1 yanvar holatida Oʻzbekistonda jami 24 ta mikrokredit tashkilotlari litsenziya asosida

Microcredit organization is a legal entity which carries out activity on providing services in the sphere of granting microcredit, microloan, microleasing, and providing other microfinancial services. Microcredit organizations may be organized by legal entities and/or physical persons in any organizational and legal form according to the laws. As of 1 January 2015 in Uzbekistan there operate 24 microcredit organizations on the basis

faoliyat ko'rsatadi, ular quyidagi asosiy xizmat turlarini amalga oshirishadi:

Mikrokredit - qarz oluvchiga tadbirkorlik faoliyatini amalga oshirish uchun eng kam ish haqining 1000 baravari miqdoridan oshmaydigan summada to'lovlilik, muddatlilik va qaytarish shartlari asosida beriladigan pul mablag'lari.

Mikroqarz - jismoniy shaxs bo'lgan qarz oluvchiga eng kam ish haqining 100 baravari miqdoridan oshmaydigan summada muddatlilik va qaytarish shartlari asosida beriladigan pul mablag'lari.

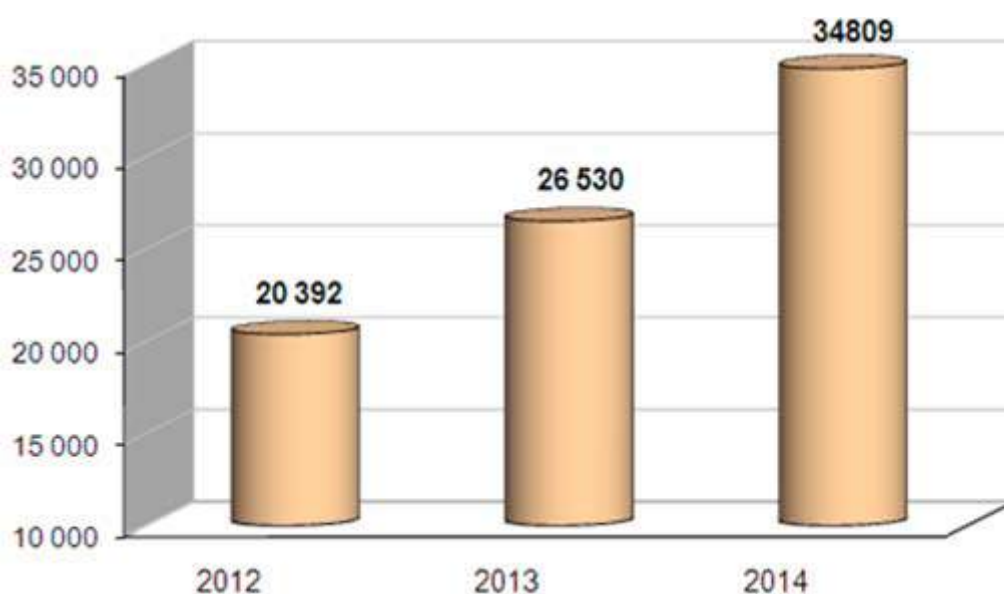
Mikrolizing - lizing oluvchining topshirig'iga binoan uchinchi tarafdin mol-mulk olish hamda uni egalik qilish va foydalanish uchun lizing oluvchiga shartnomada belgilangan shartlar asosida haq evaziga berish nazarda tutiladigan xizmat bo'lib, lizing eng kam ish haqining 2000 baravari miqdoridan oshmaydigan summada beriladi.

of the license which provide the following financial services:

Microcredit – funds to be granted to borrower for conduction of business activity in an amount of not exceeding 1000-fold amount of minimum wage on conditions of payability, terminability and returnability.

Microloan – funds to be granted to physical person in an amount of not exceeding 100-fold amount of minimum wage on conditions of payability, terminability and returnability.

Microleasing – service which provides for acquisition of property under leasing agreement in an amount of not exceeding 2000-fold amount of minimum wage.

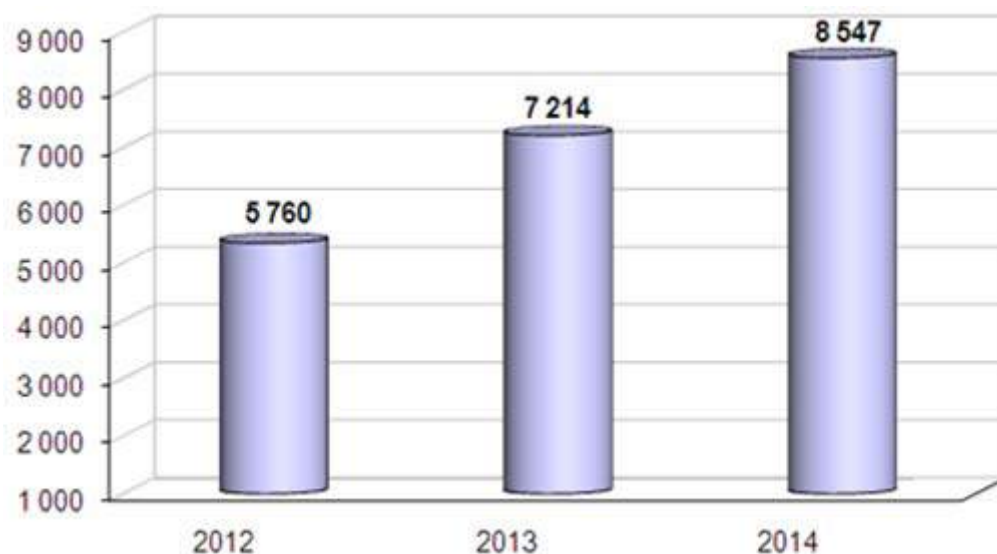


4.6-rasm. Tijorat banklarining kredit qo'yimalari dinamikasi, mlrd. so'm

Figure 4.6. Dynamics of allocated credits of the commercial banks, bln. UZS

Lombard – bu ixtisoslashgan tijorat tashkiloti bo‘lib, uning asosiy faoliyati turi bo‘lib aholining ko‘char mulk zalogi ostida va boshqa buyumlarni saqlash asosida ularga qisqa muddatli qarzlarni berish hisoblanadi. Lombardlar O‘zR MB ning maxsus litsenziyasi asosida faoliyat yuritadi. Lombardlarda qimmatli metall buyumlari, avtotransport kabi mulklar qabul qilinadi, ularning qiymati esa tomonlar kelishuviga binoan belgilanadi. 2015 yil 1 yanvar holatida O‘zbekistonda jami 41 ta lombardlar faoliyat ko‘rsatmoqda. Ularning barchasi mas’uliyati cheklangan jamiyat shaklida tashkil etilgan.

Pawnshop is a specialized commercial organization the main type of activity of which is giving short-term loans on collateral of movable property of citizens and storage of things. Pawnshops carry out activity on the basis of a special license of the Central Bank of Uzbekistan. Depending on specialization, the pawnshops accept precious metal, household things, motor transport. Estimation of cost of things is made under the agreement of parties. As of 1 January 2015 in Uzbekistan there function 41 pawnshops. All of them are founded in the form of Limited Liability Company.



4.7-rasm. Investitsion kreditlar dinamikasi, mlrd. so‘m

Figure 4.7. Dynamics of investment credits, bln. UZS

Chet el banklari vakolatxonalari - O‘zbekiston Respublikasi xududida akkreditatsiya qilingan chet el banklari tomonidan ochilgan vakolatxonalar. 2015 yil 1 yanvar holatida O‘zbekistonda jami 6 ta chet el banklari vakolatxonalari faoliyat ko‘rsatadi:

Representative offices of foreign banks - offices opened by foreign banks and accredited in the territory of Uzbekistan. As of 1 January 2015 in Uzbekistan there function 6 representative offices of foreign banks:

- “Pokiston milliy banki», Pokiston
- “Kommersbank AG”, Germaniya
- “Landesbank Berlin AG», Germaniya
- “Djey Pi Morgan Cheyz Banki”, AQSH
- “Koreya eksport-import banki”, Koreya Respublikasi
- “Shinxan banki”, Koreya Respublikasi

O‘zbekistonda banklar va nobank kredit tashkilotlari va ularning faoliyatini tartibga solishning huquqiy asoslari quyidagilar:

- “O‘zbekiston Respublikasining Markaziy banki to‘g‘risida”gi Qonun (1995 yil 21 dekabr);
- “Banklar va bank faoliyati to‘g‘risida”gi Qonun (1996 yil 25 aprel);
- “Xususiy bank va moliya institutlari hamda ular faoliyatining kafolatlari to‘g‘risida”gi Qonun (2012 yil 17 dekabr);
- “Bank siri to‘g‘risida”gi Qonun (2003 yil 30 avgust);
- “Kredit axborot almashinuvi to‘g‘risida”gi Qonun (2011 yil 4 oktabr);
- “Mikromoliyalash to‘g‘risida”gi Qonun (2006 yil 15 sentabr);
- “Mikrokredit tashkilotlari to‘g‘risida”gi Qonun (2006 yil 20 sentabr);
- “Ipoteka to‘g‘risida”gi Qonun (2006 yil 4 oktabr);
- “Iste‘mol krediti to‘g‘risida”gi Qonun (2006 yil 6 may).

- National Bank of Pakistan, Pakistan
- Commerzbank AG, Germany
- Landesbank AG, Germany
- JPMorgan Chase Bank, N.A., USA
- Export-Import Bank of Korea, Republic of Korea
- Shinhan bank, Republic of Korea

Legal bases for regulation of the activity of banks and non-bank credit organizations in Uzbekistan are as follows:

- Law “On Central Bank of the Republic of Uzbekistan” (21 December 1995);
- Law “On Banks and Banking Activity” (25 April 1996);
- Law “On Private Bank and Financial Institutions and Guarantee of Their Activity” (17 December 2012);
- Law “On Bank Secrecy” (30 August 2003);
- Law “On Credit Information Interchange” (4 October 2011);
- Law “On Microfinancing” (15 September 2006);
- Law “On Microcredit Organizations” (20 September 2006);
- Law “On Mortgage” (4 October 2006);
- Law “On Consumer Credit” (6 May 2006).

4.3. Bozor infratuzilmasida birjalar va ularning faoliyati

4.3. Exchanges and their activity in market infrastructure

Birja - avvaldan tayinlanadigan manzil va vaqtda belgilangan qoidalar asosida ochiq savdo-sotiq o'tkazish orqali birja tovarlari bilan erkin ulgurji savdo qilish uchun shart-sharoitlar yaratuvchi, yuridik shaxs hisoblanadigan korxonadir. Jahonda birjalar (4.8-rasm) unda sotilayotgan tovarlarga qarab quyidagi turlarga bo'linadi:

- tovar birjasi;
- fond birjasi;
- valyuta birjasi.

Exchange is a legal entity which creates the conditions for trading with exchange goods by means of organizing and holding the public and open sales on the basis of fixed rules in definite place and time. Exchanges in the world (Figure 4.8) are divided into the following types:

- Commodity exchange;
- Stock exchange;
- Currency exchange.



4.8-rasm. Jahon birjalari

Figure 4.8. World exchanges

Tovar birjalari – belgilangan qoidalar asosida erkin raqobatga asoslanib doimiy faoliyat yurituvchi tovarlarning ulgurji bozoridir. Tovar birjalarining yirik xalqaro markazlari – AQSH, Angliya va Yaponiyadir.

Commodity exchanges are the wholesale market of goods which regularly function on the basis of free competition and specified rules. The large international centers of commodity exchanges: USA, UK, Japan, etc.

Savdosi amalga oshirilayotgan tovarlar nomenklaturasiga ko'ra tovar birjalarini universal va ixtisoslashgan birjalarga bo'lish mumkin. Universal tovar birjalarida sotiladigan tovarlar nomenklaturasi keng bo'ladi. Ixtisoslashgan tovar birjalarida esa asosan bir turdagi tovarlar sotiladi. Tovar birjalari tovarlarning savdosi amalga oshadigan joy va tovarlarning bahosini belgilab berish kabi funksiyalarini bajaradi.

Fond birjasi – faoliyati qimmatli qog'ozlarning aylanishi uchun zaruriy sharoitlarni ta'minlash, ularning bozor narxini aniqlash va ular to'g'risidagi axborotni tarqatish, qimmatli qog'ozlar bozori professional ishtirokchilarining faoliyatini munosib ta'minlash hisoblangan tashkilot. Fond birjalarida qimmatli qog'ozlar: aksiyalar, obligatsiyalar, davlat qarzdorlik majburiyati (zayom), veksellar va boshqa shu kabilarning savdosi amalga oshiriladi. Hozirgi davrda dunyoning 60 dan ziyod mamlakatlarida 200 ga yaqin fond birjalari mavjud bo'lib, shuning 100 tadan ortig'i Yevropadadir.

Fond birjasida broker, diler, anderrayter kabi professional ishtirokchilar faoliyat ko'rsatadi.

Broker – qimmatli qog'ozlar bilan oldi-sotdi bitimlari tuzilishida o'z mijozlarining topshirig'iga binoan va ularning nomidan vositachilik xizmatini amalga oshiruvchi shaxs.

On the basis of commodity classification the commodity exchanges can be divided into universal and specialized exchanges. The classification of goods to be sold in the universal commodity exchanges is usually wide. In the specialized commodity exchanges there sold basically one type of goods. The commodity exchanges perform functions such as determination of the place where the goods are sold and the price of goods.

Stock exchange is an organization which creates the necessary conditions for circulation of securities, determines their market prices and distributes the information about them, provides the adequate functioning of professional participants of the securities market. There traded the shares, bonds, state treasure obligations (loan), bills and other securities in the stock exchanges. Today there are nearly 200 stock exchanges in about 60 countries of the world, of which 100 exchanges are located in Europe.

The professional participants like broker, dealer, underwriter hold activity in the stock exchange.

Broker is a person performing the intermediary functions at fulfillment of transactions of purchase and sale under the commission and on behalf of the client.

Dealer is a person carrying out intermediary in the exchange on his/her own behalf and on own account.

Diler — fond birjasida o‘z nomi va o‘z hisobidan qimmatli qog‘ozlar bilan vositachilikni amalga oshiruvchi shaxs.

Anderrayter – emitent qimmatli qog‘ozlarini chiqarish va kafolatli joylashtirib berish bo‘yicha xizmatlarni ko‘rsatuvchi tashkilot.

Valyuta birjalari – belgilangan qoidalar asosida doimiy faoliyat yurituvchi xorijiy valyuta savdosi amalga oshiriladigan bozordir. Xalqaro valyuta birjalari banklararo valyuta bozorining bir shakli sifatida jahon valyuta tizimining tarkibiy qismidir. Valyuta savdosi valyuta birjalarida yoki valyuta savdosini amalga oshirish vakolatiga ega bo‘lgan banklarda amalga oshiriladi. Valyuta birjalari barcha mamlakatlarda ham mavjud emas, shu sababli banklararo valyuta savdosi ham keng tarqalgan.

Bugungi kunda O‘zbekistonda quyidagi birjalar maxsus litsenziya asosida faoliyat ko‘rsatib kelmoqda:

1. Respublika fond birjasi “Toshkent”.
2. O‘zbekiston Respublikasi tovar-xomashyo birjasi.
3. Respublika universal agrosanoat birjasi.
4. O‘zbekiston Respublikasi Valyuta birjasi.

O‘zbekistonda birjalar va ularning faoliyatini tartibga solishning huquqiy asoslari quyidagilar:

- “Birjalar va birja faoliyati to‘g‘risida”gi Qonun (2014 yil 12 sentabr);

Underwriter is an investment institute or commercial bank which carries out underwriting activity on providing services on organization of issuance and/or guaranteed floatation of securities of the issuer.

Currency exchanges are the markets where the foreign currencies are regularly traded on the basis of specified rules. International currency exchanges are the component part of the world monetary system as one form of inter-bank currency market. Currency trading is carried out in currency exchanges or in banks which have authority to trade with currencies. Not all countries have currency exchanges, therefore the inter-bank currency trading is widely spread.

At present in Uzbekistan the following exchanges function on the basis of special license:

1. Republican Stock Exchange “Toshkent”.
2. Commodities Exchange of the Republic of Uzbekistan.
3. Republican Universal Agro-industrial Exchange.
4. Currency Exchange of the Republic of Uzbekistan.

Legal bases for regulation of the activity of exchanges in Uzbekistan are as follows:

- Law “On Exchanges and Exchange Activity” (12 September 2014);
- Law “On Securities Market” (3 June 2015);

- “Qimmatli qog‘ozlar bozori to‘g‘risida”gi Qonun (2015 yil 3 iyun);
- “Aksiyadorlik jamiyatlari va aksiyadorlar huquqlarini himoya qilish to‘g‘risida”gi Qonun (2014 yil 6 may).

- Law “On Joint-Stock Companies and Protection of Shareholders’ Rights” (6 May 2014).

4.4. Bozor infratuzilmasida sug‘urta tizimi

4.4. Insurance system in market infrastructure

Sug‘urta – bu yuridik yoki jismoniy shaxslar to‘laydigan sug‘urta mukofotlaridan shuningdek sug‘urta-lovchining boshqa mablag‘laridan shakllantiriladigan pul fondlari hisobidan muayyan voqea (sug‘urta hodisasi) yuz berganda ushbu shaxslarga sug‘urta shartnomasiga muvofiq sug‘urta tovonini (sug‘urta pulini) to‘lash yo‘li bilan ularning manfaatlarini himoya qilish.

Sug‘urta faoliyati - sug‘urta bozori professional ishtirokchilarining sug‘urtani amalga oshirish bilan bog‘liq faoliyati. O‘zbekiston Respublikasida sug‘urta faoliyati Moliya vazirligi tomonidan litsenziyalanadi.

Sug‘urta kompaniyalari – sug‘urta faoliyati bilan shug‘ullanadigan sug‘urta bozorining professional ishtirokchilari.

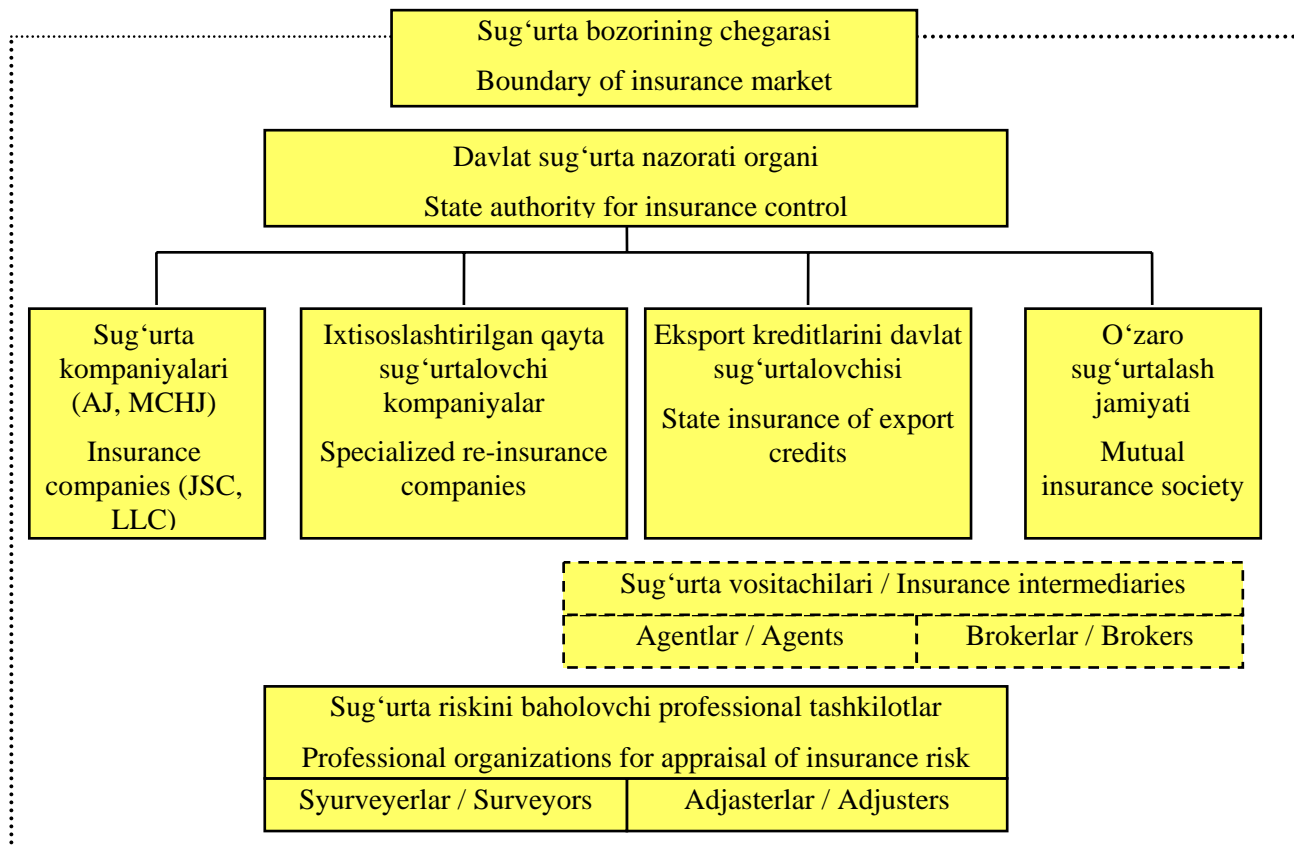
Sug‘urta bozori o‘z ichiga sug‘urta faoliyati bilan shug‘ullanadigan professional ishtirokchilarni oladi (4.9-rasm).

Insurance is a protection of interests of legal or physical persons by paying them the insurance compensation (insurance sum) according to the insurance contract at the cost of funds to be formed out of insurance premium paid by them, and also by other means of the insurer, at occurrence of contingency.

Insurance activity is an activity of professional participants of insurance market related with implementing insurance. In the Republic of Uzbekistan the insurance activity is licensed by the Ministry of Finance.

Insurance companies are the entities of insurance activity, professional participants of insurance market.

The insurance market involves the professional participants dealing with insurance activity (Figure 4.9).



4.9-rasm. Sug'urta bozorining umumiy tuzilishi

Figure 4.9. General structure of insurance market

Sug'urta bozorining tuzilishi uch jihat bilan xarakterlanadi: institutsional, hududiy va tarmoq jihatlari.

Institutsional jihat bo'yicha sug'urta bozori:

- 1) Davlat sug'urta kompaniyalari;
- 2) Aksiyadorlik sug'urta kompaniyalari;
- 3) Xususiy sug'urta kompaniyalari;
- 4) Korporativ sug'urta kompaniyalari;
- 5) O'zaro va boshqa sug'urta kompaniyalar;

Hududiy jihat bo'yicha sug'urta bozori:

- 1) Mahalliy (hududiy) sug'urta bozori;
- 2) Milliy (ichki) sug'urta bozori;
- 3) Jahon (tashqi) sug'urta bozori;

Insurance market is characterized by three aspects: institutional, regional and sectoral aspects.

Insurance market by institutional aspect:

- 1) State insurance companies;
- 2) Joint-stock insurance companies;
- 3) Private insurance companies;
- 4) Corporate insurance companies;
- 5) Mutual and other insurance companies

Insurance market by regional aspect:

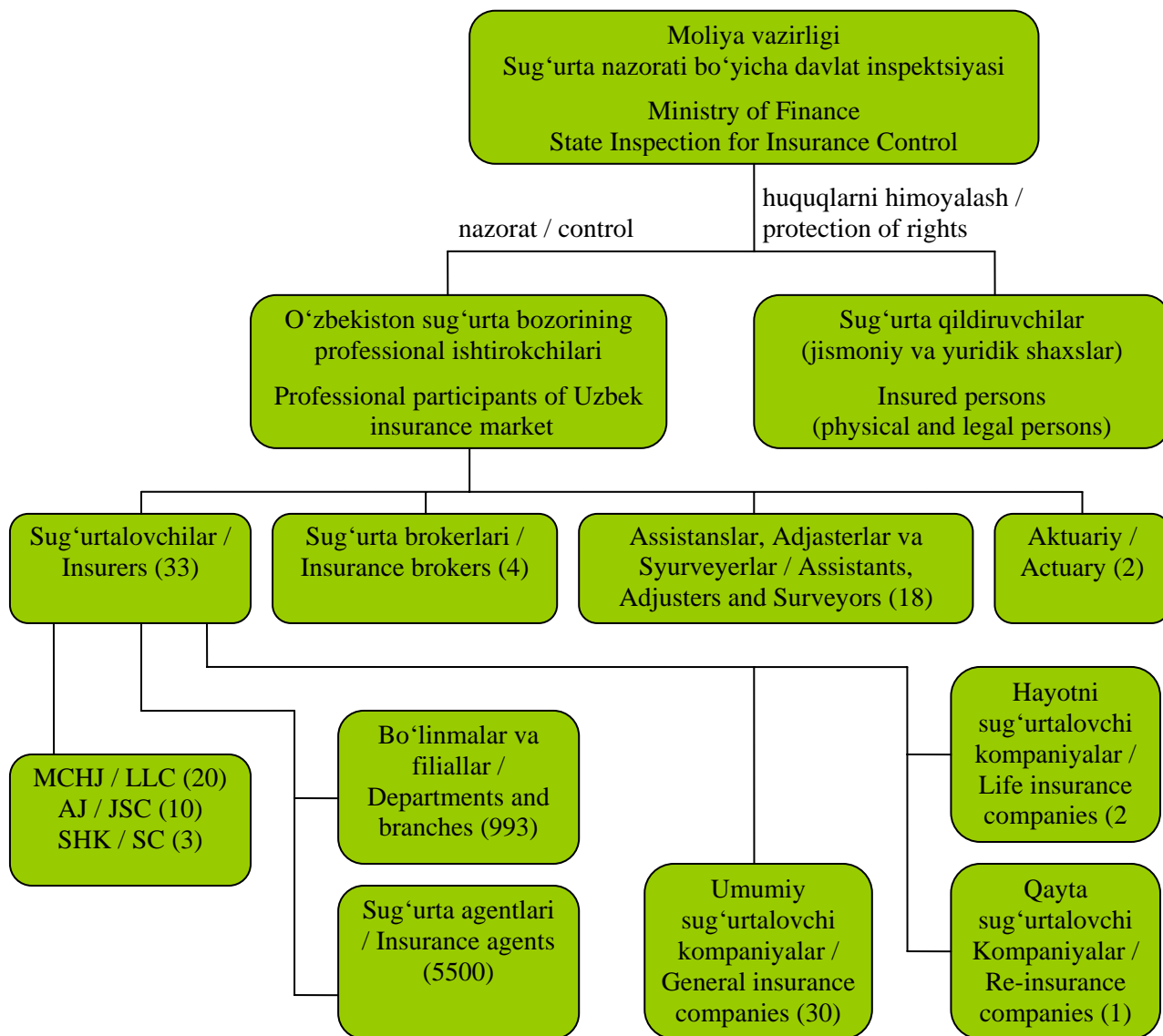
- 1) Local (regional) insurance market;
- 2) National (internal) insurance market;
- 3) World (external) insurance market.

Tarmoq jihati bo'yicha sug'urta bozori:

- 1) Shaxsiy sug'urta;
- 2) Mol-mulk sug'urtasi;
- 3) Javobgarlik sug'urtasi.

Insurance market by sectoral aspects:

- 1) Private insurance;
- 2) Property insurance;
- 3) Liability insurance.



4.10-rasm. O'zbekiston sug'urta bozorining tuzilishi va uning professional ishtirokchilari

Figure 4.10. Structure of insurance market of Uzbekistan and its professional participants

O'zbekistonda sug'urta bozori dinamik tarzda rivojlanib borayotgan tarmoqlardan biri hisoblanib, bunda uning salohiyati oshib bormoqda. Mamlakatimizda sug'urta bozorining

The insurance market in Uzbekistan is one of the most dynamically developing segments, thus, its potential is increasing. Development of domestic insurance market began with

rivojlanishi sug'urta faoliyatini monopoliyadan chiqarish bilan boshlangan va natijada muqobil sug'urta tashkilotlarining soni o'sishi kuzatilgan. Sug'urta faoliyatiga davlat monopoliyasi O'zbekiston Respublikasi Prezidentining 1997 yil 25 fevraldagi 125-sonli "O'zagrosug'urta davlat aksiyadorlik sug'urta kompaniyasini tashkil etish to'g'risida"gi Farmoni bilan tugatildi.

2015 yil 1 yanvar holatiga ko'ra, O'zbekistonda jami 33 ta litsenziyalangan sug'urta kompaniyalari faoliyat ko'rsatadi. Shundan 30 tasi umumiy sug'urtalash bilan, 2 tasi hayotni sug'urtalash bilan va bittasi faqat qayta sug'urtalash faoliyati bilan shug'ullanadi (4.10-rasm).

O'zbekiston sug'urta quyidagi sohalarga bo'linadi: hayotni sug'urta qilish va umumiy sug'urta (4.11-rasm). Sug'urta tavakkalchiliklari yoki ular guruhlarining va ular bilan bog'liq majburiyatlarning umumiy xususiyatlariga muvofiq sug'urta sohalari sug'urta klasslariga bo'linadi.

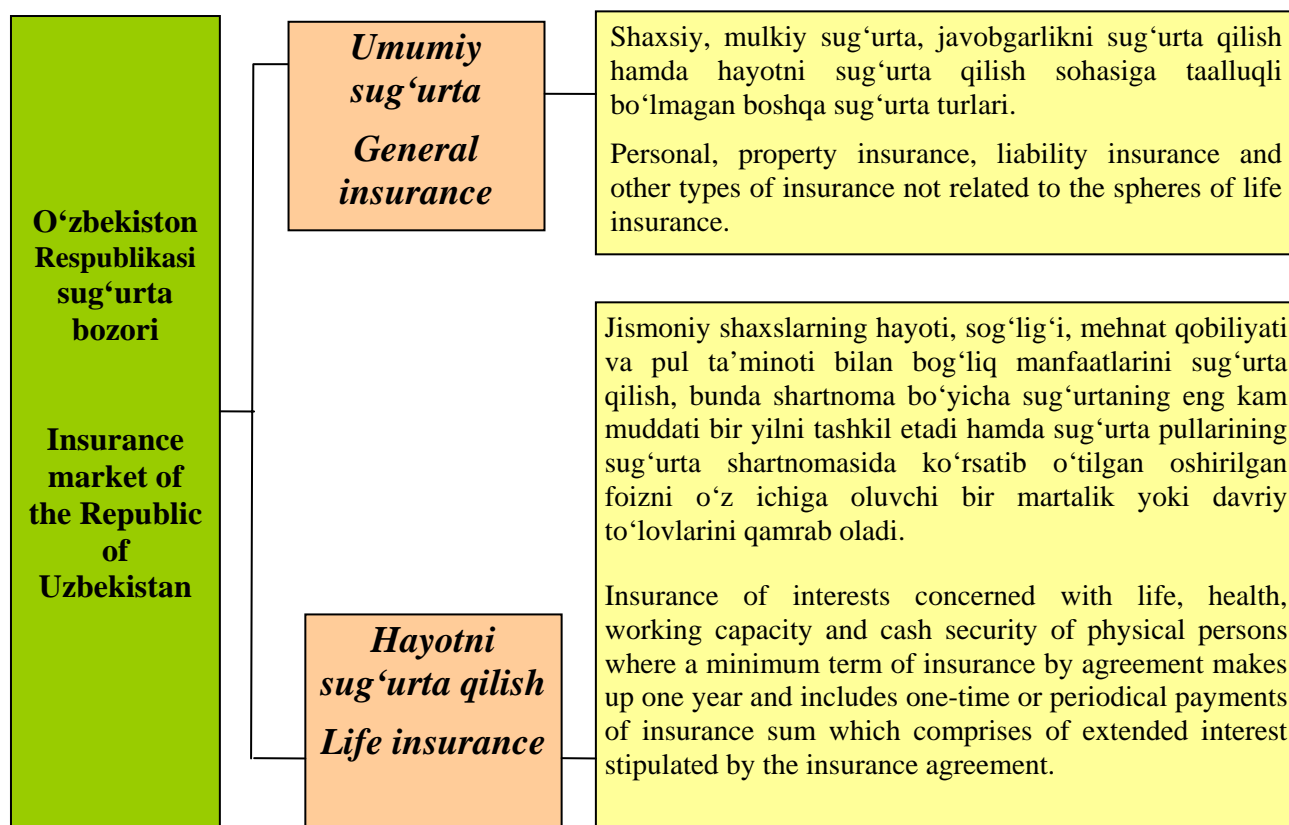
Mamlakatimizda sug'urta faoliyati va sug'urta bozori ham rivojlanib borayotgan tarmoqlardan hisoblanadi. Ixtiyoriy va majburiy sug'urtalar bo'yicha sug'urta to'lovlari, shuningdek sug'urta majburiyatlari yildan-yilga oshib bormoqda (4.12 va 4.13-rasmlar).

demonopolization of insurance activity and, as consequence of it, the fast growth of a number of alternative insurance organizations was observed. The state monopoly on insurance activity has been liquidated by approval of the Decree of the President of the Republic of Uzbekistan №125 "On Establishment of State Joint-Stock Insurance Company "Uzagrosugurta" as of 25 February 1997.

As of 1 January 2015 in Uzbekistan there function 33 licensed insurance companies, of which 30 companies deal with general insurance, 2 – with life insurance, and 1 – with re-insurance activity (Figure 4.10).

In Uzbekistan the insurance is divided into the following spheres: life insurance and general insurance (Figure 4.11). Based on the insurance risks or the general features of their groups and commitments related with them, the insurance spheres are divided into the insurance classes.

In our country the insurance activity and insurance market are considered as developing sectors. The insurance payouts for voluntary and obligatory insurances, as well as the insurance liabilities are increasing year by year (Figures 4.12 and 4.13).



4.11-rasm. O'zbekistonda sug'urta sohalari

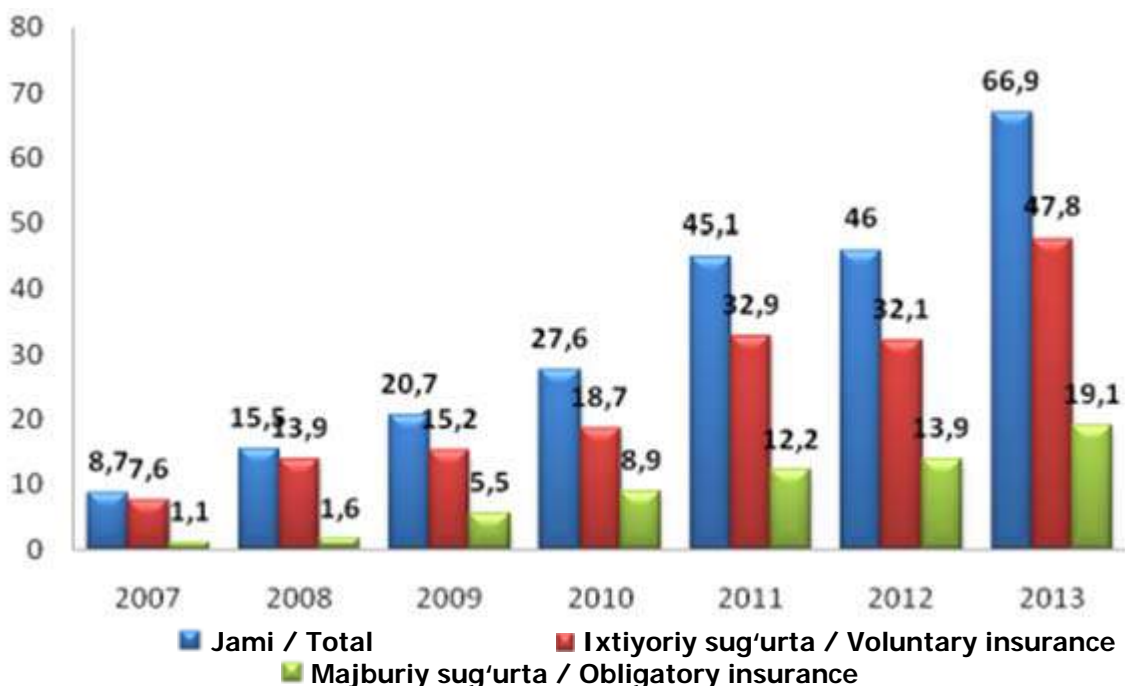
Figure 4.11. Insurance spheres in Uzbekistan

O'zbekistonda sug'urta tizimini tartibga solishning huquqiy asoslari quyidagilar:

- "Sug'urta faoliyati to'g'risida"gi Qonun (2002 yil 5 aprel);
- "Umumiy foydalanishdagi havo, temir yo'l, ichki suv va avtomobil transporti yo'lovchilarining majburiy shaxsiy sug'urtasi to'g'risida"gi Qonun (1993 yil 7 may);
- "Transport vositalari egalaring fuqarolik javobgarligini majburiy sug'urta qilish to'g'risida"gi Qonun (2008 yil 21 aprel);
- "Ish beruvchining fuqarolik javobgarligini majburiy sug'urta qilish to'g'risida"gi Qonun (2009 yil 16 aprel).

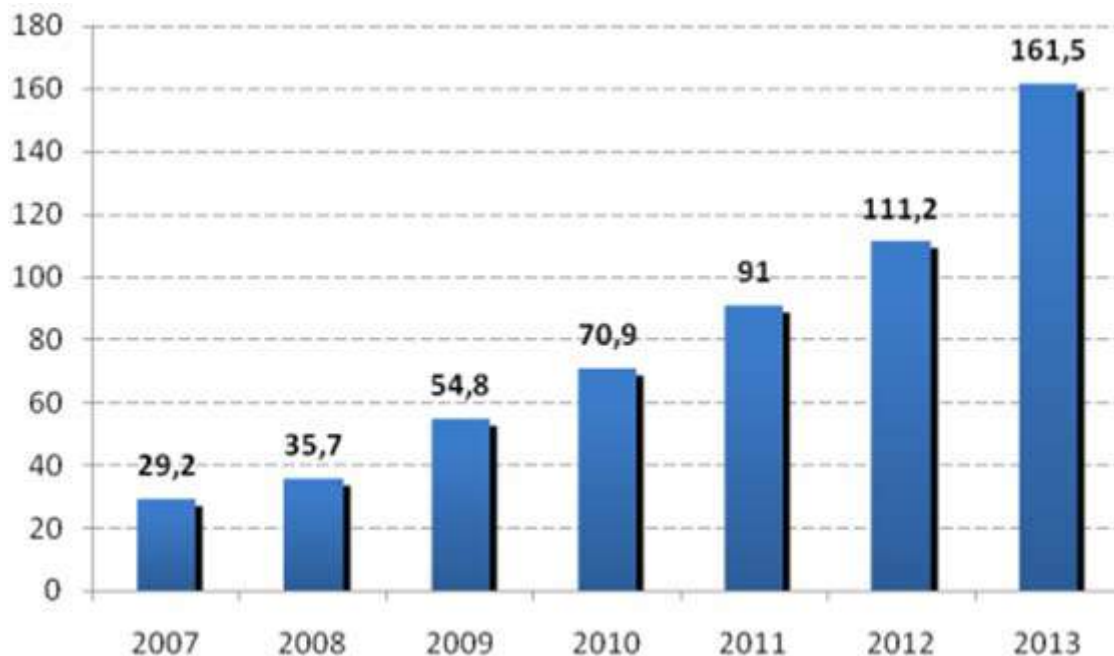
Legal bases for regulation of insurance system in Uzbekistan are as follows:

- Law "On Insurance Activity" (5 April 2002);
- Law "On Obligatory Personal Insurance of Passengers of Air, Railway, Internal Water and Motor Transport of General Use" (7 May 1993);
- Law "On Obligatory Insurance of Civil Liability of the Owners of Transport Vehicles" (21 April 2008);
- Law "On Obligatory Insurance of Civil Liability of the Employer" (16 April 2009).



4.12-rasm. O'zbekistonda sug'urta to'lovlari dinamikasi, mlrd.so'm

Figure 4.12. Dynamics of insurance payouts in Uzbekistan, bln. UZS



4.13-rasm. O'zbekistonda sug'urta majburiyatlari dinamikasi, mlrd.so'm

Figure 4.13. Dynamics of insurance liabilities in Uzbekistan, bln. UZS

4.5. Investitsion faoliyatning bozor infratuzilmasidagi ahamiyati

4.5. Significance of investment activity in market infrastructure

Investitsiya fondi – investorlarning pul mablag‘larini jalb qilish va ularni qonun hujjatlariga muvofiq qimmatli qog‘ozlarga, boshqa investitsiya aktivlariga, shuningdek banklardagi hisobvaraqlarga va omonotlarga qo‘yish maqsadida aksiyalar chiqaradigan yuridik shaxs. Investitsiya fondlari kollektiv investitsiyalashni amalga oshiradi va odatda aksiyadorlik jamiyati shaklida tashkil etiladi (4.14-rasm).

Investitsiya kompaniyasi - investitsiya fondlarining investitsiya aktivlarini boshqarish bo‘yicha faoliyatni amalga oshiruvchi yuridik shaxs. Investitsiya fondlarining asosiy turlari:

- Aksiyadorlik investitsiya fondi;
- Xususiylashtirish investitsiya fondi;
- Pay fondi;
- Xej-fond;
- Chekli investitsiya fondi.

Investitsiya fondlari quyidagi funksiyalarni bajaradi:

- Individual investorlarning jamg‘arma mablag‘larini to‘plash;
- Investion resurslarni samarali boshqarish;
- Individual investorlarning mablag‘larini turli moliyaviy instrumentlarga qo‘yish (aksiya va boshqa qimmatli qog‘ozlar) orqali risklarni divesifikatsiya qilish;
- Qimmatli qog‘ozlar bozorida operatsiyalarni o‘tkazish xarajatlarini ko‘p sonli operatsiyalar hisobida kamaytirish.

Investment fund is a legal entity which issues and acquires shares, performs other transactions with securities, and also participates as the shareholder in development and increase of efficiency of activity of the enterprises which shares it owns. Investment funds carry out a collective investing, and usually are established in the form of joint-stock company (Figure 4.14).

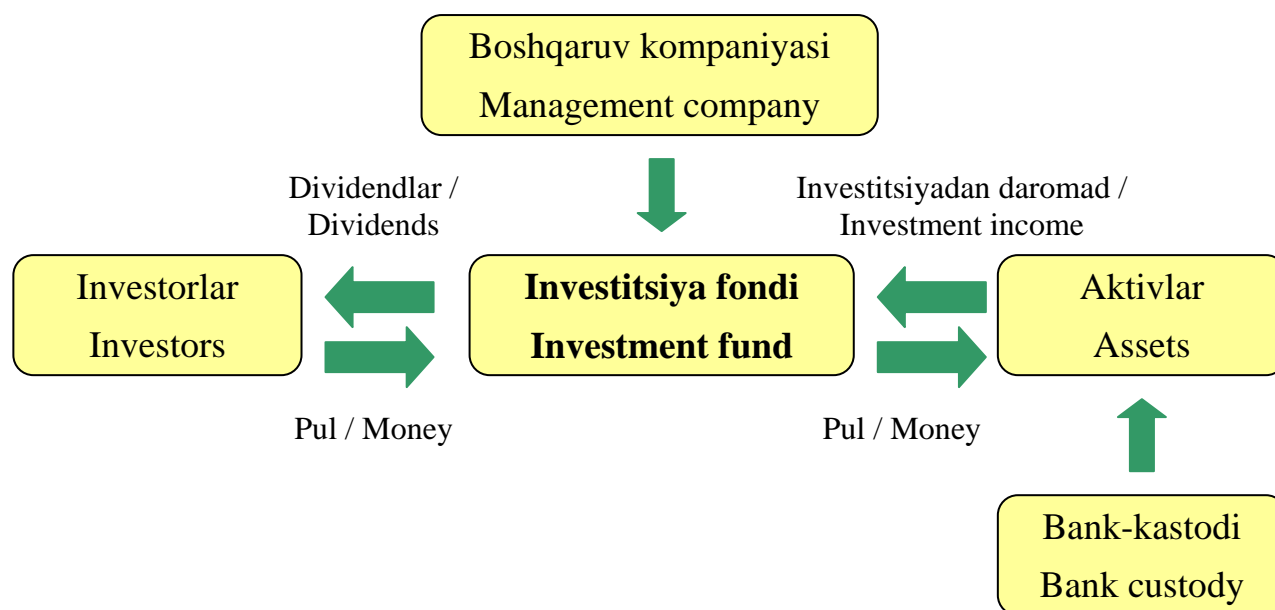
Investment company is a licensed legal entity for management of investment assets of investment funds.

Main types of investment funds:

- Joint-stock investment fund;
- Privatization investment fund;
- Mutual fund;
- Hedge fund;
- Check investment fund.

The investment funds performs the following functions:

- Accumulation of savings of the individual investors;
- Effective management of investment resources;
- Diversification of risks through investing the funds of individual investors in various instruments (stocks and other securities) of financial market;
- Reduction of costs for holding operations in securities market at the cost of big number of operations.



4.14-rasm. Investitsiya fondining faoliyat mexanizmi

Figure 4.14. Mechanism of activity of the investment fund

O‘zbekistonda investitsiya faoliyatini tartibga solishning huquqiy asoslari quyidagilar:

- “Investitsiya faoliyati to‘g‘risida”gi Qonun (2014 yil 9 dekabr);
- “Aksiyadorlik jamiyatlari va aksiyadorlar huquqlarini himoya qilish to‘g‘risida”gi Qonun (2014 yil 6 may);
- “Qimmatli qog‘ozlar bozori to‘g‘risida”gi Qonun (2015 yil 3 iyun);
- “Investitsiya va pay fondlari to‘g‘risida”gi Qonun (2015 yil 25 avgust).

Legal bases for regulation of investment activity in Uzbekistan are as follows:

- Law “On Investment Activity” (9 December 2014);
- Law “On Joint-Stock Companies and Protection of Shareholders’ Rights (6 May 2014);
- Law “On Securities Market” (3 June 2015);
- Law “On Investment and Mutual Funds” (25 August 2015).

4.6. Bozor infratuzilmasida lizingning o‘rni va ahamiyati

4.6. Role and significance of leasing in market infrastructure

Lizing — moliyaviy ijaraning alohida turi bo‘lib, unda bir taraf (lizing beruvchi) ikkinchi tarafning (lizing oluvchining) topshirig‘iga binoan

Leasing is a special type of financial rent where one party (leasing provider) on the instructions of other party (leasing recipient) acquires from the third party

uchinchi tarafdin (sotuvchidan) lizing shartnomasida shartlashilgan mol-mulkni (lizing obyektini) mulk qilib oladi va uni lizing oluvchiga shu shartnomada belgilangan shartlarda haq evaziga egalik qilish va foydalanish uchun o'n ikki oydan ortiq muddatga beradi (4.15-rasm).

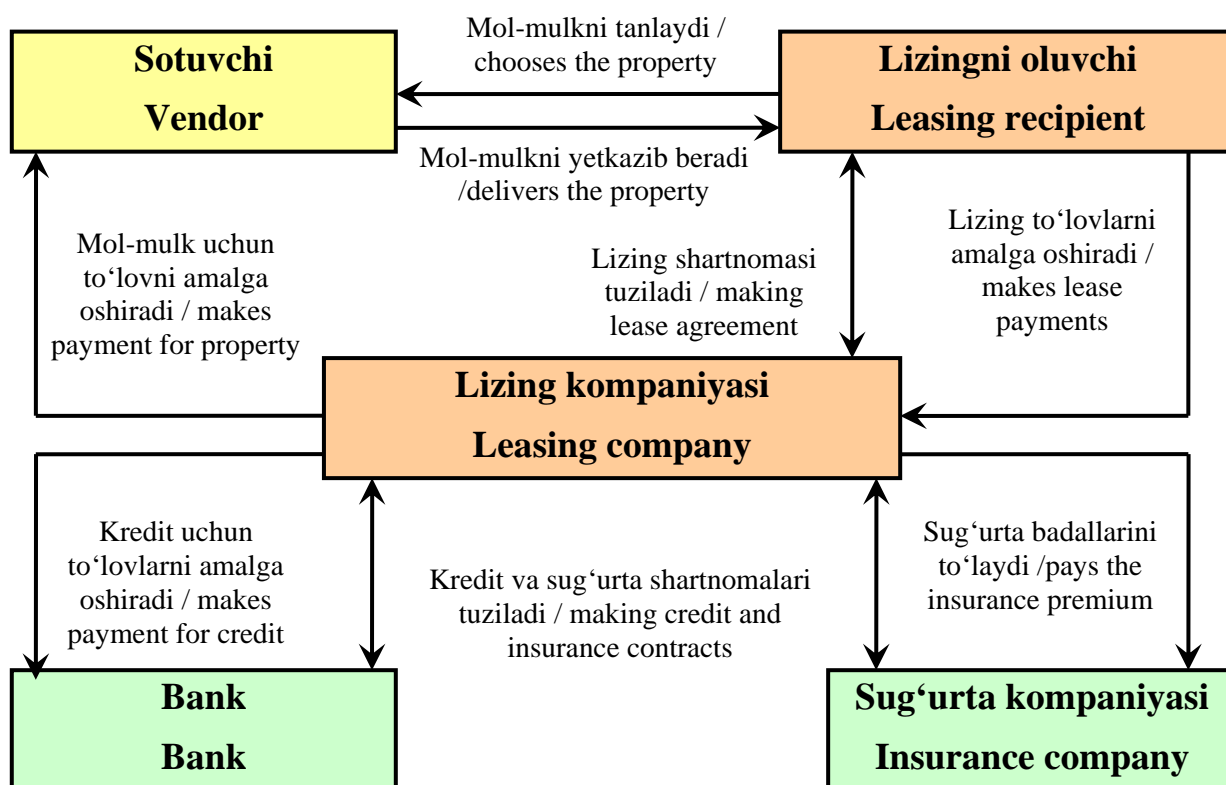
Lizing obyektlari - Tadbirkorlik faoliyati uchun foydalaniladigan iste'mol qilinmaydigan har qanday ashyolar, shu jumladan korxonalar, mulkiy komplekslar, binolar, inshootlar, uskunalar, transport vositalari hamda boshqa ko'char va ko'chmas mulk.

Lizing subyektlari - lizing beruvchi, lizing oluvchi va sotuvchi.

(vendor) the property (object of leasing) on the leasing contract and gives it to leasing recipient for payment on the conditions defined by such contract in possession and using for the term exceeding twelve months (Figure 4.15).

Objects of leasing - any inconsumable things, including the enterprises, property complexes, buildings, constructions, equipment, vehicles other movable and real estate to be used for business activity.

Leasing parties – leasing provider, leasing recipient and vendor.



4.15-rasm. Lizing faoliyatining mexanizmi

Figure 4.15. Mechanism of leasing activity

Lizing kompaniyasi - lizing shartnomasi bo'yicha lizing oluvchiga kelgusida topshirish maqsadida lizing obyektini mulk qilib oluvchi yuridik shaxs.

O'zbekistonda lizing litsenziyalanmaydigan faoliyat turi bo'lib hisoblanadi va u bo'yicha operatsiyalar nafaqat ixtisoslashgan lizing kompaniyalari, balki tijorat banklari tomonidan ham amalga oshiriladi.

O'zbekistonda lizing bozorini rivojlanish bosqichlari:

1-bosqich: 1991-1999 yy. Lizingning xalqaro mexanizmlarini joriy qilish va qonunchilik asoslarini shakllantirish.

2-bosqich: 1999-2005 yy. Lizing sohasidagi huquqiy bazani takomillashtirish va lizing bozorining hosil bo'lishi.

3-bosqich: 2005- h/v. Lizingni ommaviylashtirish va lizing bozorida raqobatli muhitni shakllantirish. ajratmalarini barchasi chegirib tashlanadi.

Bugungi kunda mamlakatimizda lizing kapital qo'yilmalarni investitsiyalashning eng istiqbolli yo'llaridan biri hisoblanadi va O'zbekistonda lizing faoliyati va lizing bozori rivojlanib bormoqda. Lizing bozoridagi lizing kelishuvlari qiymati va lizing kelishuvlari portfelining qiymati yildan-yilga o'sib bormoqda (4.16 va 4.17-rasmlar).

Leasing company is a legal entity which acquires the object of leasing with a view of its subsequent transfer to leasing recipient under the contract of leasing.

Leasing in Uzbekistan is unlicensed type of activity, and these operations are carried out by not only specialized leasing companies and commercial banks but also by other companies the main activity of which is not related to leasing.

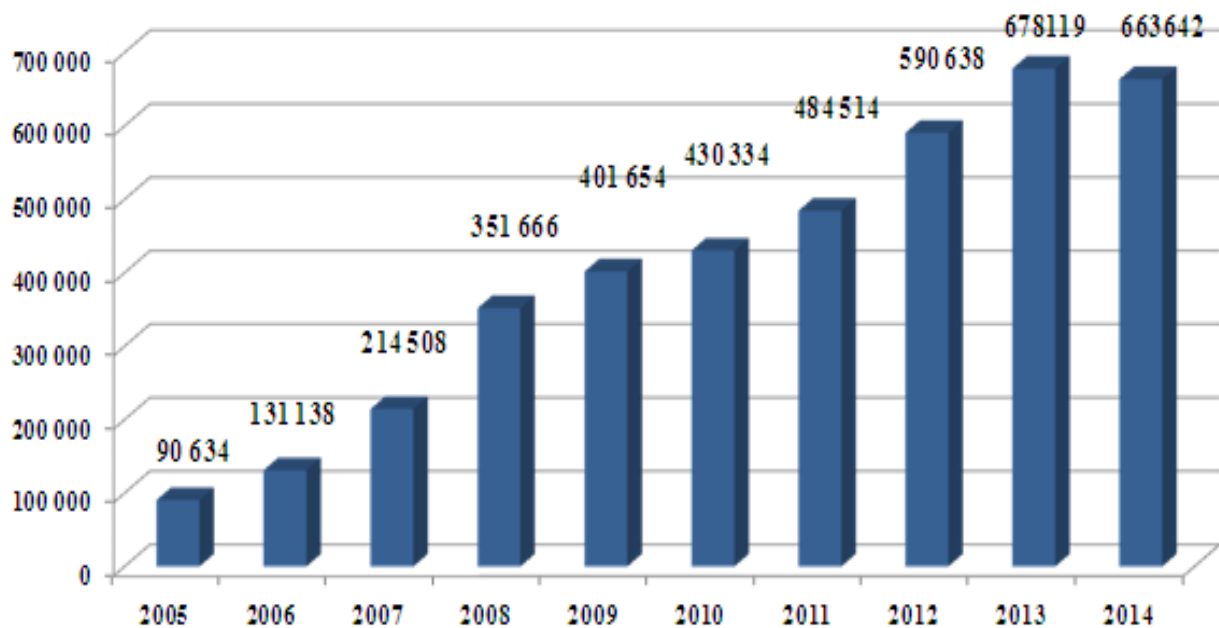
Development stages of leasing market in Uzbekistan:

Stage 1: 1991 -1999. Introduction of international mechanisms and formation of legislative base of leasing.

Stage 2: 1999 -2005. Improvement of legal base in the sphere of leasing and formation of market of leasing.

Stage 3: 2005 – present. Popularization of leasing and formation of competition environment in the market of leasing.

Today the leasing is one of the most perspective ways of investing the capital, and the leasing activity and leasing market in Uzbekistan are both developing. The value of leasing agreements and the value of leasing agreements portfolio in the leasing market are increasing year by year (Figures 4.16 and 4.17).



4.16-rasm. O‘zbekistonda lizing kelishuvlarining o‘shish dinamikasi, mln. so‘m

Figure 4.16. Dynamics of growth of leasing agreements in Uzbekistan, mln. UZS

O‘zbekistonda lizing bo‘yicha quyidagi imtiyozlar va afzalliklar berilgan:

- Lizingga berish uchun O‘zbekistonga olib kirilayotgan texnologik uskunalar QQS va bojxona bojidan ozod qilinadi

- Lizing to‘lovlari QQS ga tortilmaydi

- Lizing oluvchi lizing obyekti bo‘yicha mulk solig‘i to‘lamaydi

- Lizing oluvchining foyda solig‘i bo‘yicha soliqqa tortiladigan bazasini belgilanayotganda uni jami daromadidan lizingga oid foizlar hamda lizingga olingan asosiy vositalar bo‘yicha amortizatsiya ajratmalarini barchasi chegirib tashlanadi.

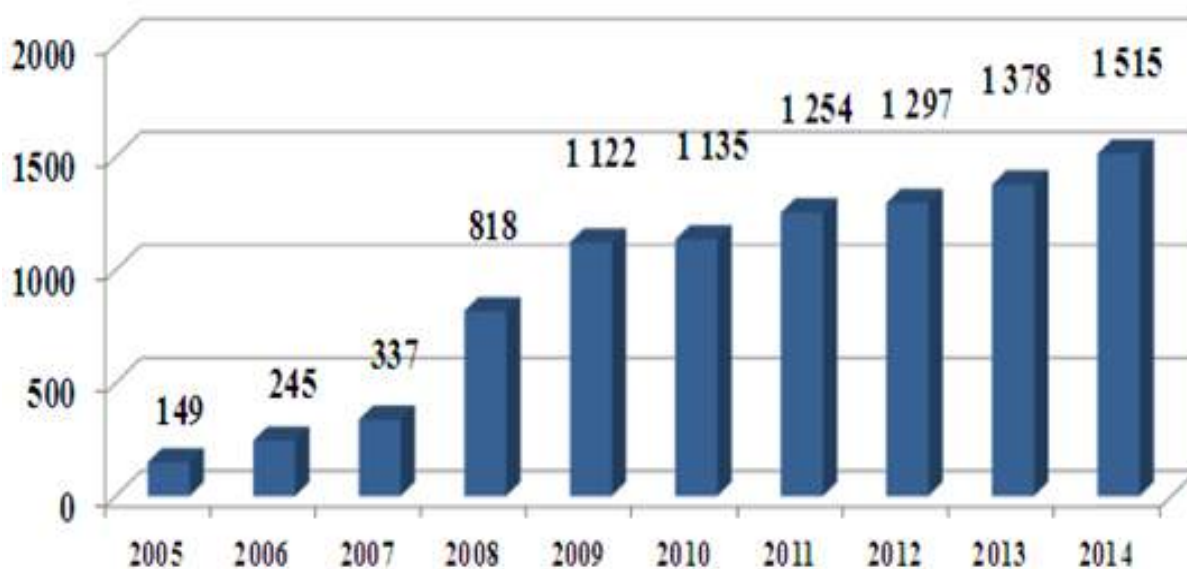
The following leasing privileges and advantages are ensured in Uzbekistan:

- Technological equipment to be imported for leasing is exempt from VAT and customs duty

- Leasing payments are not imposed on VAT

- Leasing recipient does not pay a property tax on leasing object

- When determining the tax base on income tax, leasing interests and depreciation costs on leased equipment are deducted from total income of the leasing recipient.



4.17-rasm. O‘zbekistonda lizing kelishuvlari portfelining o‘shish dinamikasi, mlrd. so‘m

Figure 4.17. Dynamics of growth of leasing agreements portfolio in Uzbekistan, bln. UZS

O‘zbekistonda lizing faoliyatini tartibga solishning huquqiy asoslari quyidagilar:

- O‘zbekiston Respublikasining Fuqarolik kodeksi, 6-bo‘lim. “Lizing”, 587-599-moddalar.
- O‘zbekiston Respublikasi Soliq kodeksi.
- “Lizing to‘g‘risida”gi Qonun (1999 yil 14 aprel).
- O‘zbekiston Respublikasi Buxgalteriya hisobining milliy standarti №6 “Ijara hisobini yuritish”.

Legal bases for regulation of leasing activity in Uzbekistan are as follows:

- Civil Code of the Republic of Uzbekistan, Chapter 6 “Leasing”, articles 587-599.
- Tax Code of the Republic of Uzbekistan.
- Law “On Leasing” (14 April 1999)
- National standard of Accounting №6 “Lease Accounting”.

Nazorat uchun savollar

Questions for self-control

1. Bozor ifratuzilmasi va uning iqtisodiy mazmunini qanday tushunasiz?
2. Bozor ifratuzilmasining iqtisodiyotdagi funksiyalari qanday?
3. Tovar bozori ifratuzilmasi haqida

1. How do you understand the market infrastructure and its economic meaning?
2. What are the functions of market infrastructure in an economy?

nimalarni bilasiz?

4. Moliya bozori infratuzilmasi haqida nimalarni bilasiz?

5. Mehnat bozori infratuzilmasi haqida nimalarni bilasiz?

6. Moliya institutlari nima va uning iqtisodiyotdagi vazifasi va funksiyalari nimalarda iborat?

7. Tijorat banklari va ularning bozor infratuzilmasidagi o'рни haqida gapirib bering.

8. Nobank kredit tashkilotlari va ularning bozor infratuzilmasidagi o'рни haqida gapirib bering.

9. Mikrokredit tashkiloti nima va u qanday mikromoliyalash xizmatlarini amalga oshiradi?

10. Bozor infratuzilmasida birjalar va ularning faoliyati to'g'risida aytib bering.

11. O'zbekistonda sug'urta tizimining faoliyati va uning rivojlanishini tavsiflab bering.

12. O'zbekistonda lizing tizimining faoliyati va uning rivojlanishini tavsiflab bering.

13. Инвестиция фаолиятининг бозор инфратузилмасидаги аҳамияти нимада?

3. What do you know about commodity market infrastructure?

4. What do you know about financial market infrastructure?

5. What do you know about labor market infrastructure?

6. What are the financial institutions and their economic functions and tasks?

7. Tell about commercial banks and their role in the market infrastructure.

8. Tell about non-bank credit organizations and their role in the market infrastructure.

9. What is the microcredit organization and what microfinancing services does it provide?

10. Tell about exchanges in market infrastructure and their activity.

11. Describe the activity and development of insurance system in Uzbekistan.

12. Describe the activity and development of leasing system in Uzbekistan.

13. What is the significance of investment activity in the market infrastructure?

5-BOB

**YOQILG‘I-ENERGETIKA MAJMUI VA
UNING INFRATUZILMA
IQTISODIYOTIDAGI ROLI**

*** * ***

**CHAPTER 5 FUEL-ENERGY COMPLEX AND ITS
ROLE IN INFRASTRUCTURE
ECONOMICS**



5-BOB. YOQILG‘I-ENERGETIKA MAJMUI VA UNING INFRAUZILMA IQTISODIYOTIDAGI ROLI

CHAPTER 5. FUEL-ENERGY COMPLEX AND ITS ROLE IN INFRASTRUCTURE ECONOMICS

5.1. Yoqilg‘i-energetika majmuasi va uning iqtisodiyotni rivojlanishidagi roli

5.1. Fuel-energy complex and its role in development of an economy

Yoqilg‘i-energetika majmuasi (YoEM) – bu yoqilg‘i-energetika resurslarni qazib chiqarish, ularni qayta ishlash, transportda tashish, taqsimlash va iste‘mol qilish bo‘yicha ishlab chiqarish, jarayonlar, moddiy qurilmalar majmuini o‘z ichiga olgan murakkab tarmoqlararo tizimdir.

Uning tarkibiga yoqilg‘i sanoati (neft, gaz, ko‘mir, torf, yonuvchi slanets) va elektroenergetika kiradi va ular xalq xo‘jaligining barcha tarmoqlari bilan chambarchas bog‘liqdir (5.1-rasm). Yoqilg‘i-energetika majmuasi mashinasozlik, metallurgiya sanoatlari mahsulotlaridan foydalanadi hamda transport majmuasi bilan bog‘liq. YoEM uchun yagona tarmoqlarni hosil qiladigan yuqori quvvatli liniyalar va quvur yo‘llari (neft, neft mahsulotlari va tabiiy gazni tashish uchun) ko‘rinishidagi rivojlangan ishlab chiqarish infratuzilmasi xarakterlidir.

Mamlakatda YoEM ning rivojlanishidan ko‘p hollarda ijtimoiy ishlab chiqarish, birinchi navbatda sanoatning texnik-iqtisodiy ko‘rsatkichlari va miqyoslari, dinamikasi bog‘liq. Shu bilan birga, yoqilg‘i va energiya

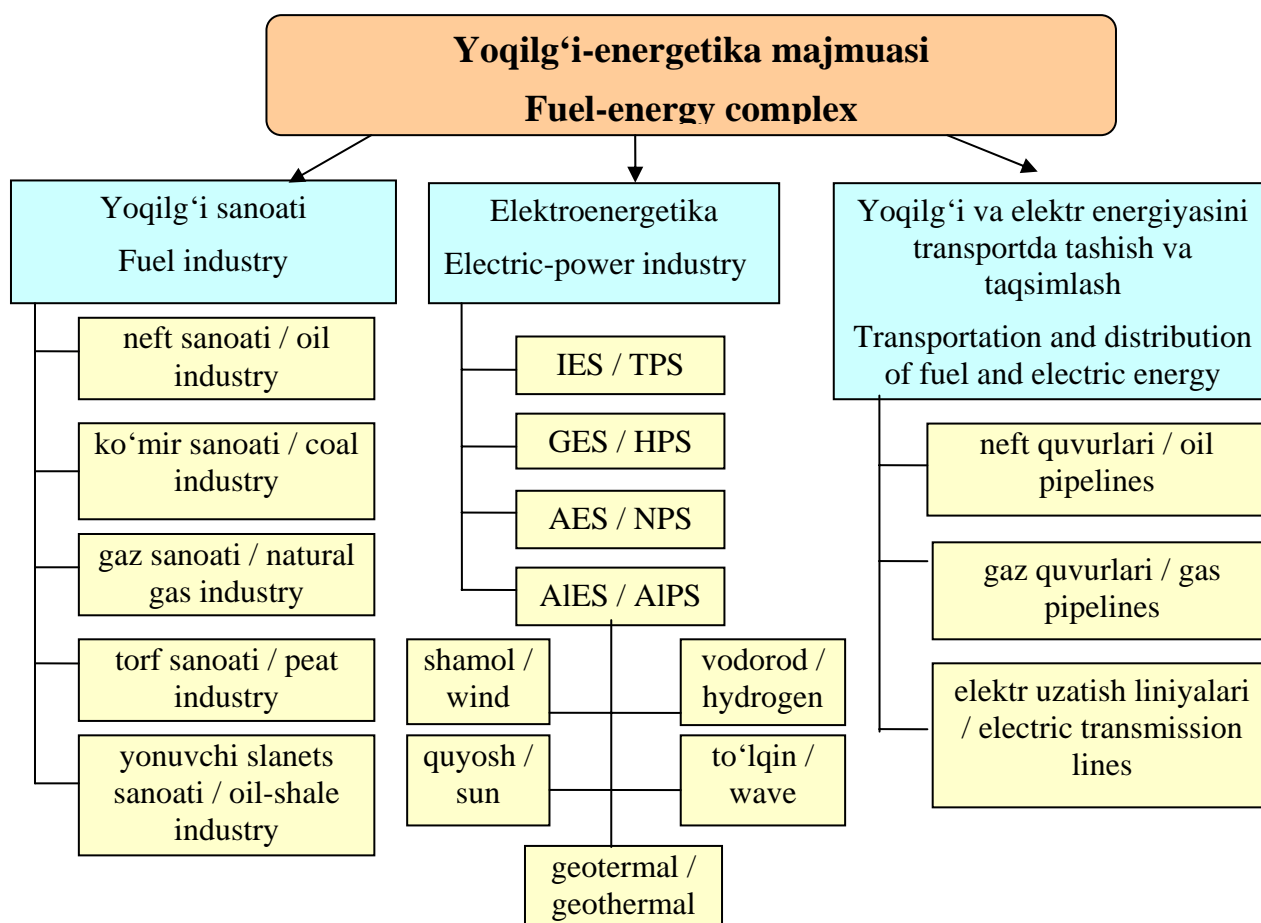
Fuel-energy complex (FEC) is a complex intersectoral system of extraction, production, transportation, distribution and consumption of fuel and energy resources (electric energy and heat).

It composed of fuel industry (oil, gas, coal, peat, oil-shale) and electric-power industry, and they are closely linked with all sectors of the national economy. The fuel-energy complex uses the products of machinery construction, metallurgy, and closely connected with transport complex. For the FEC it is typical to have developed production infrastructure in the form of backbone high-voltage line and pipelines (for transportation of crude oil, petroleum products and natural gas) which form the united network.

Dynamics, scales and engineering-and-economical performance of social production, first of all, of industry depend to a large extent on the development of FEC. At the same time, approaching to the energy sources is one

manbalariga yaqinlashish sanoatni hududiy tashkil qilishning asosiy talablaridan biri hisoblanadi. YoEM ning barcha tarmoqlari o‘zaro bog‘liq. Turli xil yoqilg‘ini qazib chiqarish, energiyani ishlab chiqarish va ularni turli iste’molchilar o‘rtasida taqsimlashdagi mutanosiblik yoqilg‘i-energetika balansi bilan xarakterlanadi.

of the main requirements of territorial organization of production. All the sectors of the complex are interrelated. Proportions in extraction of different fuel, production of energy and their distribution between various consumers are characterized with fuel and energy balance.



5.1-rasm. Yoqilg‘i-energetika majmuasining tarkibi

Figure 5.1. Structure of fuel-energy complex

Yoqilg‘i-energetika balansi (YoEB) – bu turli xildagi yoqilg‘ini qazib chiqarish va elektroenergiyani ishlab chiqarish (kirim) hamda ularni xalq xo‘jaligida ishlatish (chiqim) o‘rtasidagi nisbatdir. YoEB ni hisob chiqish uchun,

Fuel and energy balance (FEB) is correlation of extraction of different types of fuel and production of electric energy (receipt) and their utilization in the national economy (consumption). In order to calculate a fuel and energy

har xil issiqlik chiqarish qobiliyatiga ega bo'lgan turli xildagi yoqilg'i shartli yoqilg'iga o'tkaziladi, ya'ni ularning 1 kg ni yonishi 7000 kkal ga teng.

Iqtisodiyotda yoqilg'i-energetika majmuasi alohida ahamiyatga ega:

Birinchidan, bu mamlakatning geografik joylashuvi va iqlim sharoitlari bilan bog'liq bo'lib, ular yil davomida to'xtovsiz issiqlik va yorug'lik bilan ta'minlashni talab qiladi;

Ikkinchidan, energetika eng muhim infratuzilma tizimlari va obyektlarini (transport, aloqa, maishiy xizmat), shuningdek iqtisodiyot bazali tarmoqlari (xom ashyo resurslarini qazib chiqarish, og'ir va mudofaa sanoati, mashinasozlik) faoliyatini ta'minlash uchun zarur;

Uchinchidan, yoqilg'i-energetika majmuining mahsulotlari eksport predmeti hisoblanib, undan tushadigan daromad davlat byudjetiga soliq tushumlarining muhim qismini tashkil etadi.

Hozirgi kunda jahonda birlamchi energiya manbalarini iste'mol qilishda neft jami iste'molning 37,8% ni, ko'mir – 24,3%, gaz – 23,6%, qayta tiklanuvchi energiya manbalari – 8,2% ni, atom energiyasi – 6,1% ni tashkil qiladi (5.2-rasm).

balance, the different types of fuel, which have equal calorific capacity, are converted to equivalent fuel, the combustion heat of 1 kg of which is equal to 7 thousand kcal.

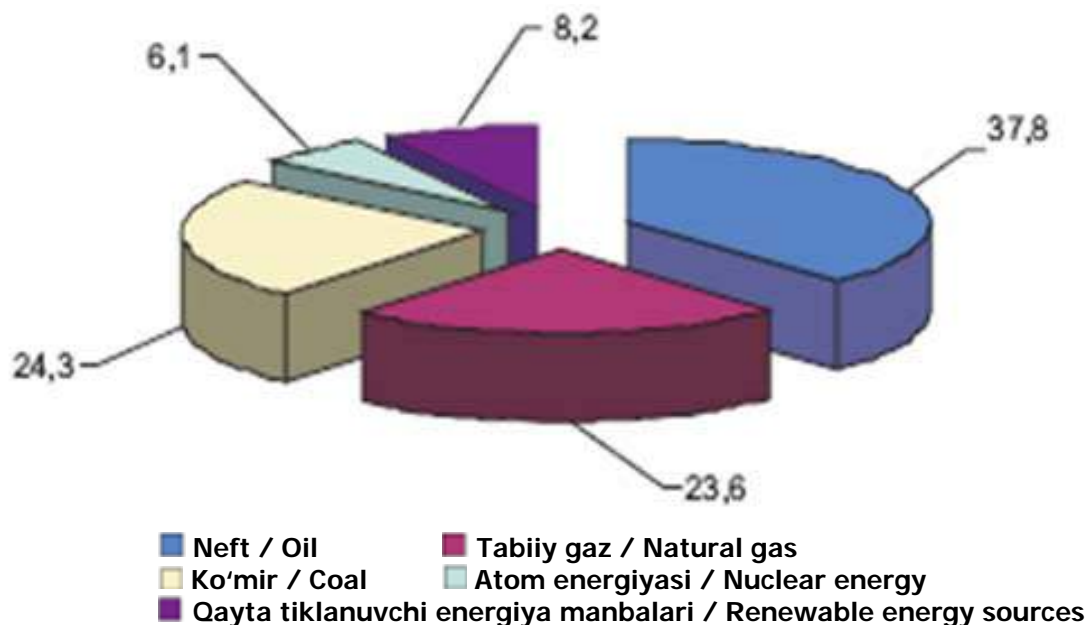
The fuel-energy complex has special significance for:

Firstly, it is related to geographical location and climatic conditions of the country which require uninterrupted heating and lighting for the population.

Secondly, energy is necessary for maintaining the most important infrastructure systems and facilities (transport, communication, domestic services), for providing the functioning of leading sectors of an economy: mining of raw material resources, heavy and defense industry, machinery construction.

Thirdly, products of the fuel-energy complex are a subject of export, the income from which makes up a considerable part of tax proceeds to the state budget.

Today in the world in the total consumption of primary energy the oil shares 37,8%, the coal - 24,3%, the gas - 23,6%, the renewable energy sources - 8,2%, the nuclear energy - 6,1% (Figure 5.2).



5.2-rasm. Jahonda birlamchi energiyaning manbalar bo'yicha iste'mol qilinishi, %

Figure 5.2. Consumption of primary energy by sources in the world, %

5.2. Yoqilg'i sanoati va uning tashkiliy-iqtisodiy holati

5.2. Fuel industry and its organizational-economic state

O'zbekistonda yoqilg'i sanoati tabiiy gaz, neft, ko'mir qazib chiqarishni va ularni qayta ishlashni hamda tayyor mahsulotni iste'molchilarga yetkazib berishni o'z ichiga oladi. O'zbekiston yer qa'ri katta zaxiraga boy uglevodorod xomashyosiga ega. Respublika hududining 60% neft va gaz mavjud potensial zonalar hisoblanadi.

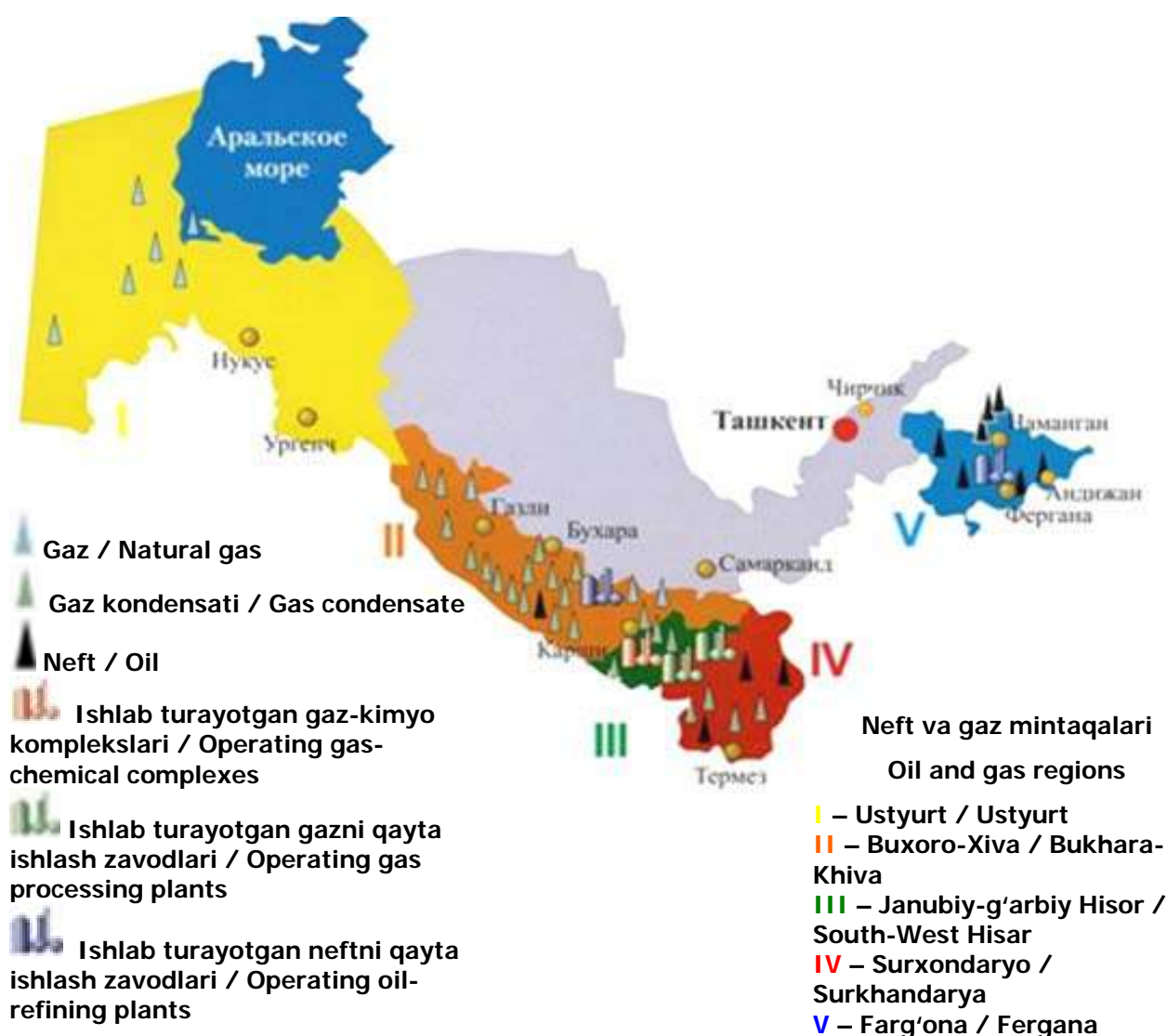
Respublikada 211 dan ortiq neft va gaz konlari ochilgan. Ulardan 108 tasi gaz va gaz kondensat, 103 tasi neft, neft-gaz va neft va gaz kondensat konlaridir. Konlarning 50% ishlab turibdi, 35% o'zlashtirilishiga tayyor turibdi, qolgan konlarda qidiruv ishlari davom etmoqda. Neft va gaz mavjud bo'lgan beshta asosiy

In Uzbekistan fuel industry consists of extraction and processing of natural gas, oil, coal as well as of delivery of finished products to the consumers. The bowels of Uzbekistan have a rich reserve of hydrocarbon resources. 60% of the country's territory is considered as potential zones with oil and gas.

There more than 211 oil and gas deposits in the country, of which 108 are gas and gas condensate, 103 oil, oil-gas and oil and gas condensate deposits. Only 50% of the deposits are currently working, 35% is ready for development, other remaining deposits are being investigated. There five main oil-and-gas bearing regions in the

mintaqani ajratib ko'rsatish mumkin. Bular: Ustyurt, Buxoro-Xiva, Janubi-G'arbiy Hisor, Surxondaryo, Farg'ona mintaqalaridir (5.3-rasm). Neft va gaz resurslarining zahiralari bir trillion AQSH dollaridan ziyod baholanmoqda. O'zbekistonda neft va gaz xomashyosini qazib chiqarish hajmi yiliga 86 mln. tonna shartli yoqilg'ini tashkil etadi. O'zbekiston yoqilg'i sanoatidagi boshqa asosiy ko'rsatkichlari 5.1-jadvalda aks ettirilgan.

country: Ustyurt, Bukhara-Khiva, South-West Hisar, Surkhandarya and Fergana regions. (Figure 5.3) The reserves of oil and gas resources are assessed in an amount of more than one trillion US dollars. In Uzbekistan the volume of extraction of oil and gas resources makes up 86 mln. tons of equivalent fuel per year. The other basic indicators of fuel energy of Uzbekistan are shown in Table 5.1.



5.3-rasm. O'zbekistonning neft va gaz mintaqalari

Figure 5.3. Oil and gas regions of Uzbekistan

Neft va gaz kondensatini qayta ishlash ikkita zavodda amalga oshiriladi:

1. Farg‘ona neftni qayta ishlash zavodi (1959 yilda ishga tushirilgan, 2000 yilda rekonstruksiya qilingan).

2. Buxoro neftni qayta ishlash zavodi (1997 yilda ishga tushirilgan).

Gazni qayta ishlash uchta zavodda amalga oshiriladi:

1. Muborak gazni qayta ishlash zavodi (1971 yilda ishga tushirilgan bo‘lib, gaz kondensati, suyultirilgan gaz, gazli texnik oltingugurt kabi mahsulotlarni ishlab chiqaradi).

2. Sho‘rtan gazni qayta ishlash zavodi (har yili 20 mlrd. kub m gazni qayta ishlaydi).

3. Sho‘rtan gaz-kimyoy kompleks (2001 yil ishga tushirilgan).

Surgil koni bazasida qurilayotgan Ustyurt gaz-kimyoy kompleks kelgusida respublikada to‘rtinchi gazni qayta ishlash zavodi bo‘ladi (loyihaning qiymati – 25 mlrd. doll., 2016 yilga ishga tushish rejalashtirilgan).

Bugungi kunda O‘zbekiston yog‘ilg‘i sanoati “O‘zbekneftgaz” milliy xolding kompaniyasi tomonidan boshqariladi. O‘zbekiston yoqilg‘i sanoatini boshqarish tizimi O‘zbekiston Respublikasi Prezidentining 1992 yil 3 maydagi “O‘zbekneftgaz O‘zbekiston neft va gaz sanoati davlat konsernini tashkil etish to‘g‘risida”gi Farmonini qabul qilinishi bilan shakllantirilgan.

Oil-refining is carried out in two plants:

1. Fergana oil-refining plant (built in 1959, reconstructed in 2000).

2. Bukhara oil-refining plant (built in 1997)

Gas processing is carried out in three plants:

1. Mubarek gas-processing plant (built in 1972, produces gas condensate, liquid gas, gas technical sulfur).

1. Shurtan gas-processing plant (built in 1980, annually processes 20 bln. cubic m of gas).

3. Shurtan gas-chemical complex (built in 2001).

Nowadays, there being built a new gas-chemical complex on the base of Ustyurt gas deposit, and it will be the fourth gas-processing plant in Uzbekistan (project cost – 4 bln. US dollars, and will be launched in 2016).

Today, the fuel industry of Uzbekistan is managed by “Uzbekneftgaz” national holding company. The governance system of fuel industry of Uzbekistan was established by the Decree of the President of the Republic of Uzbekistan “On Establishment of the State Concern of Oil and Gas Industry of Uzbekistan” as of 3 May 1992.

5.1-jadval
O‘zbekiston yoqilg‘i sanoatidagi
asosiy ko‘rsatkichlari (The World
Factbook ma’lumotlari asosida)

Table 5.1.
Basic indicators of fuel energy of
Uzbekistan (on the basis of data of the
World Factbook)

№	Ko‘rsatkich nomi Name of indicator	Birligi Unit	Ko‘rsatkich qiymati Value of indicator
1	Neft qazib chiqarish (2013) Crude oil production (2013)	barrel/kun bbl/day	100000,0
2	Neftning tasdiqlangan zaxirasi (2014) Crude oil proved reserves (2014)	mln. barrel mln. bbl	594,0
3	Neft mahsulotlari ishlab chiqarish (2010) Refined petroleum products production (2010)	barrel/kun bbl/day	92300,0
4	Neft mahsulotlari iste‘moli (2013) Refined petroleum products consumption (2013)	barrel/kun bbl/day	105600,0
5	Neft mahsulotlari eksporti (2010) Refined petroleum products exports (2010)	barrel/kun bbl/day	4968,0
6	Neft mahsulotlari importi (2010) Refined petroleum products import (2010)	barrel/kun bbl/day	656,0
7	Tabiiy gaz ishlab chiqarish (2012) Natural gas production (2012)	mlrd. kub m / yil bln. cu m / year	62,9
8	Tabiiy gaz iste‘moli (2012) Natural gas consumption (2012)	mlrd. kub m / yil bln. cu m / year	52,7
9	Tabiiy gaz eksporti (2012) Natural gas exports (2012)	mlrd. kub m / yil bln. cu m / year	10,2
10	Tabiiy gazning tasdiqlangan zaxirasi Natural gas proved reserves	trln. kub m trillion cu m	1,841

O‘zbekiston Respublikasi Prezidentining 1992 yil 23 dekabrda Farmoniga muvofiq “O‘zbekneftgaz” davlat konserni “O‘zbekneftgaz” milliy korporatsiyaga aylantirilgan. O‘zbekiston Respublikasi Prezidenti-ning 1998 yil 11 dekabrda PF-2154 sonli Farmoniga asosan “O‘zbekneftgaz” milliy korporatsiya “O‘zbekneftgaz” milliy xolding kompaniyasiga aylantirilgan hamda Vazirlar Mahkamasining 523-sonli

According to the Decree of President of the Republic of Uzbekistan as of 23 December 1992 the “Uzbekneftgaz” State Concern was reorganized to “Uzbekneftgaz” national corporation. On the basis of the Decree of President of the Republic of Uzbekistan No.PF-2154 as of 11 December 1998 the “Uzbekneftgaz” national corporation was reorganized to “Uzbekneftgaz” national holding

Qarori bilan uning faoliyati tashkil etilgan.

“O‘zbekneftgaz” milliy xolding kompaniyasi – vertikal integratsiyalashgan uch pog‘onali xolding kompaniya bo‘lib hisoblanadi. Uning hozirgi kundagi strukturasi va boshqaruv tizimi O‘zbekiston Respublikasi Prezidentining 2006 yil 21 avgustdagi PQ-446 sonli hamda 2008 yil 1 iyuldagi PQ-906 sonli Qarorlariga muvofiq tasdiqlangan. Uning tarkibiga 6 aksiyadorlik kompaniyalari kiradi:

1.“Uzgeoburneftgaz” AK – geologiya-qidiruv ishlarini, neft va gaz quduqlarini dastlabki burg‘ilashni amalga oshiradi.

2.“Uzneftgazdobyicha” AK – neft va gaz konlarini ishlab chiqish, neft, gaz va gaz kondensatini qazib chiqarish hamda tabiiy gazni qayta ishlash bilan shug‘ullanadi.

3.“Uztransgaz” AK – aholini tabiiy gaz bilan ta‘minlaydi, gazni yer ostida saqlash va transportda tashishni amalga oshiradi, gazni chet davlatlarga chiqarishni ta‘minlaydi.

4.“O‘zneftmahsulot” AK – respublika neftni qayta ishlash zavodlarini boshqaradi, neft va gaz kondensatini qayta ishlashni amalga oshiradi, neft mahsulotlarini respublika aholisi va iqtisodiyot boshqa tarmoqlariga sotadi, o‘zining neft bazalari, terminallari va yoqilg‘i quyish stansiyalari tarmog‘iga ega.

5.“Uzneftgazstroyinvest” AK – neft va gazni qazib chiqarish, tashish va qayta ishlash obyektlarini loyihalash, kapital

company, and its activity was organized by the Resolution of the Cabinet of Ministers No.523.

“Uzbekneftgaz” national holding company is vertically integrated three-level holding company. Its current structure and governance system was approved by the Decree of President of the Republic of Uzbekistan No.PP-446 as of 21 August 2006 and No.PP-906 as of 1 July 2008. It incorporates 6 joint-stock companies:

1.JSC “Uzgeoburneftgaz” - carries out geological surveys, exploratory and production drilling of oil and gas wells.

2.JSC “Uzneftgazdobyicha” - deals with development of oil and gas deposits, extraction of oil, gas and gas condensate, processing of natural gas.

3.JSC “Uztransgaz” – provides the population with natural gas, carries out transportation and underground storage of gas, provides the export of gas to foreign countries.

4.JSC “Uznefteprodukt” – manages the oil refining plants of the country, carries out processing of oil and gas condensate, sells the petroleum products to economic sectors and republican population, possesses the network of petroleum storage depots, the transshipment terminals and petrol stations.

5.JSC “Uzneftgazstroyinvest” - implements project works, capital construction and construction of units for extraction, transportation and

qurish va tashkil etishni amalga oshiradi.

6. "Uzneftegazmash" – neft-gaz va gaz-kimyó korxonalarini uchun mashinasozlik mahsulotlarini ishlab chiqaradi, neft-gaz sanoatining mashinasozlik zavodlari faoliyatini muvofiqlashtiradi.

processing of oil and gas.

6.JSC "Uzneftegazmash" - produces engineering products for the enterprises and organizations of oil-and-gas and gas-chemical enterprises, coordinates the activity of machine-building plants of oil-and-gas industry.

5.3. Elektroenergetika sanoati va uning tashkiliy iqtisodiy holati

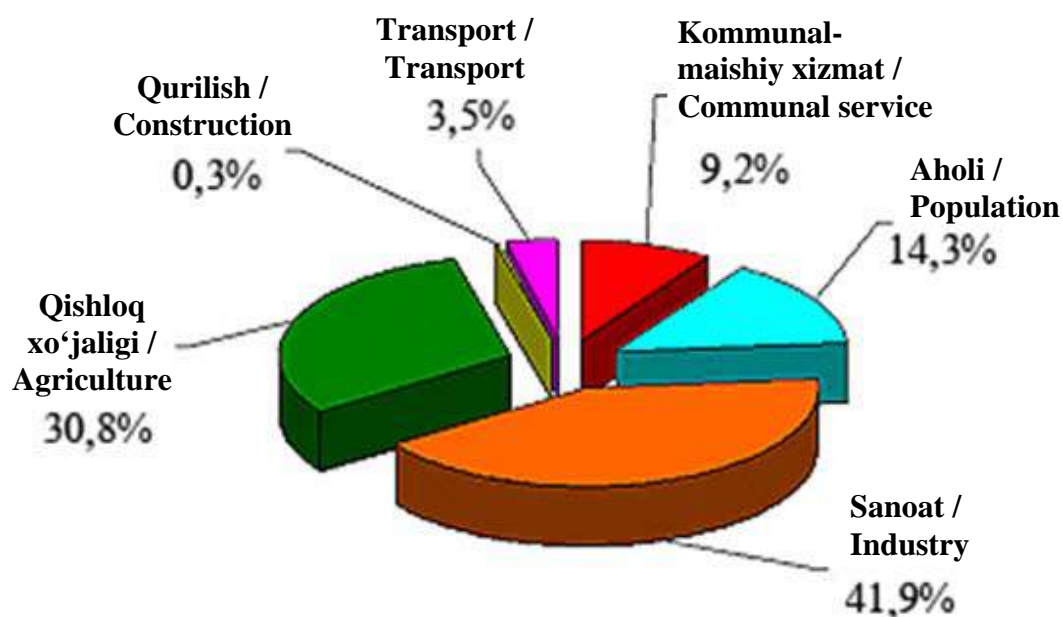
5.3. Electric-power industry and its organizational-economic state

O'zbekiston elektroenergetika tizimi umumiy o'rnatilgan quvvati 12,5 mln. kVt bo'lgan 39 ta elektr stansiyalarini hamda umumiy quvvati 10,6 mln. kVt bo'lgan 5 ta yirik issiqlik elektr stansiyalarini o'z ichiga olgan. Bu butun Markaziy Osiyo Birlashgan energetika tizimidagi ishlab chiqarish quvvatlarining deyarli 50 foizini tashkil etadi.

Tolimarjon, Sirdaryo, Yangi Angren va Toshkent IES kabi yirik IES lar 85% dan ortiqroq elektr energiyasini ishlab chiqaradi. Elektr energiyasini ishlab chiqarish uchun zarur bo'lgan birlamchi energiya resurslari tarkibida gaz ulushi 90,8 foizni, mazut ulushi 5,3 foizni, ko'mir ulushi 3,9 foizni tashkil etadi. Bu tendensiya yaqin kelajakda ham saqlanib qoladi – asosiy yoqilg'i tabiiy gaz bo'lib qoladi, yoqilg'i balansida ko'mirning ulushi 10-12 foizga ortadi. Iqtisodiyot sohalari bo'yicha elektr energiyasi iste'molining eng ko'p ulushi sanoat (41,9%) va qishloq xo'jaligi (30,8%) ga to'g'ri keladi (5.4-rasm).

The electric energy system of Uzbekistan includes 39 power stations with total installed capacity of 12.5 mln. kW and 5 large thermal power stations with total installed capacity of 10.6 mln. kW. It makes up about 50% of production of capacity of the entire Central Asian United Energy System.

The larger thermal power stations like Tolimarjon TPS, Syrdarya TPS, Yangi Angren TPS and Toshkent TPS produce 85% of electric energy of the country. In the structure of primary energy resources needed for production of electric energy, a share of gas is 90.8%, a share of mazut is 5.3%, a share of coal is 3.9%. This tendency will remain too in the near future, and the natural gas will remain as the main fuel, a share of coal in the fuel balance makes up more than 10-12%. Among the economic sectors industry (41,9%) and agriculture (30,8%) take a big share of electric energy consumption (Figure 5.4).



5.4-rasm. Iqtisodiyot sohalari va aholi bo'yicha elektr energiyasi iste'molining tarkibi

Figure 5.4. Structure of electric energy consumption by economic sectors and population

O'zbekistonda elektroenergetikasi soxasida davlat tomonidan tartibga solish:

- O'zbekiston Respublikasi Vazirlar Maxkamasi;
- elektr energetikasi soxasidagi vakolatli organ ("O'zbekenergo" AJ);
- elektr energetikasi soxasidagi davlat nazorati organi (Elektrenergetika nazorat bo'yicha davlat inspeksiyasi);
- maxalliy davlat xokimiyati organlari tomonidan amalga oshiriladi.

O'zbekiston elektrenergetika sanoati 2001 yildan boshlab "O'zbekenergo" aksiyadorlik jamiyati shaklida faoliyat ko'rsatib kelmoqda va o'z ichiga ko'mir sanoati korxonalarini ham olgan. Kompaniya tarkibiga 56 ta korxonalar va tashkilotlar, shu jumladan IES lar va GES lar (mas. 5.5 va 5.6-rasmlar) kiradi.

In Uzbekistan the state regulation in the sphere of electric energy is carried out by:

- Cabinet of Ministers of the Republic of Uzbekistan;
- Special authority in the sphere of electric energy ("Uzbekenergo" JSC);
- State control body in the sphere of electric energy (State Inspection for Electric Energy Control);
- Local government authorities.

The electric-power industry of Uzbekistan has been functioning since 2001 in the form of the joint-stock company "Uzbekenergo" which also includes the enterprises and organizations of coal industry. 56 enterprises and organizations, including TPS and HPS (e.g. Figures 5.5 and 5.6) are incorporated in the structure of "Uzbekenergo" company.



5.5-rasm. Navoiy IES

Figure 5.4. Navoi TPS



5.6-rasm. Chorbog' GES

Figure 5.5. Chorbog HPS

Iqtisodiy islohotlar yillari mobaynida sohaning energetik korxonalari tomonidan har yili 54 mlrd. kVt.soat elektr energiyasi va 10 mln. Gkal.dan ortiq issiqlik energiyasi ishlab chiqarilmoqda, bu esa

During the years of economic reforms there produced annually 54 bln. kW*h of electric energy and 10 mln. Gcal of heat energy by the energetic enterprises. This, in term,

iqtisodiyot va aholining elektr energiyasiga bo'lgan talabini to'liq qondirmoqda. O'zbekiston elektroenergetika sanoatidagi asosiy ko'rsatkichlari 5.2-jadvalda aks ettirilgan.

fully satisfies the need of the economy and population for electric energy. The basic indicators of electric-power industry of Uzbekistan are shown in Table 5.2.

5.2-jadval
O'zbekiston elektroenergetika sanoatidagi asosiy ko'rsatkichlari (The World Factbook ma'lumotlari asosida)

Table 5.2.
Basic indicators of electric-power industry of Uzbekistan (on the basis of data of the World Factbook)

№	Ko'rsatkich nomi Name of indicator	Birligi Unit	Ko'rsatkich qiymati Value of indicator
1	Elektr energiyasini ishlab chiqarish (2013) Electricity production (2013)	mlrd. kVt soat bln. kWh	54,2
2	Elektr energiyasini yillik iste'moli (2011) Electricity consumption (2011)	mlrd. kVt soat bln. kWh	45,07
3	Elektr energiyasi eksporti (2011) Electricity exports (2011)	mlrd. kVt soat bln. kWh	12,25
4	Elektr stansiyalarning o'rnatilgan quvvati (2013) Electricity installed generating capacity (2013)	mln. kVt mln. kW	12,5
5	Qazilma yoqilg'idan elektr energiyasi (2011) Electricity from fossil fuels (2011)	%	86,0
6	Gidroelektr stansiyalaridan elektr energiyasi (2011) Electricity from the hydroelectric plants (2011)	%	14,0
7	Yadro yoqilg'isidan elektr energiya (2011) Electricity from nuclear fuels (2011)	%	0

Elektr energetikasi sohasidagi davlat siyosatining asosiy yo'nalishlari:

- O'zbekiston Respublikasining elektr energetika xavfsizligini ta'minlash;
- Yagona elektr energetikasi tizimining xavfsiz va ishonchli ishlab turishini ta'minlash, iste'molchilar-ning elektr energiyasiga bo'lgan ehtiyojlarini qanoatlantirish;
- Iste'molchilarning hududiy elektr

Main areas of the state policy in electroenergetics sphere

- Provision of electric energy security of the Republic of Uzbekistan;
- Provision of safe and reliable functioning of the single electric energy system, and satisfaction of needs of the consumers for electric energy;
- Provision of equal use of regional electric networks by

tarmoqlaridan teng foydalanishini ta'minlash;

- Energiya hosil qiluvchi quvvatlarni va elektr tarmoqlarini rekonstruksiya qilish, modernizatsiyalash, rivojlantirish jarayonlariga investitsiyalar jalb qilish;

- Elektr energiyasini hosil qilish, uzatish va sotish bo'yicha boshqaruv hamda xo'jalik aloqalari tizimiga bozor prinsiplari va mexanizmlarini joriy etish;

- Elektr energetikasining mutanosib rivojlanishini ta'minlash;

- Elektr energiyasidan va yoqilgi-energetika resurslaridan oqilona foydalanish.

Elektr energiyasidan oqilona foydalanishni ta'minlash uchun 2015 yilda elektr energiyasini ishlab chiqarish va iste'mol qilish balansi tasdiqlandi. Unga ko'ra, 2015 yilda jami 57 mln. kVt.soat elektr energiyasini ishlab chiqarilishi, shundan 1,5 mln. kVt.soat eksportga yo'naltirishi, qolgani esa respublika ehtiyojlari uchun taqsimlanishi pronoz qilingan (5.3-jadval).

O'zbekistonda energetika sohasini tartibga solishning huquqiy asoslari quyidagilar:

- O'zbekiston Respublikasining fuqarolik kodeksining 6-bo'limi "Energiya ta'minoti".

- "Energiyadan oqilona foydalanish to'g'risida"gi Qonun (1997 yil 25 aprel).

- "Elektr energetikasi to'g'risida"gi Qonun (2009 yil 30 sentabr).

consumers;

- Reconstruction and modernization of energy-generating capacities and electric networks, attraction of investment to development processes;

- Introduction of market principles and mechanisms to the management on generation, transmission and sale of electric energy;

- Provision of balanced development of electric energy sector;

- Rational use of electric energy and fuel-energy resources.

In order to rationally use the electric energy, the balance of production and consumption of electric power in 2015 was approved. According to it, in 2015 there forecasted to produce in total 57 mln. kW*h of electric energy, of which 1,5 kW*h is intended for export and the rest is distributed for the needs of the country (Table 5.3).

Legal bases for regulation of electroenergetics sphere in Uzbekistan are as follows:

- Civil Code of the Republic of Uzbekistan, Chapter 6 "Energy Supply".

- Law "On Rational Use of Energy" (25 April 1997).

- Law "On Electric Energy" (30 September 2009).

5.3-jadval
2015 yilda elektr energiyasini ishlab
chiqarish va iste'mol qilish balansi
(Vazirlar Mahkamasining 2015 yil
12 martdagi 58-sonli Qaroriga
asosan)

Table 5.3.
Balance of production and
consumption of electric power in
2015 (on the basis of the Resolution
of Cabinet of Ministers No.58
as of 12 March 2015)

№	Balans moddalari Balance items	Prognoz, mln kVt soat Forecast, mln. kWh
I	Resurslar — jami / Resources — total	57 273,8
	shu jumladan: / including:	
1.	Ishlab chiqarish — jami / Production — total	57 273,8
	ulardan: / of which:	
1.1.	“O‘zbekenergo” AJ / “Uzbekenergo” JSC	55 750,8
	shu jumladan: / including:	
	IES / TPS	50 587,2
	GES / HPS	5 163,6
1.2.	Blokstansiyalar — jami / Unit stations — total	1 503,0
	shu jumladan: / including:	
	IES (AJ “Olmaliq KMK”) / TPS (JSC “Olmaliq KMK”)	200,0
	GES (Qishloq va suv xo‘jaligi vazirligi) / HPS (Ministry of Agriculture and Water Resources)	1 303,0
1.3.	Alohida ajratilgan stansiyalar / Separately allocated stations	20,0
2.	Qo‘shni respublikalar energiya tizimidan elektr energiyasining kelishi (import) / Receipt of electric energy from the energy system of neighboring countries (import)	0
II	Elektr energiyasini taqsimlanishi — jami / Distribution of electric energy — total	57 273,8
	shu jumladan: / including:	
1.	Respublika maqsadlari uchun iste'mol / Consumption for republican purposes	55 773,8
	ulardan: / of which:	
1.1.	Tarmoq ichidagi iste'mol / Consumption within the sector	10 491,4
1.2.	Respublika iste'molchilarini ta'minlash / Energy supply for republican consumers	45 282,4
	shu jumladan: / including:	
	Byudjet tashkilotlariga / Budgetary organizations	9 027,9
	To‘g‘ridan-to‘g‘ri shartnomalar asosida / On the basis of direct contracts	36 254,5
	shu jumladan aholiga / including, population	9 900,0
2.	Eksport / Export	1 500,0

5.4. Ko‘mir sanoati va uning tashkiliy-iqtisodiy holati

5.4. Coal industry and its organizational-economic state

O‘zbekiston qidirib topilgan ko‘mirning 1832,8 mln. tonna miqdoridagi zahiralari egadir, shu jumladan qo‘ng‘ir ko‘mir zahiralari – 1786,5 mln. tonnani, toshko‘mir zahiralari – 46,3 mln. tonnani tashkil etadi. Prognoz resurslari 3,5 mlrd. tonnadan ko‘proqdir. Toshko‘mirning katta zahiralari respublikaning janubiy hududlarida – Surxondaryo va Qashqadaryo viloyatlarida to‘plangan. Hozirgi paytda 3 ta konda: Angren, Sharg‘un va Boysun konlarida ko‘mir qazib chiqarilmoqda.

O‘zbekistonda ko‘mir qazib chiqarishni “O‘zbekenergo” AJ tarkibiga kiruvchi “O‘zbekko‘mir” AJ, shuningdek “Sharg‘unko‘mir” AJ va “Apartak” AJ amalga oshiradi. Angren konidagi “Angren” ko‘mir razrezi ko‘mir zahiralari ochiq usulda qazib oladi, bundan tashqari “Yerostigaz” AJ tomonidan yer ostida gazlashtirish usuli bilan qo‘ng‘ir ko‘mirdan gaz ishlab chiqariladi.

“O‘zbekko‘mir” AJ har yili 3,9 mln.tonna ko‘mir qazib chiqaradi. Ko‘mir yoqilg‘isining asosiy iste‘molchisi elektr energetikasi sektori bo‘lib, uning ulushiga umumiy iste‘mol qilinadigan ko‘mirning 85 foizi to‘g‘ri keladi. Sanoat, ijtimoy va kommunal soha korxonalar ham ko‘mir yoqilg‘isiga bo‘lgan talabni shakllantiradilar.

Uzbekistan possesses the reserves of coal in an amount of 1832.8 mln. tons, including reserves of brown coal in 1786.5 mln. tons and black coal in 46.3 mln. tons. Forecasting resources are more than 3.5 bln. tons. Big reserves of black coal are concentrated in the Southern regions of the country: Surkhandarya and Kashkadarya regions. Today the coal is mined in 3 minefields: Angren, Shargun and Boysun.

In Uzbekistan the coal mining is carried out by “Uzbekkumir” JSC (in the structure of “Uzbekenergo” JSC) as well as by “Shargunkumir” JSC and “Apartak” JSC. The coal is mined by open-cut method in Angren deposit, besides the gas is produced out of brown coal by underground gasification method in “Yerostigaz” JSC.

“Uzbekkumir” JSC annually produces 3.9 mln. tons of coal. The main consumer of coal fuel is electric energy sector which uses 85% of the total coal consumption. The enterprises of industrial, social and communal spheres also form the demand for coal fuel.

5.4-jadval

Table 5.4.

**O‘zbekistonda ko‘mir qazib
chiqarishning maqsadli parametrlari**

**Target parameters of coal
production in Uzbekistan**

Parametr nomi Title of parameter	Birlik Unit	2012 y (fakt) 2012 (fact)	Yillar bo‘yicha prognoz Forecasting by years						O‘shish sur‘ati, marta Growth rate, times
			2013	2014	2015	2016	2017	2018	
Ko‘mir qazib chiqarish jami, sh.j. Total coal production, including	ming tonna thousa nd tons	3752,9	4006	4386	4960	6530	7200	8100	2,0
- “O‘zbekko‘mir” AJ ni modernizatsiyalash hisobidan - out of the cost of modernization of “Uzbekkumir” JSC	ming tonna thousa nd tons	3557,2	3836	4100	4300	4500	4800	5100	1,3
- “Angren” koni - “Angren” open-cast	ming tonna thousa nd tons	3557,2	3836	4100	4300	4500	4800	5100	1,3
- “Apartak” MChJ - “Apartak” LLC	ming tonna thousa nd tons	176,0	150	250	500	1700	1900	2100	14,0
- “Sharg‘unko‘mir” AJ - “Shargunkumir” JSC	ming tonna thousa nd tons	19,7	20	36	160	330	500	900	45,0
Kon yuzasini ochish ishlari hajmining ko‘mir qazib chiqarish hajmiga nisbati koeffitsiyenti Ration of volume of uncovering works to the volume of coal production	kub. m/tn cu m/ton	3,7	6,2	10,6	13,8	11,8	11,0	9,9	-

O‘zbekistonda ko‘mir sanoatini yanada barqaror va muvozanatli rivojlantirish maqsadida O‘zbekiston Respublikasi Vazirlar Mahkamasining 2013 yil 6 iyundagi №161-sonli “2013-2016 yillar davrida ko‘mir sanoati korxonalarini modernizatsiyalash, texnik va texnologik jihatdan qayta jihozlash

In order to further sustainable and balanced development of coal industry in Uzbekistan, there adopted the Resolution of the Cabinet of Ministers of the Republic of Uzbekistan No.161 “On Approval of the Program for Modernization, Technical and Technological Re-Equipment of the

hamda uni muvozanatli rivojlantirish dasturini tasdiqlash to'g'risida"gi Qarori qabul qilindi. Unga muvofiq, quyidagilar tasdiqlangan va amalga oshirilmoqda:

- 2013-2016 yillar davrida ko'mir tarmog'i korxonalarini modernizatsiyalash, texnik va texnologik jihatdan qayta jihozlash investitsiya loyihalari ro'yxati;

- ko'mir qazib olish uchun geologiya-razvedka ishlarining prognoz parametrlari;

- "Angren" koni yon devorlarining xavfsizligi va barqarorligini ta'minlash bo'yicha birinchi navbatdagi tadbirlar;

- kon yuzasini ochish, ko'mir qazib olish, shu jumladan ochiq va yer osti usullari bilan ko'mir qazib olish, shuningdek qo'shimcha foydali qazilmalarni qazib olish hajmlarining maqsadli parametrlari (5.4-jadval).

Enterprises of Coal Industry and Its Balanced Development for 2013-2018" as of 6 June 2013. According to it, the following measures were approved:

- List of investment projects on modernization, technical and technological re-equipment of the enterprises of coal industry for 2013-2018;

- Forecasting parameters of geological exploration works for coal production;

- First-priority measures for providing security and steadiness of sidewalls of "Angren" open-cast;

- Target parameters of volumes of uncovering works, of coal production including by open and underground methods, as well as production of associated mineral products (Table 5.4).

5.5. Muqobil energiya manbalari va ulardan foydalanish imkoniyatlari

5.5. Alternative energy sources and possibilities of their use

Muqobil energetika – bu energiyani olish, uzatish va undan foydalanishning istiqbolli usullari majmui bo'lib, bunday usullar keng tarqalgan emas, biroq atrof muhitga zarar yetkazishi xavfining pastligi nuqtai-nazaridan e'tiborni talab qiladi.

Muqobil energiya manbalari qayta tiklanuvchi energiya manbai hisoblanadi va ular an'anaviy energiya manbalarining (neft, gaz va ko'mir) o'rnini bosadi.

Qayta tiklanuvchi energiya – bu

Alternative energetics is a complex of prospective methods of getting, distribution and using of energy which are not widespread but requires attention from the point of view of low hazard of environmental damage.

Alternative energy sources are considered as renewable energy sources and they substitute the traditional (oil, gas and coal) energy sources.

Renewable energy sources are the

insoniyat miqyoslari bo'yicha tunganmas manbalardan olinadigan energiya. Qayta tiklanuvchi energiya tabiiy resurslardan olinadi, ya'ni quyosh nuri, suv oqimlari, shamol, dengiz to'lqinlari, geotermal issiqlik. 2013 yilda jahon energiya iste'molining 21% qayta tiklanuvchi energiya manbalari hisobidan qondirilgan.

Bugungi kunda muqobil energetika-ning quyidagi asosiy yo'nalishlari mavjud:

- Quyosh energetikasi
- Shamol energetikasi
- Geotermal energetika
- Vodorod energetikasi
- To'lqin energetikasi
- Bioenergetika

energy derived from inexhaustible sources according to the scales of mankind. The renewable energy is derived from natural resources, i.e. sunlight, water stream, wind, sea waves, geothermal heat. 21% of world energy consumption in 2013 was satisfied at the cost of renewable energy sources.

At present, there are the following main areas of alternative energy:

- Solar energy
- Wind energy
- Geothermal energy
- Hydrogen energy
- Wave energy
- Bioenergy



5.7-rasm. Quyosh energetikasining ko'rinishi

Figure 5.7. View of solar energy

Quyosh energetikasi – muqobil energetikaning yo‘nalishi bo‘lib, biron-bir ko‘rinishdagi energiyani olish uchun quyosh nuridan bevosita foydalanishga asoslangan. Quyosh energetikasi qayta tiklanuvchi energiya manbalaridan foydalanadi va “ekologik toza” bo‘lib hisoblanadi, ya’ni u faoliyat jarayonida zararli chiqindilarni chiqarmaydi. Bugungi kunda quyosh elektrostansiyalari dunyoning 80 dan ortiq mamlakatlarida ishlab turibdi (5.7-rasm).

Solar energy is an area of alternative energy based on direct use of solar radiation for gaining energy in any appearance. The solar energy uses the renewable energy sources, and is the “ecologically pure” energy, i.e. it does not produce the harmful wastes during the active phase of usage. At present, the solar power plants operate in more than 80 countries of the world (Figure 5.7).



5.8-rasm. Shamol energetikasining ko‘rinishi

Figure 5.8. View of wind energy

Shamol energetikasi - muqobil energetikaning yo‘nalishi bo‘lib, shamol energiyasida ishlaydigan maxsus shamol qurilmalarida elektr energiyasini ishlab chiqarishga asoslangan. Yuqori quvvatli shamol generatorlari tarmog‘i sanoat miqyosida elektr energiyasini ishlab

Wind energy is an area of alternative energy based on production of electric energy using special wind plants working on wind energy. The network of wind generators of high capacity are used for production of electric energy in industrial

chiqarish uchun ishlatiladi. So‘nggi yillarda ko‘pgina mamlakatlar shamol energetikasi qurilmasidan foydalanishni kengaytirib bormoqdalar. Ular asosan Daniya, Germaniya, Buyuk Britaniya, Niderlandiya kabi G‘arbiy Yevropa mamlakatlarida, shuningdek AQSH, Indiya va Xitoyda ishlatiladi (5.8-rasm).

scales. During the last years many countries are widening of using the wind energy plants. Mainly, they are used in the Western European countries like Denmark, Germany, Great Britain, Netherlands, as well as in the USA, India and China (Figure 5.8).



5.9-rasm. Geotermal energetikasining ko‘rinishi

Figure 5.9. View of geothermal energy

Geotermal energetika - muqobil energetikaning yo‘nalishi bo‘lib, geotermal stansiyalarda elektr energiyasini yer qa‘rida joylashgan energiya hisobidan ishlab chiqarishga asoslangan. Geotermal energetika isitish uchun hamda elektr energiyasini ishlab chiqarish uchun ishlatiladi. Geotermal elektr stansiyalarida Markaziy Amerika mamlakatlari, Filippin, Islandiya kabi mamlakatlarda ko‘p elektr energiyasi ishlab chiqariladi (5.9-rasm).

Geothermal energy is an area of alternative energy based on production of electric energy out of the energy contained in the Earth interior in the geothermal stations. Geothermal energy is used for heating and for production of electric energy. Much electric energy is produced in the geothermal energy stations in the Central American countries, the Philippines, Iceland (Figure 5.9).



5.10-rasm. Vodorod energetikasining ko‘rinishi

Figure 5.10. View of hydrogen energy

Vodorod energetikasi – muqobil energetikaning rivojlanayotgan tarmog‘i bo‘lib, vodorodni odamlar, transport infratuzilmasi tomonidan va boshqa turli sanoat maqsadlarida energiyani to‘plash, tashish va iste‘mol qilish vositasi sifatida qo‘llashga asoslangan energiyani ishlab chiqarish va iste‘mol qilishga qaratilgan. Hozirgi paytda vodorod energetikasi AQSH, Yaponiya, Kanada, Germaniya kabi mamlakatlar tomonidan avtomobil transporti, havo transporti, temir yo‘l transporti, suv transporti sohalarida foydalanib kelinmoqda (5.10-rasm).

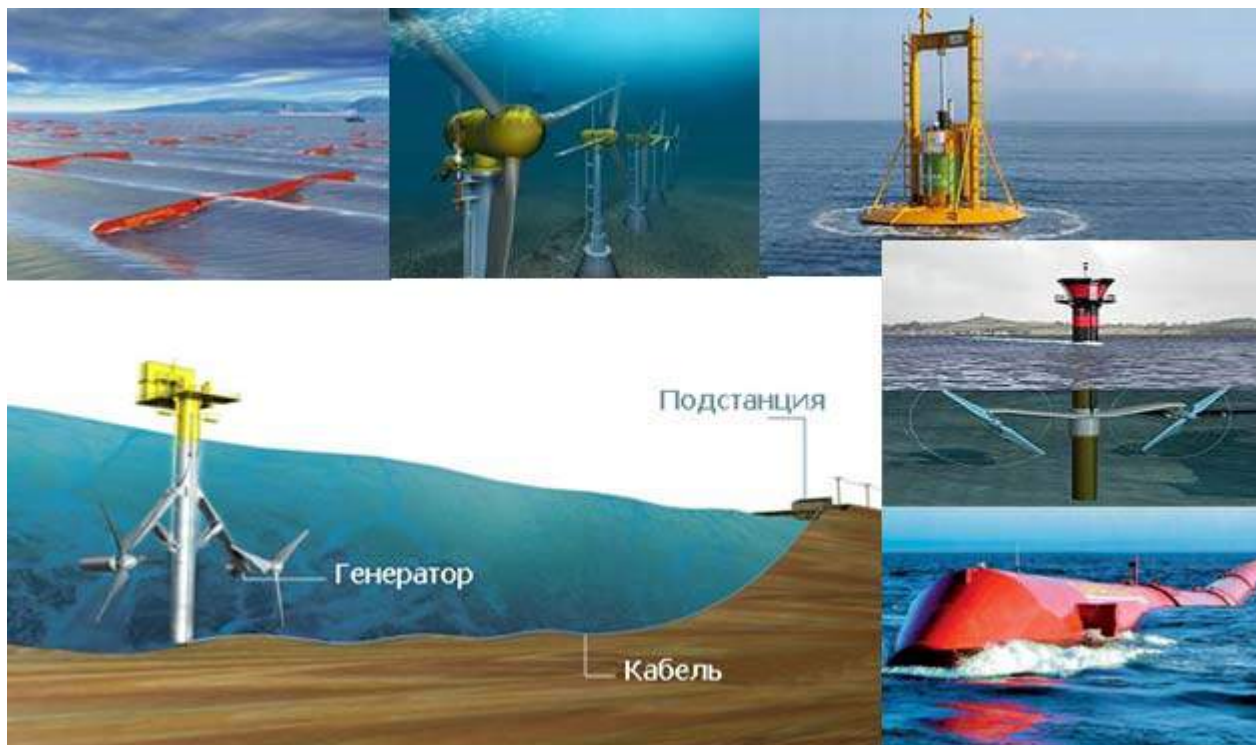
To‘lqin energetikasi - muqobil energetikaning yo‘nalishi bo‘lib, okean yuzasidagi to‘lqin orqali energiyani ishlab chiqarishga asoslangan. To‘lqin energiyasi elektr energiyasini hosil qilish, suvni chuchuklash-tirish hamda suvni rezervuarlarga nasos vositasida o‘tkazish kabi foydali ishlarni

Hydrogen energy is a developing sector of alternative energy, directed at production and consumption of energy based on a use of hydrogen as a mean for accumulation, transportation and consumption by people, transport infrastructure and other various industrial areas. Today, the hydrogen energy is used by the countries as the USA, Japan, Canada, Germany in the spheres of motor transport, air transport, railway transport, water transport (Figure 5.10).

Wave energy is an area of alternative energy based on production of energy carried by the wave on the surface of ocean. The wave energy can be used for doing useful works such as generation of electric energy, desalination of water and pumping of

amalgam oshirish uchun qo'llanilishi mumkin. Bugungi kunda to'liqin elektr stansiyalari Portugali, Buyuk Britaniya, Avstraliya, Ispaniya, AQSH mamlakatlarida mavjud (5.11-rasm).

water to the reservoirs. Today, the wave power stations are available in the countries as Portugal, Great Britain, Australia, Spain, USA (Figure 5.11).



5.11-rasm. To'liqin energetikasining ko'rinishi

Figure 5.11. View of wave energy

Bioenergetika - muqobil energetikaning yo'nalishi bo'lib, turli ko'rinishdagi bioyoqilg'idan energiyani ishlab chiqarishga asoslangan. Bioenergetika qattiq bioyoqilg'i (o'tin, yoqilg'i briketlari va granulalari, mayda tarasha, poxol, luzga), suyuq bioyoqilg'i (etanol, metanol, biodizel) va gazsimon bioyoqilg'i (sintezgaz, biogaz) turlaridan energiyani ishlab chiqarish hisoblanadi. Bugungi kunda bioyoqilg'ini dunyoda eng asosiy ishlab chiqaruvchilari bo'lib AQSH, Braziliya, Germaniya, Argentina, Fransiya mamlakatlari hisoblanadi (5.12-rasm).

Bioenergy is an area of alternative energy based on production of energy from biofuel. Bioenergy is considered as production of energy from the solid biofuel (firewood, biomass briquettes, pellet fuel, woodchips, straw, husks), liquid biofuel (ethanol, methanol, biodiesel) and gaseous biofuel (syngas, biogas). Today, the main producers of biofuel in the world are the USA, Brasilia, Germany, Argentina and France (Figure 5.12).



5.12-rasm. Bioenergetikaning ko‘rinishi

Figure 5.12. View of bioenergy

Bugungi kunga qadar O‘zbekistonda muqobil energetika sohasida quyidagilarga erishilgan:

- O‘zbekiston Respublikasi Prezidentiing 2013 yil 1 martdagi “Muqobil energiya manbalarini yanada rivojlantirish chora-tadbirlari to‘g‘risida”gi Farmoni qabul qilingan.

- Oliy Majlis Qonunchilik palatasi deputatlari tomonidan “Qayta tiklanuvchi energiya manbalari to‘g‘risida”gi O‘zbekiston Respublikasi Qonuni loyihasi ishlab chiqilmoqda.

- “O‘zbekenergo” aksiyadorlik jamiyati va Fanlar Akademiyasining “Fizika-Quyosh” ilmiy-ishlab chiqarish birlashmasi negizida Osiyo taraqqiyot banki va boshqa xalqaro moliya institutlari ishtirokida Toshkent shahrida Xalqaro quyosh energiyasi instituti tashkil qilindi.

Up to date the following achievements has been reached in Uzbekistan in the sphere of alternative energy:

- The Decree of the Republic of Uzbekistan as of 1 March 2013 “On Measures for Further Development of Alternative Energy Sources” was adopted.

- The draft Law “On Renewable Energy Sources” is being developed by the Parliament of the Republic of Uzbekistan

- International Institute of Sun Energy was established in Tashkent on the basis of “Physics-Sun” scientific production association and “Uzbekenergo” joint-stock company, and in participation of Asian development bank and other international financial institutions.

- Osiyo taraqqiyot banki ishtirokida Samarqand viloyatida 100 MVt quvvatga ega quyosh fotoelektr stansiyasini qurish bo'yicha qiymati 250 million AQSH dollariga teng investitsion loyihasi amalga oshirilmoqda.

- The investment project in an amount of 250 mln. US dollars on construction of solar photoelectric station of 100 mW capacity is being implemented in Samarkand region with participation of Asian Development Bank.

Nazorat uchun savollar

Questions for self-control

1. Yoqilg'i-energetika majmuasi nima va uning iqtisodiyotni rivojlanishidagi ahamiyati qanday?

2. Yoqilg'i-energetika majmuasi tarkibiga nimalar kiradi?

3. Davlatning yoqilg'i-energetika siyosati nidan iborat?

4. O'zbekiston yoqilg'i sanoati va uning tashkiliy-iqtisodiy holati haqida gapirib bering.

5. O'zbekiston elektr energetikasi sanoati va uning tashkiliy-iqtisodiy holati haqida gapirib bering.

6. O'zbekiston ko'mir sanoati va uning tashkiliy-iqtisodiy holati haqida gapirib bering.

7. Qanday muqobil energiya manbalarini bilasiz?`

8. O'zbekistonda muqobil energetikani rivojlantirish istiqbollari haqida so'zlab bering.

1. What is fuel-energy complex and how is its significance in development of economy?

2. What is the structure of fuel-energy complex?

3. What is the fuel and energy policy of the government?

4. Tell about the fuel industry of Uzbekistan and its organizational-economic state.

5. Tell about the electric-power industry of Uzbekistan and its organizational-economic state.

6. Tell about the coal industry of Uzbekistan and its organizational-economic state.

7. What alternative energy sources do you know?

8. Tell about the development prospects of alternative energy in Uzbekistan.

6-BOB

**TRANSPORT TIZIMI VA
IQTISODIYOTNING TRANSPORT
INFRAUZILMASI**

*** * ***

CHAPTER 6

**TRANSPORT SYSTEM AND TRANSPORT
INFRASTRUCTURE OF ECONOMY**



6-BOB. TRANSPORT TIZIMI VA IQTISODIYOTNING TRANSPORT INFRAUZILMASI

CHAPTER 6. TRANSPORT SYSTEM AND TRANSPORT INFRASTRUCTURE OF ECONOMY

6.1. Transport infratuzilmasi va uning rivojlanish tendensiyalari

6.1. Transport infrastructure and its progress trends

Transport (lot. trans – “orqali” va portare – “olib borish, tashish”) – bu yo‘lovchilar va yuklarni tashishni amalga oshiradigan moddiy ishlab chiqarishning eng muhim tarmoqlaridan biri; odamlar va turli vazifadagi yuklarni bir joydan ikkichi joyga tashish jarayonini ta‘minlaydigan barcha turdagi qatnov yo‘llari, transport vositalari, texnik qurilmalari va inshootlari majmui.

Transportning asosiy turlari:

- Avtomobil transporti
- Temir yo‘l transporti
- Havo transporti
- Quvur transporti
- Suv transporti

Transport infratuzilmasi – bu infratuzilmaning bir turi, tashuvlarni amalga oshiradigan hamda xizmat ko‘rsatishni ta‘minlaydigan barcha transport tarmoqlari va korxonalarining majmuidir. Transport infratuzilmasi turli mintaqalarni ham birlashtiruvchi va ajratib turuvchi xarakterga ega.

Jahon transport tizimida jahondagi transport tarmog‘ining umumiy uzunligi (dengiz yo‘llaridan tashqari) – 36 mln. km ga teng. Jahonda har yili barcha

Transport (from Latin trans – “through” and portare – “carry”) is one of the most sectors of material production which carries out transportation of passengers and freights; a scope of the all types of lines of communication, transport vehicles, technical equipment and facilities which provide the process of movement of people and freight of various purposes from one place to another. Main types of transport:

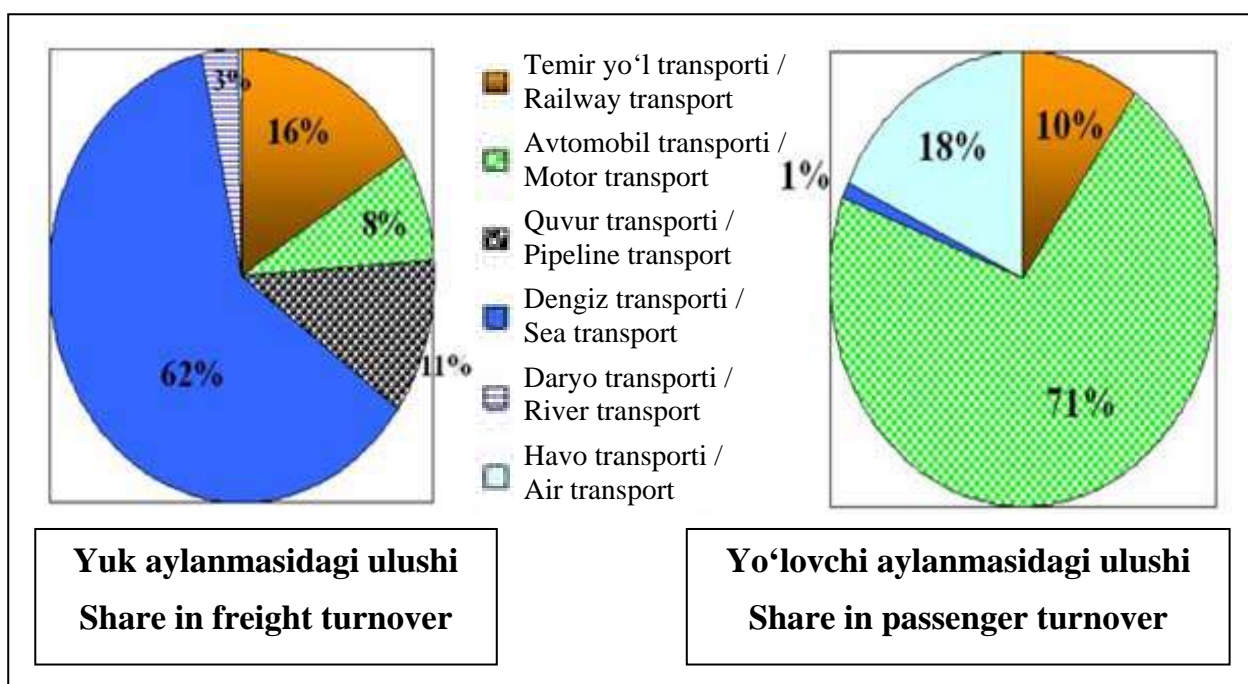
- Motor transport
- Railway transport
- Air transport
- Pipelines transport
- Water transport

Transport infrastructure is one type of infrastructure, a complex of all transport spheres and enterprises which carry out transportation and provide services. Transport infrastructure is characterized as linking and separating different regions.

In the world transport system the overall length of world transport network (except sea routes) is 36 mln km. Annually more than 100 bln. cargo and more than 1 trillion passengers are

transport turlari orqali 100 mlrd. dan ortiq yuk va 1 trln. dan ortiq yo'lovchi tashiladi. Bu tashuvlarda 650 mln. dan ortiq avtomobillar, 40 ming dengiz kemalari, 10 ming havo kemalari va 200 ming lokomotivlar qatnashadi. Jahon transport tizimida 100 mln. dan ortiq kishi band (6.1-rasm).

transported by the all types of transport in the world. More than 650 thousand road vehicles, 40 thousand sea ships, 10 thousand aircrafts and 200 thousand locomotives participate in transportations. More than 100 mln people are employed in the world transport system (Figure 6.1).



6.1-rasm. Jahon bo'yicha yuk va yo'lovchi aylanmasi strukturasi

Figure 6.1. Structure of freight and passenger turnover in the world

O'zbekiston transport infratuzilmasida asosan transportning avtomobil, temir yo'l, havo, quvur, daryo kabi turlari qo'llaniladi. Umumiy holda, O'zbekiston transport tizimining hozirgi holatini 6.1-jadvalda aks ettirilgan transport tizimining asosiy ko'rsatkichlaridan bilib olish mumkin.

In the transport infrastructure of Uzbekistan there mainly used the motor, railway, air, pipeline, river types of transport. In general, the current state of the transport system of Uzbekistan can be known from the basic indicators of transport system shown in Table 6.1.

6.1-jadval

O‘zbekistonda transport tizimining asosiy ko‘rsatkichlari (The World Factbook ma’lumotlari asosida)

Table 6.1

Basic indicators of transport system of Uzbekistan (on the basis of data of the World Factbook)

№	Ko‘rsatkich nomi Name of indicator	Birligi Unit	Ko‘rsatkich qiymati Value of indicator
1	Avtomobil yo‘llari umumiy uzunligi Total length of roadways	km	184000
2	Temir yo‘llari umumiy uzunligi (2012) Total length of railways (2012)	km	4600
	- sh.j. elektrofikatsiyalangan - including, electrified	km	930
3	Aeroportlar soni (2013) Airports (2013)	ta pcs	52
	- shundan xalqaro aeroportlar - of which 6 international airports	km	6
4	Asosiy (magistral) quvur yo‘llari umumiy uzunligi Total length of main pipelines	km	14280
	- gaz quvuri - gas pipeline	km	10401
	- neft quvuri - oil pipeline	km	944
5	Suv yo‘llari umumiy uzunligi Waterways	km	1100

O‘zbekistonda transport infratuzilmasini 2011-2015 yillarda rivojlantirishning ustuvor yo‘nalishlari sifatida quyidagilar qabul qilingan:

1. Respublikaning barcha mintaqalarini puxta birlashtiradigan yagona milliy transport tizimini yaratish bo‘yicha loyihalarni amalga oshirishni jadallashtirish, O‘zbekiston milliy magistrali tarkibiga kiradigan, xalqaro standartlarning yuksak talablariga javob beradigan, zamonaviy sement-beton va asfalt-beton qoplamalar bilan ta‘minlangan to‘rt polosali yo‘l uchastkalarini qurish va

In Uzbekistan the following priority areas of development of transport infrastructure in Uzbekistan for 2011-2015 have been approved:

1. Acceleration of implementation of projects on creation of the single national motor transport system reliably connecting all the regions of the country, expansion of construction and reconstruction of sites of the four-strip roads which are a part of the Uzbek national highway, their maintenance with modern cement-concrete and asphaltic concrete surface which meets

rekonstruksiya qilishni kengaytirish, Qamchik dovonidan o‘tadigan avtomobil yo‘llarini rekonstruksiya qilish.

2. Respublikaning temir yo‘l transportini jadal rivojlantirish va modernizatsiya qilish, temir yo‘llar rekonstruksiyasini amalga oshirish, Toshkent-Samarqand yuqori tezlikdagi temir yo‘l liniyasini jihozlash hamda ishga tushirish, Buxoro va Qarshi shaharlarigacha bo‘lgan temir yo‘l uchastkalarini elektrlashtirish, harakatdagi temir yo‘l tarkibini zamonaviy yuqori unumli lokomotivlar, yuk tashuvchi va yo‘lovchilarga mo‘ljallangan vagonlar bilan yangilash.

3. Havo kemalari parkini dunyoning yetakchi Boing va Aerbas aviakompaniyalarining zamonaviy, har jihatdan qulay va tejamli samolyotlari bilan tubdan yangilash hisobiga aviatsiyada tashishning moddiy-texnika bazasini yanada rivojlantirish va mustahkamlash, ularga servis xizmati ko‘rsatishni tashkil etish, Toshkent shahri va respublikaning viloyat markazlarida aeroportlar qurish va rekonstruksiya qilish hamda uning negizida tranzitni ham hisobga olganda yuk tashish hajmlarini oshirish.

4. Transportda yuk tashishni tashkillashtirish va boshqarish tizimini yanada takomillashtirish, xalqaro talab va standartlarga javob beradigan, ko‘p maqsadli zamonaviy samarador transport-tranzit infratuzilmasini yaratish, har yili transport turlari - avtomobil, temir yo‘l va

the high requirements of the international standards, carrying out of reconstruction of a motorway through Kamchik pass.

2. Intensified development and modernization of railway transport of the country, reconstruction of railway lines, arrangement and introduction in operation of a high-speed railway line “Tashkent-Samarkand”, electrification of railway sites to the cities of Bukhara and Karshi, renewal of rolling stock with modern high-efficiency locomotives, freight and passenger cars.

3. Further development and strengthening of material and technical base of air transportation at the cost of cardinal updating of a fleet of aircrafts with modern comfortable and economic planes of the world leading air companies Boeing and Airbus, organizations of their service, construction and reconstruction of airports in Tashkent and regional centers of the country, and on this basis, increase in volumes of freight transportation, including transit one, improvement of level and quality of passenger air transportation and provision of their safety.

4. Further improvement of a system of organization and management of transportations, creation of modern effective multi-purpose transport-transit infrastructure meeting the international requirements and standards, maintenance of contingency in providing transport services by various

aviatsiya transporti tomonidan transport xizmati ko'rsatishda tutashlikni ta'minlash, Angren shahridagi va Navoiy shahri aeroporti negizidagi logistika intermodal markazlarining moddiy-texnika bazasini mustahkamlash va faoliyat yuritish samaradorligini oshirish.

5. Milliy avtomagistral yoqasi va temir yo'llar bo'ylab infratuzilma va servis obyektlarini qurish hamda rekonstruksiya qilish, avtomobil va temir yo'l magistralarida qatnovchilar uchun xalqaro standartlarga javob beradigan shart-sharoitlarni yaratish.

6. O'zbekiston milliy avtomagistralini rekonstruksiya qilish va rivojlantirish uchun qo'shimcha zamonaviy yo'l-qurilish texnikasining o'z vaqtida xarid qilinishini ta'minlash, yo'l qurilishida zamonaviy qurilish texnologiyalarini, uskunalarni va sifatli materiallarni qo'llash.

types of transport - automobile, railway and aviation, strengthening of material and technical base and increase of efficiency of functioning the intermodal logistics centers in Angren city and on the base of the airport of Navoi city.

5. Construction and reconstruction of objects of a roadside infrastructure and service along the national highway and railway lines, creation of conditions for participants of motor road and railway which meet to the international standards.

6. Maintenance of timely purchase of additional modern road-construction machinery for reconstruction and development of the Uzbek national highway, introduction in road construction of modern construction technologies, equipment and qualitative materials.

6.2. Avtomobil transporti tizimi

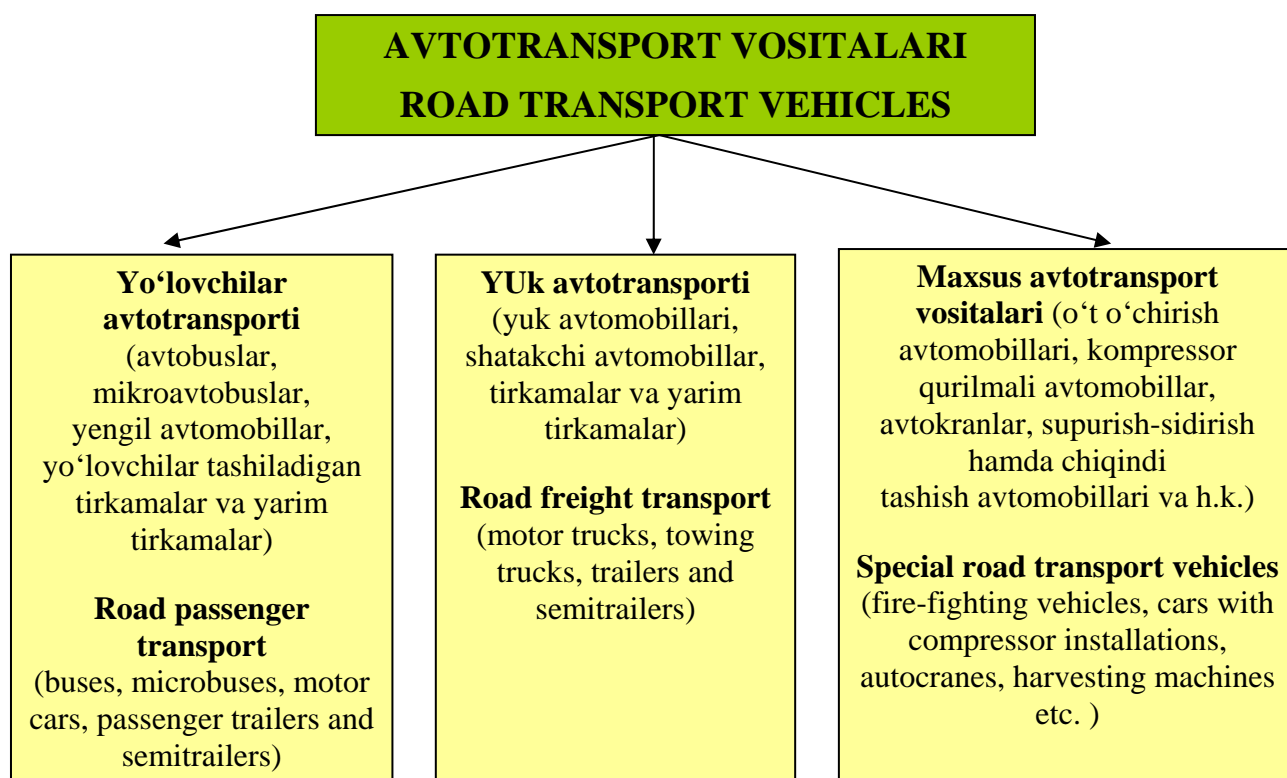
6.2. Motor transport system

Avtomobil transporti – tarkibiga yuridik va jismoniy shaxslar kiruvchi, iqtisodiyot va aholining, bagaj va yuklarni, shu jumladan pochmani avtomobilda tashishga bo'lgan ehtiyojlarini ta'minlovchi ishlab chiqarish-texnologiya majmui.

Avtotransport vositalari – yo'lovchilar, bagaj, yuklar tashishga hamda maxsus ishlarni bajarishga mo'ljallangan avtomobillar, shatakchi avtomobillar, tirkama va yarim tirkamalar (6.2-rasm).

Motor transport is a production and technological complex of legal entities and physical persons which provide the needs of an economy and population in motor transportation of passengers, baggage and freight, including of mails.

Motor transport vehicles are cars, haulers, trailers and semitrailers intended for transportation of passengers, baggage, freight and for fulfillment of special works (Figure 6.1).



6.2-rasm. Avtotransport vositalari turlari

Figure 6.2. Types of road transport vehicles

Avtomobil transport tizimida avtomobilda tashishlar to'rt toifaga bo'linadi:

- Shahardagi tashishlar (shahar yoki shahar posyolkasi chegaralari doirasida amalga oshiriladigan tashishlar).
- Shahar atrofidagi tashishlar (shahar yoki shahar posyolkasi chegaralari doirasidan ellik kilometr gacha tashqarida amalga oshiriladigan tashishlar).
- Shaharlararo tashishlar (shahar yoki shahar posyolkasi chegaralari doirasidan ellik kilometr dan oshiq masofada amalga oshiriladigan tashishlar).
- Xalqaro tashishlar (O'zbekiston Respublikasi davlat chegarasidan

In the motor transport system the transportation is divided into four categories:

- Urban transportations (transportations carried out within the boundaries of city or urban settlement).
- Suburban transportations (transportations carried out beyond the boundaries of city or urban settlement at a distance up to fifty kilometers).
- Interurban transportations (transportations carried out beyond the boundaries of city or urban settlement at a distance of more than fifty kilometers).
- International transportations (transportations carried out beyond the state boundary or outside the state boundary of the Republic of Uzbekistan).

tashqariga yoki davlat chegarasi tashqarisidan amalga oshiriladigan tashishlar).

O‘zbekistonning avtomobil yo‘llarining umumiy uzunligi 184000 km ni tashkil etadi. Avtomobil transporti ulushiga tashqi iqtisodiy savdoning 10% va ichki yo‘lovchi va yuk tashishlarning 88% to‘g‘ri keladi. Avtotransport xizmatlari hajmining yillik o‘shish su‘ati 20% ni tashkil etadi.

Xalqaro talablar va standartlarga javob beradigan avtomobil yo‘llarini qurish va rekonstruksiya qilish yo‘li bilan yagona milliy transport tizimini yaratish maqsadida 2009 yilda davlat tomonidan “2009-2014 yillarda O‘zbekiston milliy avtomagistralini rivojlantirish” Dasturi qabul qilindi.

O‘zbekistonda avtomobil transporti tizimini boshqarish va nazorat qilish bo‘yicha vakolatli organ **O‘zbekiston avtomobil va daryo transporti agentligi** hisoblanadi.

O‘zbekiston avtomobil va daryo transporti agentligi O‘zbekiston Respublikasi Vazirlar Mahkamasining 1998 yil 11 iyuldagi “O‘zbekiston avtomobil va daryo transporti agentligini tashkil etish to‘g‘risida”gi 296-son Qarori bilan tashkil etilgan O‘zbekiston avtomobil va daryo transporti agentligi avtomobil va daryo transporti sohasini tartibga soluvchi va nazorat qiluvchi davlat boshqaruv organidir.

O‘zbekiston avtomobil va daryo transporti agentligining asosiy vazifalari:

The total length of motor roads in Uzbekistan makes up 184000 km. 10% of foreign economic trade and 88% of internal passenger and freight transportation falls to the share of motor road transport. Annual growth of a volume of motor transport services makes up 20%.

In order to create the single national transport system by construction and reconstruction of the motor roads meeting the international requirements and standards, in 2009 there was approved the State Program for Development of National Highway in Uzbekistan for 2009-2014.

The authority for management and control of motor road transport system in Uzbekistan is the Agency for Motor and River Transport of Uzbekistan.

The Agency for Motor and River Transport of Uzbekistan was established by the Resolution of the Cabinet of Ministers of the Republic of Uzbekistan No.296 “On Establishment of the Agency for Road and River Transport of Uzbekistan” as of 11 July 1998. The Agency for Motor and River Transport of Uzbekistan is the state administrative body for regulation and control of the sphere of motor and river transport.

The main functions of the Agency for Motor and River Transport of Uzbekistan:

- development of statutory acts on organization and improvement of motor

- avtomobilda tashishlarni tashkil etish va takomillashtirishga doir normativ hujjatlarni ishlab chiqish;

- avtomobil transportini rivojlantirish milliy dasturlari konsepsiyasini ishlab chiqish;

- respublika va aholining tashishlarga bo'lgan davlat ehtiyojlari istiqbolini ishlab chiqish;

- avtomobil transporti sohasida yagona investitsiya, ilmiy-texnika va ijtimoiy siyosatni shakllantirish va yuritish;

- avtotransport xizmatlari bozorini shakllantirish va rivojlantirishga ko'maklashish;

- yo'lovchilar, bagaj va yuklar tashishni litsenziyalashni tashkil etish va takomillashtirish;

- tashuvchilar va mijozlarning huquqlari va manfaatlarini himoya qilish;

- kadrlarni o'qitish va ularning malakasini oshirishni tashkil etish;

- avtomobil transporti to'g'risidagi qonun hujjatlariga rioya etilishi ustidan nazorat qilish;

- avtomobil transporti sohasida xalqaro hamkorlikni amalga oshirish.

O'zbekistonda avtomobil transporti tizimini tartibga solishning eng asosiy huquqiy asosi bo'lib, "Avtomobil transporti to'g'risida"gi Qonun (1998 yil 29 avgust) hisoblanadi. Ushbu qonun avtotransport yerlari, avtotransport vositalarini tasniflash, yo'lovchi va yuklarni tashish qoidalari, sohani davlat tomonidan tartibga solish va boshqarish,

transportations;

- elaboration of concept of national programs for development of motor transport;

- development of forecasts of state needs of a country and population in transportation;

- formation and conduction of a single investment, scientific-technical and social policy in the field of motor transportation;

- assistance in formation and development of a market of motor transport services;

- organization and licensing of transportation of passengers, baggage and freights;

- protection of rights and interests of the carriers and clients;

- organization of training and professional development of the staff;

- control over observance of the legislation on motor transport;

- carrying out international cooperation in the field of motor transport.

The main legal base for regulation of motor road transport system in Uzbekistan is the Law "On Motor Transport" (29 August 1998). This law regulates the issues of motor transport lands, classification of motor transport vehicles, rules for freight and passenger transportation, state regulation and

davlat va mahalliy organlarning asosiy vazifalari, sohada litsenziyalash, tashuvchi va mijozlarning huquq va majburiyatlari, transportda xavfsizlik va ekologiya norlari va boshqalarni tartibga soladi.

management of the sphere, main functions of state and local authorities, licensing in the sphere, rights and liabilities of carriers and clients, security and ecologic norms in transport etc.

6.3. Temir yo‘l transporti tizimi

6.3. Railway transport system

Temir yo‘l transporti – umumiy foydalanishdagi transport turlaridan biri bo‘lib, u ishlab chiqarish va ijtimoiy yo‘nalishdagi korxonalar, muassasalar va tashkilotlarni o‘z tarkibiga olgan, boshqa davlatlarning temir yo‘llari va transportning boshqa turlari bilan o‘zaro hamkorlikda tashish ehtiyojlarini ta‘minlovchi yagona ishlab chiqarish-texnologiya majmuidan iborat.

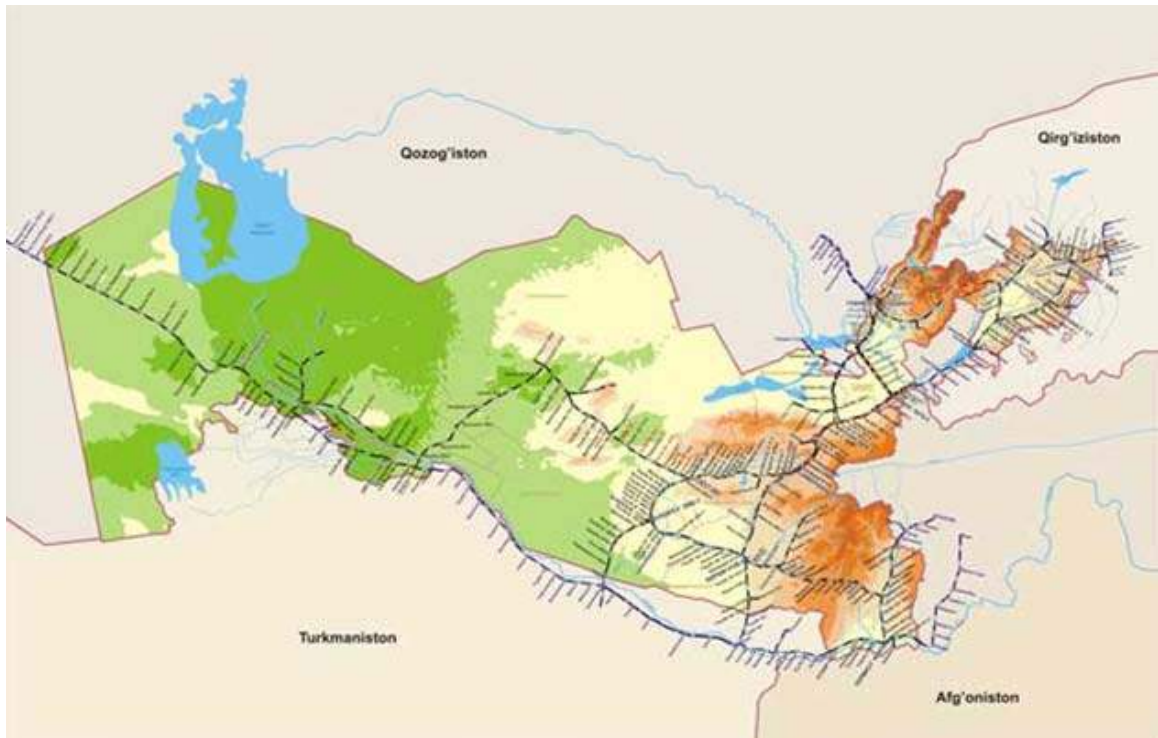
O‘zbekiston transport tizimida temir yo‘l transportiga alohida rol ajratiladi. Temir yo‘lda yuklarni tashishning yillik hajmi 70 mln. Tonnani tashkil etadi. Bunda qariyb 35% eksport-import va tranzit yuklari bo‘lib hisoblanadi.

Mamlakatda temir yo‘l tarmog‘ining umumiy uzunligi 7 ming km dan ortiqni tashkil qiladi, shundan 4600 km umumiy magistral temir yo‘llari hisoblanadi (6.3-rasm). Temir yo‘llar kompleksini izchil rivojlantirish uchun respublikada yangi temir yo‘llarini qurish, mavjud temir yo‘llarini modernizatsiyalash, temir yo‘llarini elektrifikatsiyalash ishlari amalga oshirilmoqda.

Railway transport is one of the types of common-use transport which presents the single production and technological complex of enterprises, institutions and organizations of production and social purpose providing the needs for transportation by railways.

In the transport system of Uzbekistan a special role is assigned to the railway transport. Annual volume of freight transportation by railway makes up 70 mln tons, of which about 35% is the export-import and transit freights.

The total length of railway network in the country is more than 7 thousand km, of which about 4600 km is the common-use railway (Figure 6.3). In order to successively develop the railway complex in the country there being carried out the works on construction of new railways, modernization of existing railways, electrification of railways.



6.3-rasm. O‘zbekiston temir yo‘l tarmog‘i

Figure 6.3. Railway network of Uzbekistan

O‘zbekistonda temir yo‘l transporti tizimini boshqarish va nazorat qilish bo‘yicha vakolatli organ “O‘zbekiston temir yo‘llari” aksiyadorlik jamiyati hisoblanadi.

“O‘zbekiston temir yo‘llari” aksiyadorlik jamiyati 1994 yil 7 noyabrda O‘zbekiston Respublikasi xududida joylashgan sobiq O‘rta Osiyo temir yo‘llari negizida tashkil etilgan. Kompaniyaning asosiy yo‘llarinig umumiy uzunligi bugungi kunda 3645 kilometr ga yaqinni tashkil etadi. Kompaniyada 54,7 mingdan ziyod kishi ishlaydi. Kompaniyaning yillik yuk aylanmasi barcha turdagi transport yuk aylanmasining 90% ga yaqinini tashkil etadi.

Kompaniya faoliyatining asosiy yo‘nalishlari quyidagilar:

The authority for management and control of railway transport system in Uzbekistan is “Uzbekistan railways” joint-stock railway company.

“Uzbekistan Railways” joint-stock railway company was established in 7 November 1994 on the basis of former Central Asian railways located in Uzbekistan. The total length of company’s main railways makes up 3645 km. More than 54.7 thousand people are employed in the company. Annual freight turnover of the company makes up nearly 90% of the freight turnover by the all types of transport.

The main areas of activity of the company:

- freight forwarding and delivery

- temir yo‘l bo‘ylab yuklarni ekspeditsiyalash va yetkazib berish;
- temir yo‘l vagonlarini ta‘mirlash va texnik xizmat ko‘rsatish;
- passajirlarni, turistlarni tashish;
- lokomotiv va vagon parkini yangilash, xizmat ko‘rsatish.

by a use of railway;

- repairing and technical maintenance of railway cars;
- transportation of passengers and tourists;
- renewal of a fleet of locomotives and cars.



6.4-rasm. Toshguzar-Boysun-Qumqo‘rg‘on yangi temir yo‘l loyihasidan lavhalar

Figure 6.4. Sights from the new Toshguzar-Baysun-Kumkurgan railway project

Mustaqillik yillarida temir yo‘l transporti tizimida ko‘pgina yangi loyihalar amalga oshirildi, jumladan, Toshguzar-Boysun-Qumqo‘rg‘on temir yo‘li (6.4-rasm), Angren-Pop (Qamchiq dovoni orqali) temir yo‘li (6.5-rasm), Navoiy-Uchquduq-Sultonuzdog temir yo‘li.

During the years of independence there implemented many railway projects, including Toshguzar-Baysun-Kumkurgan railway (Figure 6.4), Angren-Pop (through Kamchik pass) railway (Figure 6.5), Navoi-Uchkuduk-Sultanuzdag railway.



6.5-rasm. Angren-Pop (Qamchiq dovoni orqali) temir yo‘l loyihasidan lavhalar

Figure 6.5. Sights from the new Angren-Pop (through Kamchik pass) railway project

O‘zbekistonda temir yo‘l transporti tizimini tartibga solishning eng asosiy huquqiy asosi bo‘lib “Temir yo‘l transporti to‘g‘risida”gi Qonun (1999 yil 15 aprel) hisoblanadi. Ushbu qonun temir yo‘l korxonalarini tashkil etish, qayta tashkil etish va tugatish, temir yo‘l transporti yerlari, temir yo‘l transportini boshqarish, yo‘lovchilar va yuklarni tashish qoidalari, temir yo‘l transportining moliyaviy va xo‘jalik faoliyati, temir yo‘l transportida xavfsizlik, temir yo‘l transporti korxonalarini javobgarligi masalalarini tartibga soladi.

The main legal base for regulation of railway transport system in Uzbekistan is the Law “On Railway Transport” (15 April 1999). This law regulates the issues of organization, reorganization and liquidation of railway enterprises, lands of railways enterprises, management of railway transport, rules for freight and passenger transportation, financial and economic activity of railway transport, security in railway transport, responsibility of enterprises of railway transport.

6.4. Havo transporti tizimi

6.4. Air transport system

Havo transporti tizimida O‘zbekiston aviatsiyasi uch toifaga bo‘linadi:

- Eksperimental aviatsiya (aviatsiya va boshqa texnika sohasida tajriba-konstruktorlik, eksperimental va ilmiy-tadqiqot ishlari hamda sinovlari uchun mo‘ljallangan aviatsiya).

- Fuqaro aviatsiyasi (eksperimental va davlat aviatsiyasi tarkibiga kirmagan aviatsiya).

- Davlat aviatsiyasi (Mudofaa vazirligi, Ichki ishlar vazirligi, Milliy xavfsizlik xizmati tasarrufidagi, shuningdek O‘zbekiston Respublikasi Vazirlar Mahkamasi qaroriga muvofiq davlat boshqaruvi boshqa organlarining tasarrufidagi aviatsiya).

O‘zbekistonda havo transporti tizimini boshqarish va nazorat qilish vakolatli organi “O‘zbekiston havo yo‘llari” Milliy aviakompaniyasi hisoblanadi.

"O‘zbekiston havo yo‘llari" milliy aviakompaniyasi 1992 yil 28-yanvarda O‘zbekiston Respublikasi Prezidenti Farmoniga binoan tashkil etilgan. Ana shu vaqtdan boshlab samolyot parkini zamonaviylashtirish, yangi aerovokzallar qurish, havodagi harakatni boshqarish tizimini tubdan o‘zgartirish, aerodromlarni yangi zamonaviy texnika bilan ta‘minlash, yuqori malakali mutaxassis-larni tayyorlovchi baza hamda menejment tizimini takomillashtirishga yo‘naltirilgan respublika Fuqaro aviatsiyasini rivojlanti-

In the air transport system the aviation of Uzbekistan is divided into three categories:

- Experimental aviation (aviation intended for conducting development, experimental, scientific-research works and testing in the aviation and other engineering spheres)

- Civil aviation (aviation not included in the structure of experimental and state aviation)

State aviation (aviation under the jurisdiction of Ministry of Defense, Ministry of Internal Affairs, National Security Service)

The authority for management and control of air transport system in Uzbekistan is “Uzbekistan Airways” National airline company.

“Uzbekistan airways” national airline company was established by the Decree of President of the Republic of Uzbekistan in 28 January 1992. Starting from this date, there was begun the state program for development of civil aviation in the country aimed at modernization of a fleet of aircrafts, construction of new air terminals, cardinal changing of air flight management system, providing of aerodromes with new modern equipment, improvement of management system and training of highly qualified staff. The reforms

rish davlat dasturi amalga kirdi. O'tkazilgan islohotlar O'zbekiston aviatsiya transportining xalqaro, iqtisodiy, diplomatik va madaniy aloqalarini rivojlantirishda yetakchi sohalardan biriga aylanishiga omil yaratdi.

Aviakompaniya faoliyatidagi muhim yo'nalishlar:

- parvozlar xavfsizligini ta'minlash va uning darajasini ko'tarishga mo'ljallangan tadbirlarni amalga oshirish;

- xalq xo'jaligining yo'lovchi, yuk tashuvlariga bo'lgan talablarini o'z vaqtida, to'liq ta'minlash va boshqa aviaxizmatlarni amalga oshirish;

- yo'lovchilarga xizmat ko'rsatishni xalqaro andozalar darajasiga yetkazish;

- avitransport sohasi faoliyatini iqtisodiy samaradorligini oshirish;

- aviatsiya infratizilmasini rivojlantirish va takomillashtirish, aviatsiya texnikasini yangilashni davom ettirish;

- xalqaro biznesda aviakompaniya o'rnini mustahkamlash, aviatsiya xizmati yangi bozoridan o'z o'rniga ega bo'lish.

O'zbekistonda havo transporti tizimini tartibga solishning huquqiy asosi bo'lib O'zbekiston Respublikasi havo Kodeksi (1993 yil 7 may) hisoblanadi. Ushbu Kodeks samoviy hududdan foydalanish, respublika aviatsiyasi, aerodromlar va aeroportlar, havo kemalari va ulardan foydalanish, aviatsiya xodimlari, mahalliy va xalqaro parvozlar, parvoz qoidalari, xavfsizlik, havo transportida yo'lovchi va yuklarni tashish kabi masalalarni tartibga soladi.

implemented have created the factor for transformation of aviation transport of Uzbekistan into one of the leading spheres of developing the economic, diplomatic and cultural relations.

The main areas of activity of the airline company:

- provision of flight safety and undertaking of measures aimed at improvement of its level;

- timely and full provision of demand of the national economy in passenger and freight transportation, and execution of other airline services;;

- reaching the international level of servicing the passengers;

- increasing the economic efficiency of the activity of air transport;

- development and improvement of aviation infrastructure, renewal of aviation machinery;

- strengthening of the airline company's role in international business; penetration to the new markets of aviation services.

The main legal base for regulation of air transport system in Uzbekistan is the Air Code of the Republic of Uzbekistan (7 May 1993). This Code regulates the issues of using airspace, republican aviation, aerodromes and airports, aircrafts and their use, aviation employees, local and international flights, flight rules, security in air transport, transportation of freight and passengers by air transport etc.

6.5. Logistika markazlari va ularning transport infratuzilmasini rivojlantirishdagi o‘rni

6.5. Logistics centers and their role in development of transport infrastructure

Logistika markazi – asosiy funksiyasi yuklarni qayta ishlash va saqlash, ularni bojxona rasmiylashtirishidan o‘tkazish va axborot xizmatlari bo‘lgan maxsus korxonalar.

O‘zbekistonda quyidagi logistika markazlari tashkil etilgan va faoliyat yuritmoqda:

- Navoiy shahar aeroporti bazasida xalqaro intermodal logistika Markazi.
- “Angren logistika markazi” yopiq aksiyadorlik jamiyati.
- Namangan viloyatidagi “Pop logistika markazi” unitar korxonasi.

Navoiy shahar aeroporti bazasida xalqaro intermodal logistika Markazi (6.6-rasm) O‘zbekiston Respublikasi Prezidentining 2008 yil 31 dekabrda PQ-1027 sonli “Navoiy shahar aeroporti bazasida xalqaro intermodal logistika markazini tashkil etish choralari to‘g‘risida”gi Qaroriga asosan respublika transport-tranzit infratuzilmasini yanada rivojlantirish va Navoiy EIIZ ga logistika xizmatlarini ko‘rsatish maqsadida “O‘zbekiston havo yo‘llari” MAK tarkibida tashkil etilgan. Unga muvofiq:

- Navoiy xalqaro aeroporti “Korean Air” aviakompaniyasi boshqaruviga 31.12.2013 yilgacha topshirilgan;
- Intermodal logistika markazini barpo etish maqsadida import qilinadigan

Logistics center is a special enterprise, the main functions of which are cargo operations and storage, customs clearance and information services.

In Uzbekistan there established and function the following logistics centers:

- International intermodal logistics center on the base of Navoi city airport.
- “Angren Logistics Center” joint-stock company.
- “Pop Logistics Center” unitary enterprise in Namangan region.

International intermodal logistics center on the base of Navoi city airport (Figure 6.6) was established within the structure of “Uzbekistan Airways” national airline company on the basis of the Resolution of President of the Republic of Uzbekistan No.PP-1027 as of 31 December 2008 for the purpose to further develop the transport-transit infrastructure of the country and to provide the logistics services for the Navoi Free Industrial Economic Zone. According to resolution:

- International airport Navoi was transferred for management to the airline company “Korean Air” until the end of 2013;
- In order to build the Intermodal logistics center, the goods to be imported

tovar jihozlar bojxona to'lovidan ozod qilingan;

- "Korean Eyr" aviakompaniyasi va uning personali daromad (foyda) solig'i to'lashdan ozod qilingan.

were exempt from the customs duty;

- Airline company "Korean Air" and its personnel were exempt from the income (profit) tax.



6.6-rasm. Navoiy shahar aeroporti bazasida xalqaro intermodal logistika Markazi

"Angren logistika markazi" aksiyadorlik jamiyati (6.7-rasm) 2009 yilning o'rtalarida "O'zavtosanoat" AJ, "O'zbekiston temir yo'llari" AJ, "O'zbekneftgaz" MXK, "O'zkimyosanoat" AJ, "O'zqurilishmateriallari" AJ va Oziq-ovqat va yog'-moy sanoat Uyushmasi kabi ta'sischilar tomonidan turli kategoriyadagi yuklarni qabul qilish va qayta ishlar, shuningdek ularni Farg'ona vodiysiga avtomobil transporti orqali yetkazish maqsadida tashkil etilgan.

Figure 6.6. International intermodal logistics center on the base of Navoi city airport

"Angren Logistics Center" joint-stock company (Figure 6.7) was established by its owners "Uzavtosanoat" JSC, "Uzbekistan Railways" JSC, "Uzbekneftgaz" NHC, "Uzkimyosanoat" JSC, "Uzqurilishmateriallari" JSC and Association of Enterprises of Food and Fat-and-oil Industry of Uzbekistan for the purpose to receive the freights of different category as well as to deliver them to Fergana valley by a use of motor transport.



6.7-rasm. “Angren logistika markazi” aksiyadorlik jamiyati

Figure 6.7. “Angren Logistics Center” joint-stock company

Keyinchalik, O‘zbekiston Respublikasi Vazirlar Mahkamasining 2012 yil 8 maydagi 128-sonli va 31 maydagi Qarorlari asosida Angren logistika markazining samarali faoliyat ko‘rsatishini ta‘minlash hamda uning moddiy-texnik bazasini yanada mustahkamlash chora-tadbirlari belgilangan. Hozirda tranzit-yuk terminali 8,6 ga maydonni egallaydi hamda omborxonalar, temir yo‘llar va boshqa inshootlar bilan jihozlangan.

“Pop logistika markazi” unitar korxonasi O‘zbekiston Respublikasi Vazirlar Mahkamasining 2013 yil 26 fevraldagi 56-sonli “Namangan viloyatida multimodal logistika markazini va uning faoliyatini tashkil etish to‘g‘risida”gi Qaroriga asosan Farg‘ona vodiysining transport-logistika infratuzilmasini zamonaviy talablarga

Later, on the basis of the Resolution of the Cabinet of Ministers of the Republic of Uzbekistan No.128 as of 8 May 2012, there were specified the measures for effective functioning of Angren Logistics Center and for further strengthening of its material and technical base. At present, the transit-cargo terminal occupies territory of 8.6 hectares and was equipped with warehouses, railway lines and other facilities.

“Pop Logistics Center” unitary enterprise was established on the basis of the Resolution of the Cabinet of Ministers of the Republic of Uzbekistan No.56 “On Creation and Organization of Functioning the Multimodal Logistics Center in Namangan Region” as of 26 February 2013 within the structure of “Uzbekistan Railways” JSC for the

muvofig takomillashtirish, tadbirkorlik faoliyati subyektlari o'rtasidagi kooperatsiya aloqalarini yanada kengaytirish, yuk tashish hajmlarini ko'paytirish, yuklarni o'z vaqtida va uzluksiz yetkazib berish uchun qulay shart-sharoitlar yaratish, shuningdek mintaqaning temir yo'l infratuzilmasidan samarali foydalanish maqsadida "O'zbekiston temir yo'llari" AJ tarkibida tashkil etilgan. Qarorga muvofiq:

- Pop logistika markazida yuklarni ishlash hajmlarini yiliga 4 mln. tonnagacha yetkazish belgilandi;

- transportning har xil turlari bilan tashishning o'zaro bog'liq jarayonini, shu jumladan "Qamchiq" dovoni orqali yuklarni tashish uchun Angren logistika markazining avtotransport vositalari parkidan samarali foydalanish asosida tashkil etish belgilandi;

- Farg'ona mintaqaviy temir yo'l bog'lanmasining ixtisoslashtirilgan stansiyalaridan foydalanib, Angren logistika markazi bilan o'zaro to'liq bog'liq holda Farg'ona vodiysi hududida yuklarni yetkazib berishning yagona multimodal sxemasini ta'minlash belgilandi;

- xo'jalik yurituvchi subyektlarining transport-logistika va transport-ekspeditsiya xizmatlarini ko'rsatishga bo'lgan ehtiyojlarini qondirish uchun samarali logistika tarmog'i shakllantirildi.

purpose to improve the transport-transit infrastructure of Fergana valley in accordance with the modern requirements, to further extend the cooperation ties between the entities of business activity, to increase the volume of cargo transportation and to create the favorable conditions for on-time and regular delivery of cargo as well as to use effectively the railway infrastructure of the region. According to resolution:

- reaching the volumes of cargo operations up to 4.0 mln tons a year was specified;

- organization of mutual transportation process by various types of the transport, including on the basis of an effective utilization of a fleet of motor transport vehicles of "Angren Logistics Center" JSC for transportations of cargoes through "Kamchik" pass was established;

- single multimodal scheme of cargo delivery in the territory of Fergana valley with full associativity with "Angren Logistics Center" JSC using the specialized stations of Fergana regional railway junction was provided;

- effective logistics network for satisfaction of the needs of business entities on providing transport-logistics and transport-expedition services was formed.

6.6. Shahar yo‘lovchi transporti tizimi va uni takomillashtirish masalalari

6.6. City passenger transport system and issues of its improvement

Shahar yo‘lovchilar transporti – O‘zbekiston Respublikasi hududida ro‘yxatga olingan, shahar doirasida yo‘lovchilar hamda bagaj tashishga mo‘ljallangan avtomobil va elektr transporti. Shahar yo‘lovchi transporti turlariga quyidagilar kiradi (6.8-rasm):

- Avtobuslar
- Tramvaylar
- Trolleybuslar
- Yo‘nalishli taksilar
- Yo‘nalishsiz taksilar
- Metropoliten

O‘zbekistonda shahar yo‘lovchi transporti tizimini takomillashtirish bo‘yicha O‘zbekiston Respublikasi Prezidentining 2013 yil 9 oktabrdagi PQ-2048-sonli “Toshkent shahrida shahar yo‘lovchi tashish transportini tashkil etish tizimini yanada takomillashtirish chora-tadbirlari to‘g‘risida” gi Qarori qabul qilingan. Unga muvofiq:

- liniyalardagi avtobuslar va yo‘nalishli taksilar o‘z yo‘nalishlari bo‘yicha bir-birini takrorlab qatnashiga yo‘l qo‘yilmaydi;

- “Toshshahartransxizmat” uyushmasi va uning tarkibiga kiruvchi “Toshavtobustrans” va “Toshpasrem-servis” AK lari, “Toshelektrotrans” DK tugatilib, ularning negizida “Toshshahartransxizmat” aksiyadorlik kompaniyasi tashkil etildi.

City passenger transport – registered in the territory of Uzbekistan the motor and electric transport intended for transportation of passengers and baggage within the boundaries of the city. The followings are referred to the types of city passenger transport (Figure 6.8):

- Buses
- Tramways
- Trolleybuses
- Fixed route taxi
- Taxi
- Subway (metro)

In Uzbekistan, in order to improve the city passenger transport system, the Resolution of President of the Republic of Uzbekistan No.PP-2048 “On Measures for Further Improvement of the System of Organization of City Passenger Transportation in Tashkent City” as of 9 October 2013 was approved. According to resolution:

- it was prohibited for the buses and fixed route taxis to repeat the lines of each other;

- “Toshshahartranskhizmat” association and its affiliated enterprises “Toshavtobustrans”, “Toshpasrem-servis” and “Toshelektrotrans” were liquidated, and “Toshshahar-transkhizmat” joint-stock company was established on their base.



6.8-rasm. Shahar yo‘lovchi transporti turlari

Figure 6.8. Types of city passenger transport

Shuningdek, O‘zbekistonda shahar yo‘lovchi transporti tizimini takomillashtirish bo‘yicha Vazirlar Mahkamasining 2013 yil 13 noyabrdagi 308-sonli “Shahar yo‘lovchi tashish transporti tizimini yanada takomillashtirishga doir tashkiliy chora-tadbirlar to‘g‘risida” gi Qarori qabul qilingan. Unga muvofiq:

- “Toshshahartransxizmat” AK ning asosiy vazifalari belgilandi;
- “Toshtransdispetcherxizmat” unitar korxonasi tuzildi;
- “Toshkent tramvayi” unitar korxonasi shaklida yagona tramvay kompleksi tashkil etildi;
- ishlab chiqarish infratuzilmasidan oqilona foydalanish va avtobus

Also, to improve the city passenger transport system in Uzbekistan, the Resolution of the Cabinet of Ministers No.308 “On Organizational Measures for Further Improvement of City Passenger Transport System” as of 13 November 2013 was approved. According to resolution:

- the main functions of “Toshshahartranskhizmat” joint-stock company were specified;
- “Toshtransdispetcherxizmat” dispatching unitary enterprise was established;
- unified tramway complex was organized in the form of “Toshkent tramvayi” unitary enterprise;
- scheme for rational use of

saroylarini joylashtirish sxemasi optimallashtirildi;

- “Toshavtotamirxizmat” unitar korxonasi tashkil etildi;

- 2014-2015 yillar davrida Toshkent shahrida shahar yo‘lovchi tashish transportini tashkil etish tizimini yanada takomillashtirish chora-tadbirlari kompleks dasturi qabul qilindi;

- 2013-2015 yillar davrida “Toshshahartransxizmat” aksiyadorlik kompaniyasi tizimida zamonaviy axborot-kommunikatsiya texnologiyalarini rivojlantirishga doir chora-tadbirlar kompleksi qabul qilindi;

- Toshkent shahrida yo‘nalishli xususiy taksilarda yo‘lovchilar tashish tartibi to‘g‘risidagi Nizom tasdiqlandi.

2014-2015 yillar davrida Toshkent shahrida shahar yo‘lovchi tashish transportini tashkil etish tizimini yanada takomillashtirish chora-tadbirlari kompleks dasturiga muvofiq, Toshkent shahrida shahar yo‘lovchi tashish transporti tizimini takomillashtirish bo‘yicha quyidagi chora-tadbirlar belgilangan:

1) Yo‘nalish tarmog‘ini maqbullashtirish va harakatlanadigan tarkibdan samarali foydalanishni ta‘minlash;

2) Yo‘lovchilar tashishni tashkil etishni yanada takomillashtirish, shahar jamoat transporti korxonalarining samaradorligini va moliya-xo‘jalik faoliyati rentabelligini oshirish;

3) Transport korxonalarini xodimlarini moddiy rag‘batlantirish tizimini

production infrastructure and placement of bus fleets was optimized;

- “Toshavtotamirxizmat” repairing unitary enterprise was established;

- Complex program of measures for further improvement of the system of organization of city passenger transport in Tashkent city for the period of 2014-2015;

- Complex of measures for development of the modern information-communication technology in the system of “Toshshahartranskhizmat” joint-stock company for the period of 2013-2015 was approved;

- Regulations on passenger transportation by private fixed route taxis in Tashkent city were approved.

According to the Complex program of measures for further improvement of the system of organization of city passenger transport in Tashkent city for the period of 2014-2015, there specified the following measures for improvement of the system of city passenger transportation in Tashkent:

1) Optimization of route network and provision of effective utilization of the passenger transports;

2) Further improvement of organization of passenger transportation, increasing the efficiency of the enterprises of city public transport and profitability of their financial and economic activity;

3) Improvement of stimulating

takomillashtirish, avtobus saroylarining malakali haydovchilar tarkibi bilan to'ldirilganligini ta'minlash;

4) Shahar yo'lovchi tashish transporti korxonalarini faoliyatining normativ-huquqiy bazasini takomillashtirish.

O'zbekistonda shahar yo'lovchi transporti tizimini tartibga solishning huquqiy asoslari quyidagilar:

- "Shahar yo'lovchilar transporti to'g'risida"gi Qonun (1997 yil 25 aprel) – shahar yo'lovchilar transportining turlari, shahar yo'lovchi transporti faoliyatini davlat tomonidan tartibga solish va davlat tomonidan boshqarish, bu sohadagi davlat organining vakolatlari, faoliyatni litsenziyalash, tashuvchi va yo'lovchilarning majburiyatlari va xuquqlari kabi masalalarni tartibga soladi.

- "Shahar yo'lovchilar transportidan bepul foydalanishni tartibga solish to'g'risida"gi Qonun (1996 yil 30 avgust).

remuneration system of the employee in the transport enterprises and providing the bus fleets with qualified bus drivers;

4) Improvement of normative and legal base for functioning of the city passenger transportation enterprises.

Legal bases for regulation of city passenger transport system in Uzbekistan are as follows:

- Law "On City Passenger Transport System" (25 April 1997) – regulates the issues of the types of city passenger transports, state regulation and state management of city passenger transport activity, credentials of the state authority in this sphere, licensing, rights and liabilities of carriers and passengers etc.

- Law "On Regulation of Free Use of City Passenger Transport" (30 August 1996)

Nazorat uchun savollar

Questions for self-control

1. Transport infratuzilmasi nima va uning tarkibiga nimalar kiradi?

2. Avtomobil transporti tizimi va uning transport infratuzilmasini shakllantrishdagi roli haqida gapirib bering.

3. Temir yo'l transporti tizimi va uning transport infratuzilmasini shakllantrishdagi roli haqida gapirib bering.

4. Havo transporti tizimi va uning

1. What is transport infrastructure and what is included in its structure?

2. Tell about motor transport system and its role in formation of transport infrastructure.

3. Tell about railway transport system and its role in formation of transport infrastructure.

4. Tell about air transport system

transport infratuzilmasini shakllantrishdagi roli haqida gapirib bering.

5. Quvur transporti tizimi va uning transport infratuzilmasini shakllantrishdagi roli haqida gapirib bering.

6. Daryo transporti tizimi va uning transport infratuzilmasini shakllantrishdagi roli haqida gapirib bering.

7. O'zbekistonda transport infratuzilmasini tartibga solishning qanday huquqiy asoslarini bilasiz?

8. Logistika markazi va O'zbekistonda qanday logistika markazlari mavjud? Ular to'g'risida qisqa gapirib bering.

9. O'zbekistonda transport infratuzilmasini rivojlantirishning ustuvor yo'nalishlari nimalardan iborat?

10. Shahar yo'lovchi transporti tizimi va uning transport infratuzilmasini shakllantrishdagi roli haqida gapirib bering.

and its role in formation of transport infrastructure.

5. Tell about pipeline transport system and its role in formation of transport infrastructure.

6. Tell about river transport system and its role in formation of transport infrastructure.

7. What legal bases do you know for regulation of transport infrastructure in Uzbekistan?

8. What is the logistics center and what logistics centers are there in Uzbekistan? Briefly tell about them.

9. What are the priority areas of developing the transport infrastructure in Uzbekistan?

10. Tell about city passenger transport system and its role in formation of transport infrastructure.

7-BOB

AVTOMOBIL YO‘LI INFRATUZILMASI

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CHAPTER 7

INFRASTRUCTURE OF MOTOR ROAD



7-BOB. AVTOMOBIL YO‘LI INFRATUZILMASI

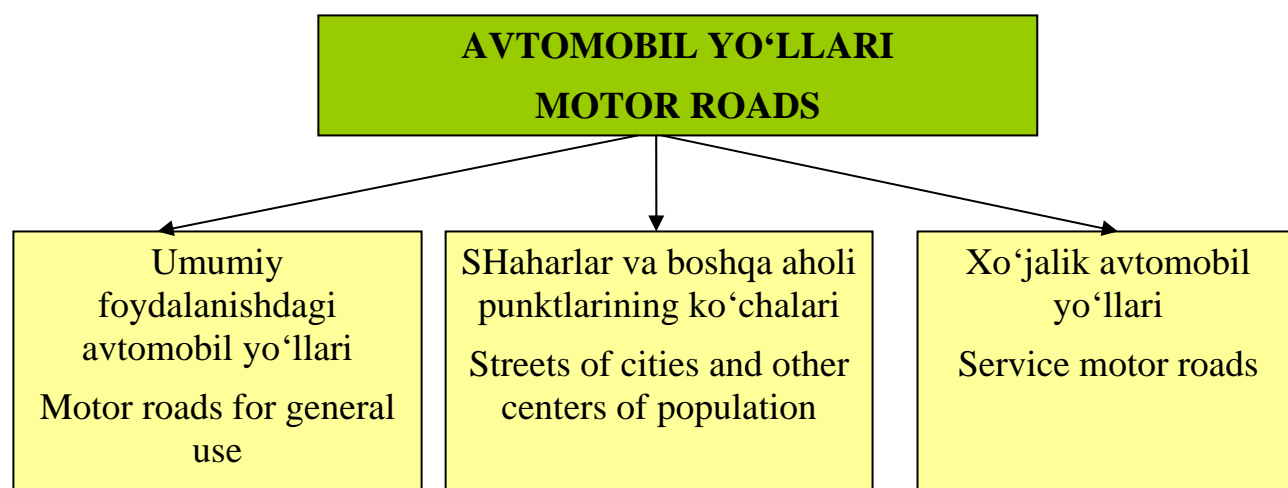
CHAPTER 7. INFRASTRUCTURE OF MOTOR ROAD

7.1. Avtomobil yo‘llari, ularning tasniflanishi va infratuzilma iqtisodiyotidagi o‘rni

7.2. Motor roads, their classification and role in infrastructure economics

Avtomobil yo‘li - transport vositalari harakatlanishi uchun mo‘ljallangan, ularning belgilangan tezlikda, og‘irlikda, o‘lchamlarda muttasil va xavfsiz harakatlanishini ta‘minlaydigan muhandislik inshootlari majmuasi, shuningdek ushbu majmuani joylashtirish uchun berilgan yer uchastkalari va majmua ustidagi belgilangan doiradagi bo‘shliq. Avtomobil yo‘llari umumiy foydalanishdagi avtomobil yo‘llari, xo‘jalik avtomobil yo‘llari hamda shaharlar va boshqa aholi punktlarining ko‘chalariga tasniflanadi (7.1-rasm).

Motor road is a complex of engineering facilities intended for movement of transport vehicles which ensure their continuous and safety traffic at a specified speed, load, dimensions as well as the ground areas provided for location of this complex, and the space above it within the fixed limits. Motor roads are classified to motor roads for general use, service motor roads and streets of cities and other centers of population (Figure 7.1).



7.1-rasm. Avtomobil yo‘llarining tasniflanishi

Figure 7.1. Classification of motor roads

Respublikamizda qariyb 184 ming km uzunlikdagi avtomobil yo‘llari mavjud bo‘lib, shundan 42654 kilometri – umumiy foydalanishdagi avtomobil yo‘llari hisoblanadi, shundan 2755 km avtomobil yo‘li “O‘zbek milliy avtomagistrali” hisoblanadi (7.2-rasm, 7.1-jadval).

Umumiy foydalanishdagi avtomobil yo‘llari davlat mulki bo‘lib, avtomobil yo‘llaridan foydalanuvchilar uchun ochiqdir. Umumiy foydalanishdagi avtomobil yo‘llari aholi ehtiyojlarini, davlatning ijtimoiy-iqtisodiy va mudofaa ehtiyojlarini qanoatlantirish uchun shaharlar hamda boshqa aholi punktlari o‘rtasida yuklar va yo‘lovchilar tashishni ta‘minlaydi. Ularning umumiy uzunligi 42654 km ni tashkil etadi.

Shaharlar va boshqa aholi punktlarining ko‘chalari shaharlar, shahar posyolkalari, qishloqlar va ovullar doirasida o‘tadi va davlat mulki hisoblanib, mahalliy davlat hokimiyati organlari ixtiyorida bo‘ladi. Ularning umumiy uzunligi 61664 km ni tashkil etadi.

Xo‘jalik avtomobil yo‘llari davlat yoki yuridik va jismoniy shaxslarning mulki bo‘lib, texnologik maqsadlarga xizmat qiladigan yo‘llar, shoxobcha, xizmat, patrul va boshqa shunga o‘xshash avtomobil yo‘llari hisoblanadi. Ularning umumiy uzunligi 79721 km ni tashkil etadi.

In the country there are motor roads of about 184 thousand km in length, of which 42654 km is motor road for general use, of which 2755 km motor road is the Uzbek National Highway (Figure 7.2, Table 7.1).

The motor roads for general use are the state property and open for the users of motor roads. The motor roads for general use provide transportation of freight and passengers between the cities and other centers of population in order to satisfy the needs of population, the social-economic and defense needs of the government. Their total length is 42654 km.

Streets of cities and other centers of population adjoin within the limits of cities, towns, urban settlements and villages, and are the state property and under the jurisdiction of the local administrative authority. Their total length is 61664 km.

Service motor roads are in the ownership of the government or legal entities and physical persons, which include the roads serving the technological purposes, access, service, patrol and other similar motor roads. Their total length is 79721 km.



7.2-rasm. O‘zbekiston milliy avtomagistrali

Figure 7.2. Uzbek National Highway

**7.1-jadval
O‘zbekiston milliy avtomagistrali**

**Table 7.1
Uzbek National Highway**

Milliy avtomagistral yo‘nalishi Directions of national highway	Jami, km Length, km	4 tasmali qismi, km Four-lane section, km	2 tasmali qismi, km Two-lane section, km
Beyneu-Qo‘ng‘irot-Buxoro-Navoiy-Samarqand-Toshkent-Andijon	2047	908	1139
Beyneu-Kungrat-Bukhara-Navoi-Samarkand-Tashkent-Andijon			
Buxoro-Olot	98	83	15
Bukhara-Olot			
Buxoro-Qarshi-G‘uzor-Termiz	436	241	195
Bukhara-Karshi-Guzar-Termiz			
Samarqand-G‘uzor	174	22	152
Samarkand-Guzar			
JAMI / TOTAL	2755	1254	1501

Umumiy foydalanishdagi avtomobil yo‘llari xalqaro ahamiyatga molik, davlat ahamiyatiga molik va mahalliy ahamiyatga molik avtomobil yo‘llariga tasniflanadi (7.3-rasm).

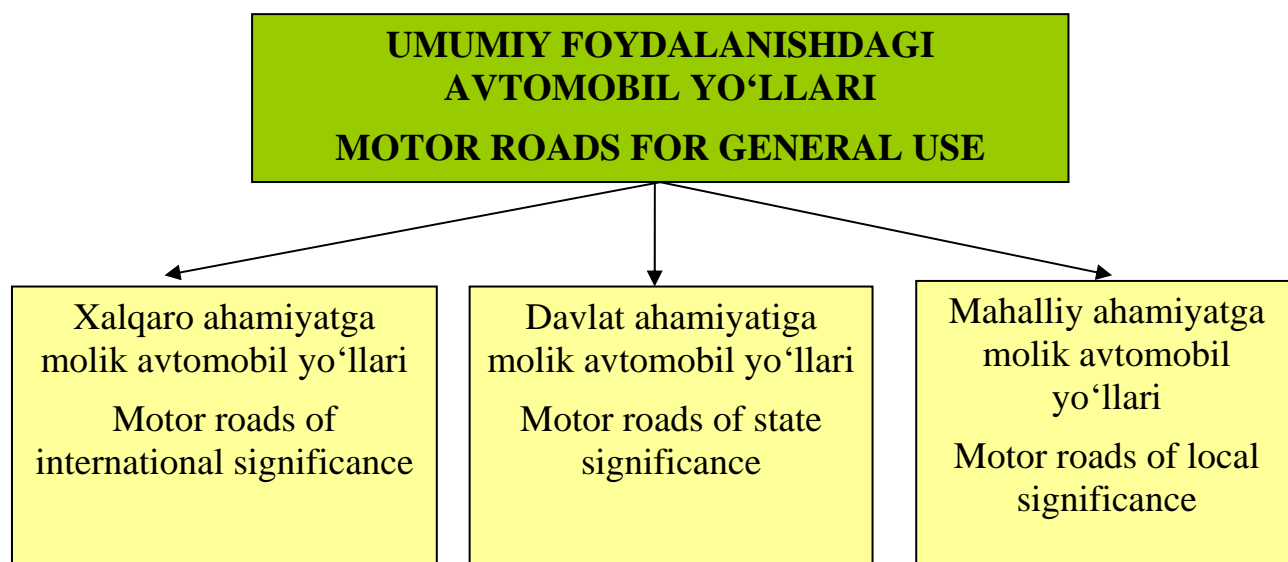
Xalqaro ahamiyatga molik avtomobil yo‘llari - O‘zbekiston Respublikasining xalqaro shartnomalariga muvofiq xalqaro avtomobil yo‘llari tarmog‘iga kiradigan yo‘llar (7.2-jadval).

Xalqaro ahamiyatga molik avtomobil yo‘llarining umumiy uzunligi 3979 km ga teng. O‘zbekiston hududi bo‘ylab 20 ta xalqaro transport yo‘nalishlari o‘tib, ular Rossiya, Ukraina, Yevropa mamlakatlari, Kavkaz, Afg‘oniston, Pokiston, Eron, Turkiya va Xitoyga yo‘naltirilgan.

The motor roads for general use are classified to motor roads of international significance, motor roads of state significance and motor roads of local significance (Figure 7.3).

Motor roads of international significance are the roads included in international network of motor roads in accordance with the international agreements of Uzbekistan (Table 7.2).

The total length of motor roads of international significance is 3979 km. 20 international transport directions pass through the territory of Uzbekistan, and they are directed to Russia, European countries, Caucasus, Afghanistan, Pakistan, Iran, Turkey and China.



7.3-rasm. Umumiy foydalanishdagi avtomobil yo‘llarining tasniflanishi

Figure 7.3. Classification of motor roads for general use

7.2-jadval
O‘zbekistonda xalqaro ahamiyatga
molik avtomobil yo‘llari

Table 7.2
Motor roads of international
significance in Uzbekistan

Avtomobil yo‘llari raqami Number of motor roads	Avtomobil yo‘llari nomi Name of motor roads	Uzunligi (km) Length (km)
M-34	<p>Toshkent - Dushanbe. (Toshkent - Yangiyo‘l - Sirdaryo - Guliston - Xovos - Dushanbe, O‘zbekiston Respublikasi hududida)</p> <p>Tashkent - Dushanbe. (Tashkent - Yangiyul - Syrdarya - Gulistan - Khovos - Dushanbe, in the territory of the Republic of Uzbekistan)</p>	160
M-37	<p>Samarqand - Ashxobod - Turkmanboshi. Buxoro, Chorjo‘y, Mari orqali (Samarqand - Ishtixon - Kattaqo‘rg‘on - Karmana - Buxoro - Chorjo‘y, O‘zbekiston Respublikasi hududida)</p> <p>Samarkand – Ashgabat - Turkmanbashi. Through Bukhara, Chorjuy, Mari (Samarkand – Ishtikhon – Kattakurgan – Karmana - Bukhara - Chorjuy, in the territory of the Republic of Uzbekistan)</p>	365
M-39	<p>Almati - Bishkek - Toshkent - Termiz. Chimkent, Samarqand orqali (Qozog‘iston Respublikasi chegarasi - G‘ishtko‘prik - Toshkent - Chinoz -Jizzax - Samarqand - Termiz)</p> <p>Almaty – Bishkek – Tashkent - Termiz. Through Chimkent, Samarkant (border of the Republic of Kazakhstan – Gishtkuprik – Tashkent – Chinaz – Djizzak – Samarkand - Termiz)</p>	628
	shoxobcha: Ramification of road:	
	a) Hayratonga kirish yo‘li (O‘zbekiston Respublikasi hududida) a) Access road to Hayratan (in the territory of the Republic of Uzbekistan)	30
	Jami shoxobcha bilan Total with ramification	658
M-41	<p>Bishkek - Dushanbe - Termiz. O‘sh va Xorug‘ orqali (Tojikiston Respublikasi chegarasi - Denov - Jarqo‘rg‘on - Termiz)</p> <p>Bishkek – Dushanbe – Termiz. Through Osh and Khorug (border of the Republic of Tajikistan - Denau - Jarkurgan - Termiz)</p>	191
A-373	<p>Toshkent - O‘sh. Qo‘qon va Andijon orqali (Toshkent - To‘ytepa - Angren - Qo‘qon -</p>	399

	Shahrixon - Andijon - O'sh, O'zbekiston Respublikasi hududida) Tashkent - Osh. Through Kukan and Andijan (Tashkent – Tuytepa – Angren – Kukan – Shahrikhan – Andijan - Osh, in the territory of the Republic of Uzbekistan)	
	shoxobcha: Ramification of road:	
	a) Sirg'ali aeroportiga a) to the Sirgali Airport	5
	Jami shoxobcha bilan Total with ramification	404
A-376	Qo'qon - Jizzax. Konibodom, Xo'jand, Bekobod, Xovos orqali (Qo'qon - Beshariq - Tojikiston Respublikasi hududi - Bekobod - Xovos - Jizzax) Kukan – Djizzak. Through Konibodom, Khudjand, Bekobod, Khovos (Kukan – Besharik – territory of the Republic of Tajikistan – Bekobod – Khovos – Djizzak)	168
A-377	Samarqand - Ayniy. O'zbekiston Respublikasi hududida Samarkand – Ayniy. in the territory of the Republic of Uzbekistan	37
A-378	Samarqand – Qarshi Samarkand – Karshi	138
A-379	Navoiy - Uchquduq. Zarafshon shahri orqali Navoi – Uchkuduk. Through Zarafshan city	289
A-380	G'uzor - Nukus - Qo'ng'iro't - Beyneu. Buxoro shahri orqali (G'uzor - Qarshi - Muborak - Buxoro - Gazli - Duldul - To'rtko'l - Nukus - Xo'jayli - Qo'ng'iro't - Qozog'iston Respublikasi chegarasi - Beyneu) Guzar – Nukus – Kungrat – Beyneu. Through Bukhara city (Guzar – Karshi – Muborak – Bukhara – Gazli – Duldul – Turtkul – Nukus – Khujayli – Kungrat – border of the Republic of Kazakhstan – Beyneu)	1204
A-381	Xo'jayli - Toshhovuz. O'zbekiston Respublikasi xududida Khujayli - Toshhovuz. in the territory of the Republic of Uzbekistan	12
	JAMI XALQARO AHAMIYATGA MOLIK YO'LLAR TOTAL MOTOR ROADS OF INTERNATIONAL SIGNIFICANCE	3979

Davlat ahamiyatiga molik avtomobil yo'llari - O'zbekiston Respublikasi viloyatlari va tumanlarining ma'muriy markazlari, viloyatga bo'ysunuvchi shaharlar, madaniyat hamda sanoat markazlari o'rtasida transport qatnovini ta'minlaydigan, mazkur markazlarni esa, xalqaro ahamiyatga molik yo'llar bilan, aeroportlar, temir yo'l stansiyalari, portlar va kema to'xtash joylari, shuningdek qo'shni davlatlar bilan bog'laydigan yo'llar. O'zbekistonda davlat ahamiyatiga molik avtomobil yo'llarining umumiy uzunligi 16 909 km ni tashkil etadi.

Mahalliy ahamiyatga molik avtomobil yo'llari - tumanlarning ma'muriy markazlarini shaharchalar, qishloqlar va ovullar bilan, shuningdek davlat ahamiyatiga molik yo'llar bilan bog'laydigan yo'llar. O'zbekiston mahalliy ahamiyatga molik avtomobil yo'llarining umumiy uzunligi 21995 km ni tashkil etadi.

O'zbekiston avtomobil yo'llarini rivojlantirish maqsadida oxirgi yillarda davlat tomonidan bir necha dasturlar qabul qilingan va amalga oshirilmoqda. Jumladan:

- O'zbekiston Respublikasi Prezidentining 2009 yil 22 apreldagi PQ-1103 sonli "2009-2014 yillarda O'zbekiston milliy avtomagistralini rekonstruksiya qilish va rivojlantirish chora-tadbirlari to'g'risida"gi Qarori;

- O'zbekiston Respublikasi

Motor roads of state significance are the roads which provide transport communication between administrative centers of regions and districts, cities of regional jurisdiction, cultural and industrial centers of Uzbekistan, as well as the centers with roads of international significance, airports, railway stations, ports and landing stages and with certain governments. The total length of the roads of state significance in Uzbekistan is 16909 km.

Motor roads of local significance are the roads connecting the administrative centers of districts with settlements, villages and auls, as well as with the roads of state significance. The total length of the roads of local significance of Uzbekistan is 21995 km.

For the purpose to develop the motor roads of Uzbekistan there have been approved and are being implemented several state programs in the past years. Including:

- Resolution of the President of the Republic of Uzbekistan No.PP-1103 "On Measures for Reconstruction and Development of the Uzbek National Highway for 2009-2014" as of 22 April 2009.

- Resolution of the President of the Republic of Uzbekistan No.PP-1446

Prezidentning 2010 yil 21 dekabrda PQ-1446 sonli “2011-2015 yillarda infratuzilmani, transport va kommunikatsiya qurilishi rivojlantirishni jadallashtirish to‘g‘risida”gi Qarori;

- O‘zbekiston Respublikasi Vazirlar Mahkamasining 2012 yil 14 iyundagi “2012 yilda O‘zbekiston milliy avtomagistrali tarkibiga kiruvchi avtomobil yo‘llari uchastkalarini qurish va rekonstruksiya qilish bo‘yicha qo‘shimcha chora-tadbirlar to‘g‘risida” gi Qarori.

“On Intensification of Development of Infrastructure, Transport and Communication Construction for 2011-2015” as of 21 December 2010.

- Resolution of the Cabinet of Ministers of the Republic of Uzbekistan “On Additional Measures for Construction and Reconstruction of Sections of Motor Roads Included in the Uzbek National Highway in 2012” as of 14 June 2012.

7.2. O‘zbekistonda avtomobil yo‘llari sohasida davlat boshqaruvi

7.2. State management in the sphere of motor roads in Uzbekistan

O‘zbekistonda avtomobil yo‘llari sohasidagi davlat boshqaruvi quyidagi organlar tomonidan amalga oshiriladi:

- O‘zbekiston Respublikasi Vazirlar Mahkamasi.
- Mahalliy davlat hokimiyati organlari.
- Umumiy foydalanishdagi avtomobil yo‘llari sohasidagi maxsus vakolatli organ (“O‘zavtoyol” AJ).

O‘zbekiston Respublikasi Vazirlar Mahkamasining avtomobil yo‘llari sohasidagi vakolatlari:

- avtomobil yo‘llari sohasidagi davlat dasturlarini tasdiqlaydi;
- davlat boshqaruvi organlarining, mahalliy davlat hokimiyati organlarining avtomobil yo‘llari sohasidagi faoliyatini muvofiqlashtirib boradi;
- O‘zbekistondagi umumiy

In Uzbekistan the state management in the sphere of motor roads is carried out by the following authorities:

- Cabinet of Ministers of the Republic of Uzbekistan.
- Local state administrative authorities.
- Special authorized body in the sphere of motor roads for general use (“Uzavtoyul” JSC).

Functions of Cabinet of Ministers of the Republic of Uzbekistan in the sphere of motor roads:

- approves the state programs in the sphere of motor roads;
- coordinates the activity of the bodies of state management and local state administrative authorities in the sphere of motor road;

foydalanishdagi avtomobil yo'llari ro'yxatini tasdiqlaydi;

- avtomobil yo'llari to'g'risidagi qonun hujjatlariga rioya etilishi ustidan davlat nazoratini amalga oshirish tartibini belgilaydi.

Mahalliy hokimiyat organlarining avtomobil yo'llari sohasidagi vakolatlari:

- shaharlar va boshqa aholi punktlarining transport infratuzilmasini rivojlantirish dasturlarini ishlab chiqadi hamda amalga oshiradi;

- shaharlar va boshqa aholi punktlarining ko'chalarini loyihalash sohasidagi normalar hamda standartlarga rioya etilishini ta'minlaydi;

- shaharlar va boshqa aholi punktlarining ko'chalarini, shuningdek qishloq avtomobil yo'llarini qurish, rekonstruksiya qilish, ta'mirlash hamda saqlashni ta'minlaydi;

- shaharlar va boshqa aholi punktlari ko'chalarining hisobini yuritadi.

O'zbekistonda umumiy foydalanishdagi avtomobil yo'llari sohasidagi maxsus vakolatli organ "O'zavtoyol" aksiyadorlik kompaniyasi hisoblanadi va u umumiy foydalanishdagi avtomobil yo'llarini boshqarish tizimining asosiy bo'g'ini hisoblanadi (7.4-rasm).

"O'zavtoyol" avtomobil yo'llarini qurish va foydalanish aksiyadorlik kompaniyasi ("O'zavtoyol" AK) O'zbekiston Respublikasi Prezidentining 2003 yil 19 avgustdagi PF-3292-sonli Farmoniga hamda Vazirlar Mahkamasining 2003 yil 21 avgustdagi

- approves the list of motor roads for general use of Uzbekistan;

- specifies the order of implementing the state control over observance of legislative acts on motor roads.

Functions of the local state administrative authorities in the sphere motor roads :

- works out and implements the programs for development of transport infrastructure of the cities and other centers of population;

- ensures the observance of norms and standards in the sphere of designing the streets of cities and other centers of population;

- provides the construction, reconstruction, repair and maintenance of the streets of cities and other centers of population as well as the motor roads in villages;

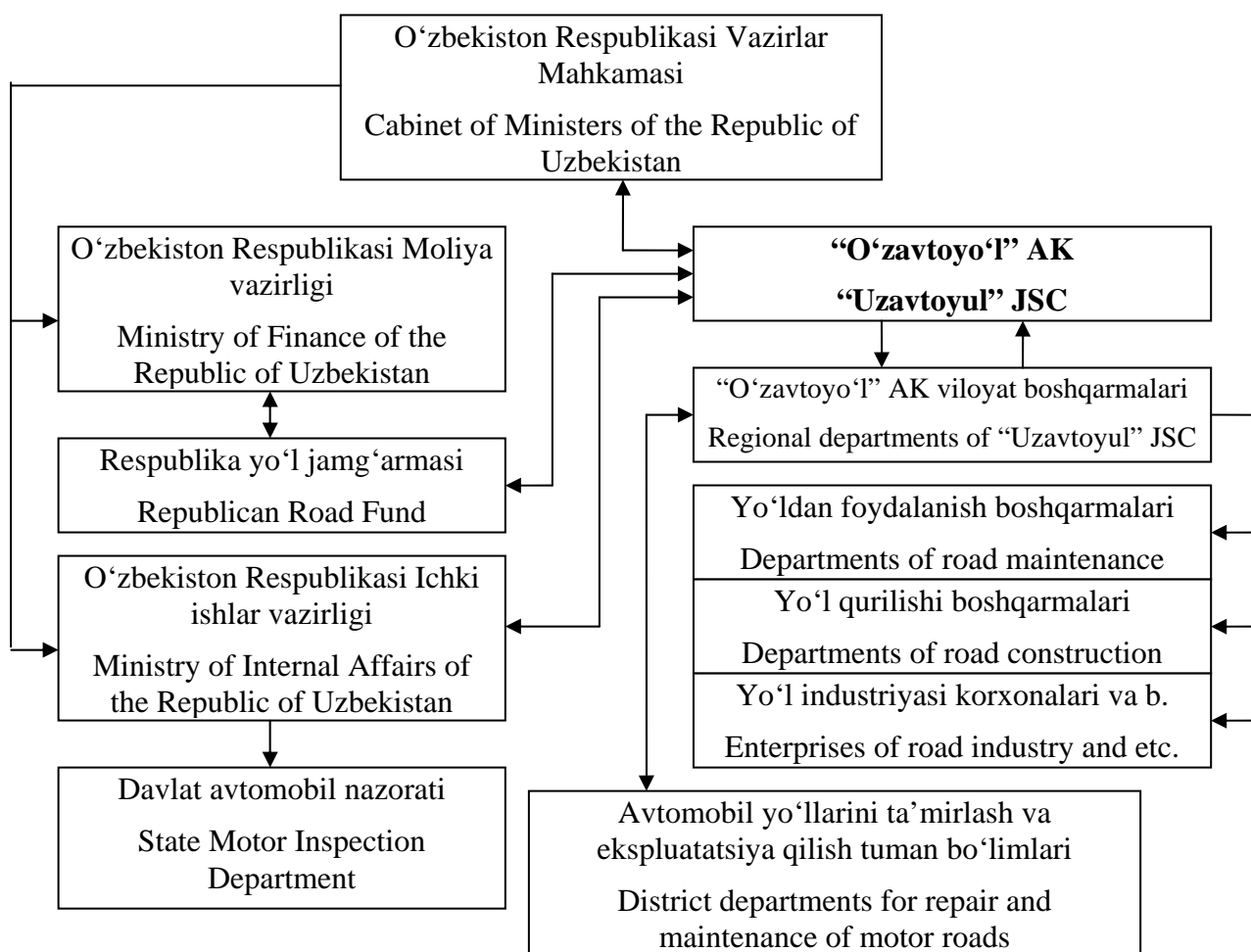
- keeps records of the streets of cities and other centers of population.

The special authority in the sphere of motor roads for general use in Uzbekistan is "Uzavtoyul" Joint-Stock Company, and it is considered as the main link of the management system of motor roads for general use (Figure 7.4).

"Uzavtoyul" Joint-Stock Company ("Uzavtoyul" JSC) was founded on the basis of the Decree President of the Republic of Uzbekistan No.PF-3292 as of 19 August 2003 and the Resolution of the Cabinet of Ministers

361-sonli Qaroriga asosan tashkil topgan. Umumiy foydalanuvdagi avtomobil yo‘llarini yaxshi holatda saqlash, ta‘mirlash, qurish va rekonstruksiya qilish sohasida ekspluatatsiya va pudrat tashkilotlari faoliyatini takomillashtirish maqsadida O‘zbekiston Respublikasi Prezidentining 2006 yil 14 noyabrdagi PQ-511-sonli Qarori qabul qilindi. “O‘zavtoyol” AK tashkiliy-boshqaruv tuzilmasi asosan mamlakatdagi avtomobil yo‘llarining barcha tarmoqlari ehtiyojlarini to‘la ravishda qoplashni ta‘minlashga qaratilgan.

No.361 as of 21 August 2003. Later the Resolution of President of the Republic of Uzbekistan No.PP-511 as of 14 November 2006 was enacted in order to improve the activity of operational and contracting organizations in the sphere of maintenance, repair, construction and reconstruction of motor roads for general use. The organizational and management structure of “Uzavtoyul” JSC is mainly aimed at providing full satisfaction of the needs of all sectors of motor roads in the country.



7.4-rasm. O‘zbekistonda umumiy foydalanishdagi avtomobil yo‘llarini boshqarish tizimi

Figure 7.4. Management system of motor roads for general use in Uzbekistan

“O‘zavtoyol” AK faoliyatining asosiy vazifalari va vakolatlari:

- umumiy foydalanishdagi avtomobil yo‘llarini rivojlantirish davlat dasturlarini ishlab chiqadi va amalga oshiradi;

- avtomobil yo‘llari tarmoqlarini rivojlantirish va takomillashtirish istiqbollari belgilaydi;

- avtomobil yo‘llari sohasida yagona texnika siyosatini olib boradi;

- umumiy foydalanishdagi avtomobil yo‘llarini loyihalash sohasidagi normalar va standartlarga rioya etilishini ta’minlaydi;

- umumiy foydalanishdagi avtomobil yo‘llarini qurish rekonstruksiya qilish, ta’mirlash va saqlash sifati ustidan nazoratni amalga oshiradi;

- umumiy foydalanishdagi avtomobil yo‘llari davlat kadastrini yuritadi.

Umumiy foydalanishdagi avtomobil yo‘llarini saqlash, foydalanish va takomillashtirish kabi vazifalarni uzluksiz amalga oshirish uchun kompaniya tarkibida 13 ta hududiy yo‘llardan foydalanish tashkilotlari, xalqaro va davlat ahamiyatidagi avtomobil yo‘llarini saqlashga ixtisoslash-tirilgan 7 ta mintaqaviy ta’mirlash-foydalanish korxonalari, 161 ta tuman yo‘l xo‘jaligi pudrat ta’mirlash-foydalanish korxonalari faoliyat ko‘rsatadi. Shuningdek, kompaniya tarkibida Avtomobil yo‘llari ilmiy-tadqiqot instituti, o‘quv markazlari, boshqa yo‘l qurilish, maxsus burg‘ulash-portlatish hamda sanoat korxonalari faoliyat ko‘rsatadi.

Functions and main tasks of activity of “Uzavtoyol” JSC:

- works out and implements the state programs for development of motor roads for general use;

- determines the prospects of improving and developing the networks of motor roads;

- conducts the unified technology policy in the sphere of motor roads;

- ensures the observance of norms and standards in the sphere of designing the motor roads for general use;

- holds control over quality of construction, reconstruction, repair and maintenance of motor roads for general use;

- keeps the state cadastre of motor roads for general use.

The Company incorporates 13 regional organizations of road operation, 7 regional repairing enterprises specialized in maintaining the motor roads of international and state significance, 161 district contracting and operational enterprises in order to carry out the tasks for maintenance, operation and improvement of motor roads for general use. Also, there function Scientific and Research Institute of Motor Roads, training centers and other road construction, special boring and exploding enterprise in the structure of the Company.

7.3. Yo‘l infratuzilmasining mohiyati va asosiy tushunchalari

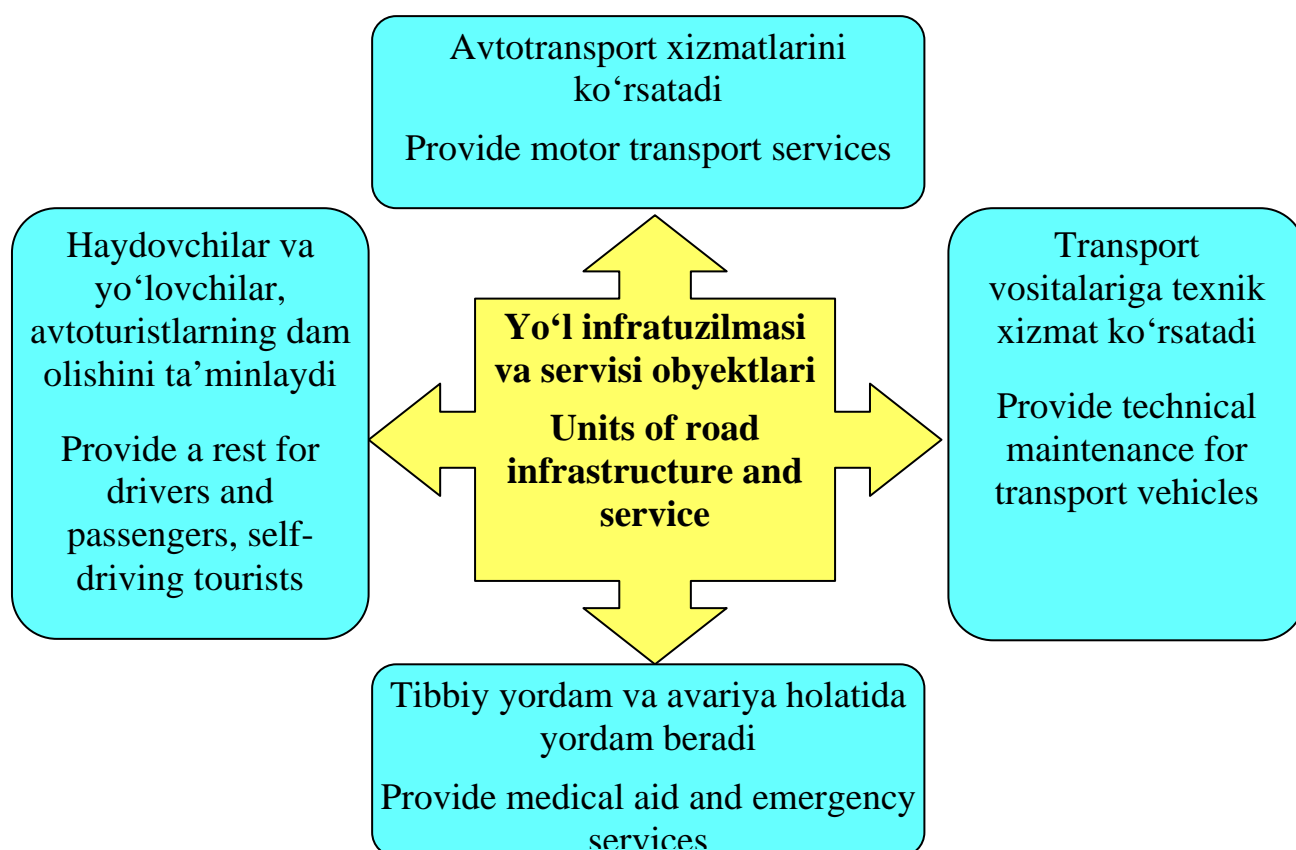
7.3. Essence and main terms of road infrastructure

Yo‘l infratuzilmasi va servisi obyektlari – yuk va tashkiliy ravishda yo‘lovchilar tashishga, shuningdek yo‘l harakati qatnashchilariga xizmat ko‘rsatish uchun bir maqsadli bitta yoki kompleks tarkibidagi binolar va inshootlar. Ularga quyidagilar kiradi:

- Transport vositalariga texnik xizmat ko‘rsatish obyektlari;
- Avtotransport xizmati obyektlari
- Tibbiy va avariya yordami obyektlari;
- Kemping;
- Motel.

Units of road infrastructure and service are the individual single-purpose or complex buildings and facilities for servicing the freight and organized passenger transportations as well as the traffic participants in the travel line. They are:

- Units for technical maintenance of transport vehicles;
- Units of motor transport service;
- Units of medical aid and emergency service;
- Camping;
- Motel.



7.5-rasm. Yo‘l infratuzilmasi va servisi obyektlarining funksiyalari

Figure 7.5. Functions of units of roadside infrastructure and service

Yo‘l infratuzilmasi va servisi obyektlari quyidagi asosiy funksiyalarni bajaradi (7.5-rasm):

- avtotransport xizmatlarini ko‘rsatish;
- haydovchilar va yo‘lovchilar, avtoturistlarning dam olishini ta‘minlash;
- transport vositalariga texnik xizmat ko‘rsatish;
- tibbiy yordam va avariya holatida yordam berish.

Units of road infrastructure and services perform the following main functions (Figure 7.5):

- provision of motor transport services;
- provision of a rest for drivers and passengers, self-driving tourists;
- provision of technical maintenance for transport vehicles;
- provision of medical aid and emergency services.



7.6-rasm. Transport vositalariga texnik xizmat ko‘rsatish obyektlari

Transport vositalariga texnik xizmat ko‘rsatish obyektlari – avtomobillarga yonilg‘i quyish shoxobchalari, texnik xizmat ko‘rsatish stansiyalari va texnik yordam ko‘rsatish punktlari (7.6-rasm).

Figure 7.6. Units for technical maintenance of transport vehicles

Units for technical maintenance of transport vehicles – petrol refueling stations, technical maintenance stations and technical assistance points (Figure 7.6).



7.7-rasm. Avtotransport xizmati obyektleri

Figure 7.7. Units of motor transport service

Avtotransport xizmati obyektleri — avtovokzallar, yuk avtostansiyalari, asosiy transport-foydalanish terminallari, dispatcherlik-nazorat punktlari (7.7-rasm).

Units of motor transport service — bus terminals, cargo bus stations, hub transport-service terminals, dispatching and control points (Figure 7.7).



7.8-rasm. Tibbiy va avariya yordami

Figure 7.8. Units of medical aid

Tibbiy va avariya yordami obyektlari — tibbiyot punktlari, dorixonalar, avariya-chaqirish xizmati, shoshilinch chaqirish kolonkasi (7.8-rasm).

and emergency Units of medical aid and emergency service — first-aid posts, pharmacies, emergency and calling service, speakers of urgent call (Figure 7.8).



7.9-rasm. Kemping

Figure 7.9. Camping

Kemping — haydovchilar va yo‘lovchilarning dam olishiga, ovqatlanishiga, shuningdek yagona hududda joylashgan transport vositalariga texnik xizmat ko‘rsatishga mo‘ljallangan yo‘l infratuzilmasi va servisining kompleks binolari va inshootlari (7.9-rasm).

Camping is a complex of buildings and facilities of roadside infrastructure and service which is intended for resting, catering of drivers and passengers, as well as for technical maintenance of transport vehicles located in the same territory (Figure 7.9).

Motel — ovqatlanish, madaniy dam olish, aloqa, tibbiy yordam, mayda texnik xizmat ko‘rsatish va transport vositalarini yuvishni ta‘minlash bo‘yicha kompleks xizmatlar ko‘rsatiladigan, avtoturistlarning dam olishi uchun mo‘ljallangan yo‘l infratuzilmasi va servisining kompleks binolari va inshootlari (7.10-rasm).

Motel is a complex of buildings and facilities of roadside infrastructure and service which is intended for resting of self-driving tourists together with providing complex of services for catering, cultural leisure, communication, medical aid, small technical maintenance and washing of transport

vehicles (Figure 7.10).



7.10-rasm. Motel

Figure 7.10. Motel

7.4. O‘zbekiston milliy avtomagistrali bo‘ylab yo‘l infratuzilmasi va servis obyektlarini tashkil etish va rivojlantirish

7.4. Organization and development of units of road infrastructure and service along the Uzbek national highway

O‘zbekistonda milliy avtomagistral bo‘ylab yo‘l infratuzilmasi va servis obyektlarini tashkil etish va rivojlantirish maqsadida quyidagi davlat dasturlari qabul qilingan:

- O‘zbekiston Respublikasi Vazirlar Mahkamasining 2009 yil 22 oktabrdagi 277-sonli “O‘zbekiston milliy avtomagistrali bo‘ylab yo‘l infratuzilmasi va servisini rivojlantirish chora-tadbirlari to‘g‘risida” gi Qarori;

- O‘zbekiston Respublikasi Prezidentining 2010 yil 21 dekabrda PQ-1446-sonli “2011-2015 yillarda

In Uzbekistan the following state programs for organization and development of units of road infrastructure and service along Uzbek national highway have been approved:

- Resolution of the Cabinet of Ministers of the Republic of Uzbekistan No.277 “On Measures for Development of Roadside Infrastructure and Service Along the Uzbek National Highway” as of 22 October 2009;

- Resolution of the President of the Republic of Uzbekistan No.PP-1446 “On Intensification of Development of

infratuzilmani, transport va kommunikatsiya qurilishini rivojlantirishni jadallashtirish to'g'risida"gi Qarori;

- O'zbekiston Respublikasi Vazirlar Mahkamasining 2015 yil 9 martdagi 51-sonli "Yo'l bo'yi va turizm infratuzilmalarini rivojlantirish chora-tadbirlari to'g'risida" gi Qarori;

- Toshkent viloyati hokimining 2009 yil 31 oktabrdagi 224-sonli "O'zbekiston milliy avtomagistrali bo'ylab yo'l infratuzilmasi va servisini rivojlantirish chora-tadbirlari to'g'risida" gi Qarori.

O'zbekiston Respublikasi Vazirlar Mahkamasining 2009 yil 22 oktabrdagi 277-sonli "O'zbekiston milliy avtomagistrali bo'ylab yo'l infratuzilmasi va servisini rivojlantirish chora-tadbirlari to'g'risida"gi Qaroriga ko'ra:

- 2010-2015 yillarda O'zbekiston milliy avtomagistrali bo'ylab yo'l infratuzilmasi va servisini rivojlantirish dasturi tasdiqlandi (keyinchalik u 2011-2015 yillarda O'zbekiston milliy avtomagistrali bo'ylab yo'l infratuzilmasi va servisini rivojlantirishning maqsadli parametrlari sifatida PQ-1446 ga kiritildi) (7.3-jadval);

- O'zbekiston milliy avtomagistrali bo'ylab yo'l infratuzilmasi va servisi obyektlari qurish uchun yer uchastkalari ajratish bo'yicha Nizom tasdiqlandi;

- O'zbekiston milliy avtomagistrali bo'ylab yo'l infratuzilmasi va servisi obyektlarini joylashtirishni ko'rib chiqish va kelishish bo'yicha Komissiya tuzildi.

Infrastructure, Transport and Communication Construction for 2011-2015" as of 21 December 2010.

- Resolution of the Cabinet of Ministers of the Republic of Uzbekistan No.51 "On Measures for Development of Roadside and Tourism Infrastructure" as of 9 March 2015;

- Resolution of Major of Tashkent Region No.224 "On Measures for Improvement of Roadside Infrastructure and Service Along the Uzbek National Highway" as of 31 October 2009.

According to the Resolution of the Cabinet of Ministers of the Republic of Uzbekistan No.277 "On Measures for Development of Roadside Infrastructure and Service Along the Uzbek National Highway" as of 22 October 2009, there:

- approved the Program for Improvement of Roadside Infrastructure and Service Along the Uzbek National Highway for 2010-2015 (later it was included in No.PP-1446 as target parameters of developing roadside infrastructure and service along the Uzbek national highway for 2011-2015) (Table 7.3);

- approved the Regulations on allotment of ground areas for construction of the units of roadside infrastructure and service along the Uzbek national highway;

- created the Commission for examination and endorsement of allocation of the units of roadside infrastructure and service along the Uzbek national highway.

7.3-jadval
2011-2015 yillarda O‘zbekiston milliy
avtomagistrali bo‘ylab yo‘l infratuzilmasi
va servisini rivojlantirishning maqsadli
parametrlari

Table 7.3
Target parameters of developing
roadside infrastructure and
service along the Uzbek national
highway for 2011-2015

Yo‘l bo‘yi infratuzilmasi va servisi obyektlari Units of roadside infrastructure and service	Jami, birlik Total, unit	Yillar bo‘yicha By years				
		2011	2012	2013	2014	2015
Jami Total	240	95	66	40	28	11
Kempinglar Camping	19	7	8	2	1	1
Motellar Motels	18	6	5	5	1	1
Ko‘p yoqilg‘ili avtomobillarga yoqilg‘i quyish shaxobchalari Multifuel refueling stations	36	19	13	4	-	-
Avtomobillarga gaz quyish kompressor stansiyalari Gas filling compressor stations	49	26	12	6	5	-
Texnik yordam (avariya-chaqiruv xizmatlari bilan) va tibbiy yordam punktlari Points of technical assistance with emergency and calling services and medical aid	78	24	21	15	14	4
Avtomobillar uchun vaqtinchalik to‘xtash maydonchalari (sanitariya- gigiyena uzellari bilan) Short-term car parking stands (with bathroom units)	31	6	5	8	7	5
Yo‘l bo‘yi turizmi infratuzilmasining kompleks obyektlari Complex units of roadside tourism infrastructure	9	7	2	-	-	-

O‘zbekiston Respublikasi Vazirlar Mahkamasining 2015 yil 9 martdagi 51-sonli “Yo‘l bo‘yi va turizm infratuzilmalarini rivojlantirish chora-tadbirlari to‘g‘risida”gi Qaroriga ko‘ra:

- Avtomobillarga gaz quyish kompressor stansiyalari hamda madaniy meros obyektlari va madaniy-hordiq idoralari hududida sanitariya-gigiyena uzellari qurilishi dasturlari tasdiqlangan;

- 2015 yil 1 sentabrdan boshlab sanitariya-gigiyena uzellari bilan jihozlanmagan avtomobillarga gaz quyish kompressor stansiyalarining ishlashi taqiqlanishi belgilangan;

- Avtomobillarga gaz quyish kompressor stansiyalari hamda madaniy meros obyektlari va madaniy-hordiq idoralari hududida sanitariya-gigiyena uzellari namunali loyiha asosida qurilishi belgilangan.

Toshkent viloyati hokimining 2009 yil 31 oktabrdagi 224-sonli “O‘zbekiston milliy avtomagistrali bo‘ylab yo‘l infratuzilmasi va servisini rivojlantirish chora-tadbirlari to‘g‘risida”gi Qaroriga ko‘ra:

- 2010-2015 yillarda O‘zbekiston milliy avtomagistrali bo‘ylab, Toshkent viloyati hududidagi yo‘l infratuzilmasi va servisini rivojlantirish dasturi qabul qilindi (7.4-jadval);

- O‘zbekiston milliy avtomagistrali bo‘ylab yo‘l infratuzilmasi va servisi obyektlarining joylashtirilishini ko‘rib chiqish va kelishish bo‘yicha viloyat

According to the Resolution of the Cabinet of Ministers of the Republic of Uzbekistan No.51 “On Measures for Development of Roadside and Tourism Infrastructure” as of 9 March 2015, there:

- approved the programs for construction and reconstruction of bathroom units in the territory of gas filling compressor stations (GFCS) and cultural heritage and entertainment facilities;

- specified that functioning of GFCS not equipped with operating bathroom units will not be allowed from September 1, 2015;

- determined the construction of bathroom units in the territory of gas filling compressor stations and cultural heritage and entertainment facilities on the basis of standard design.

According to the Resolution of Major of Tashkent Region No.224 “On Measures for Improvement of Roadside Infrastructure and Service Along the Uzbek National Highway” as of 31 October 2009, there:

- approved the Program for improvement of roadside infrastructure and service in the territory of Tashkent region along the Uzbek national highway for 2010-2015 (Table 7.4);

- approved the regional Commission for examination and endorsement of allocation of the units of roadside infrastructure and service along the

komissiya tarkibi tasdiqlandi.

Uzbek national highway.

7.4-jadval
2010-2015 yillarda O‘zbekiston milliy avtomagistrali bo‘ylab, Toshkent viloyati hududidagi yo‘l infratuzilmasi va servisini rivojlantirish parametrlari

Table 7.4
Parameters for developing the road infrastructure and service in the territory of Tashkent region along the Uzbek national highway for 2010-2015

№	O‘zbekiston milliy avtomagistraliga kiradigan avtomobil yo‘lini nomi Name of motor road included in the Uzbek national highway	Uzunligi (km) Length (km)	Yo‘l infratuzilmasi va servisi obyektlari Units of road infrastructure and service	
			Nomi Name	Soni No.
1.	Toshkent viloyati hududi bo‘yicha jami All the roads in the territory of Tashkent region	253	Kempinglar / Camping	4
			Motellar / Motels	5
			Ko‘p yoqilg‘ili avtomobillarga yoqilg‘i quyish shaxobchalari / Multifuel refueling stations	11
			Avtomobillarga gaz quyish kompressor stansiyalari / Gas filling compressor stations	11
			Texnik yordam (avariya-chaqiruv xizmatlari bilan) va tibbiy yordam punktlari / Points of technical assistance with emergency and calling services and medical aid	16
			Sanitariya-gigiyena uzellari / Bathroom units	8
			Avtomobillar uchun vaqtinchalik to‘xtash maydonchalari / Short-term car parking stands with bathroom units	8
JAMI / TOTAL:			63	

Nazorat uchun savollar

Questions for self-control

1. Автомобиль йўллари нима ва уларнинг инфратузилма иқтисодиётидаги ўрни қандай?

2. Автомобиль йўллари қандай таснифланади?

3. O‘zbekistonda avtomobil yo‘llari sohasidagi davlat boshqaruvi tizimini tavsiflab bering.

4. Yo‘lbo‘yi infratuzilmasi va servis obyektlarini qanday tushunasiz va ularga nimalar kiradi?

5. O‘zbek milliy avtomagistrali va uni rivojlantirish haqida so‘zlab bering.

6. O‘zbekistonda umumiy foydalanishdagi avtomobil yo‘llarini qurish va rekonstruksiya qilish tizimi qanday tuzilgan?

7. O‘zbekistonda milliy avto-magistral bo‘ylab yo‘l infratuzilmasi va servis obyektlarini tashkil etish va rivojlantirish bo‘yicha qanday chora-tadbirlar amalga oshirilgan?

1. What are the motor roads and what is their role in infrastructure economics?

2. How the motor roads are classified?

3. Describe the system of state management in the sphere of motor roads in Uzbekistan.

4. How do you understand the units of roadside infrastructure and service and what are referred to them?

5. Tell about the Uzbek national highway and its development.

6. How is the system of construction and reconstruction of the motor roads for general use established in Uzbekistan?

7. What measures are undertaken for organization and development of road infrastructure and service units along the national highway in Uzbekistan?

8-BOB

**AKT TIZIMI VA UNING RIVOJLANISH
TENDENSIYALARI**

* * *

CHAPTER 8

**ICT SYSTEM AND ITS DEVELOPMENT
TRENDS**



8-BOB. AKT TIZIMI VA UNING RIVOJLANISH TENDENSIYALARI

CHAPTER 8. ICT SYSTEM AND ITS DEVELOPMENT TRENDS

8.1. Aloqa va uning iqtisodiy mohiyati

8.1. Communication and its economic essence

Aloqa - xo'jalik va ijtimoiy infrastrukturasi tarkibiy qismi bo'lib, aholining, xo'jalik subyektlarining, davlat idoralari uchun pochta, telefon, telegraf, radio va axborotning o'zga turlarini uzatish va qabul qilish hamda aloqa tarmog'i orqali jo'natilayotgan ashyolarni yetkazib berishga bo'lgan ehtiyojlari qondirilishini ta'minlaydi.

Iqtisodiyotda aloqa ijtimoiy ishlab chiqarish tarmoqlaridan biri bo'lib, uning funksiyasiga iste'molchilarga turli xildagi xabarlarni (xatlar, telefon so'zlashuvlari, radio va televideniye dasturlari) uzatish bo'yicha xizmatlarni ko'rsatish kiradi.

Moddiy ishlab chiqarishning boshqa tarmoqlari singari aloqa tarmog'ida ham iste'mol qiymati va qiymat yaratiladi. **Iste'mol qiymati** – bu ishlab chiqarish va noishlab chiqarish sohalarida, odamlarning jamiyat va shaxsiy hayotida iste'mol qilinadigan xabarlarni uzatish jarayonining foydali samarasidir. (8.1-rasm). Aloqa tarmog'ida yaratiladigan **qiymat** ishlab chiqarish sohasiga xizmat ko'rsatish qismida mamlakat YaIM tarkibiga kiritiladi.

Aloqa infratuzilmaviy xarakterga ham ega. **Aloqa (kommunikatsiya) infratuzilmasi** – bu axborot, xabarlarni

Communication is an integral part of economic and social infrastructure which provides the satisfaction of needs of the population, business entities, state authorities in sending and receiving mail, telephone, telegraph, radio and other types of information and in delivery of parcels.

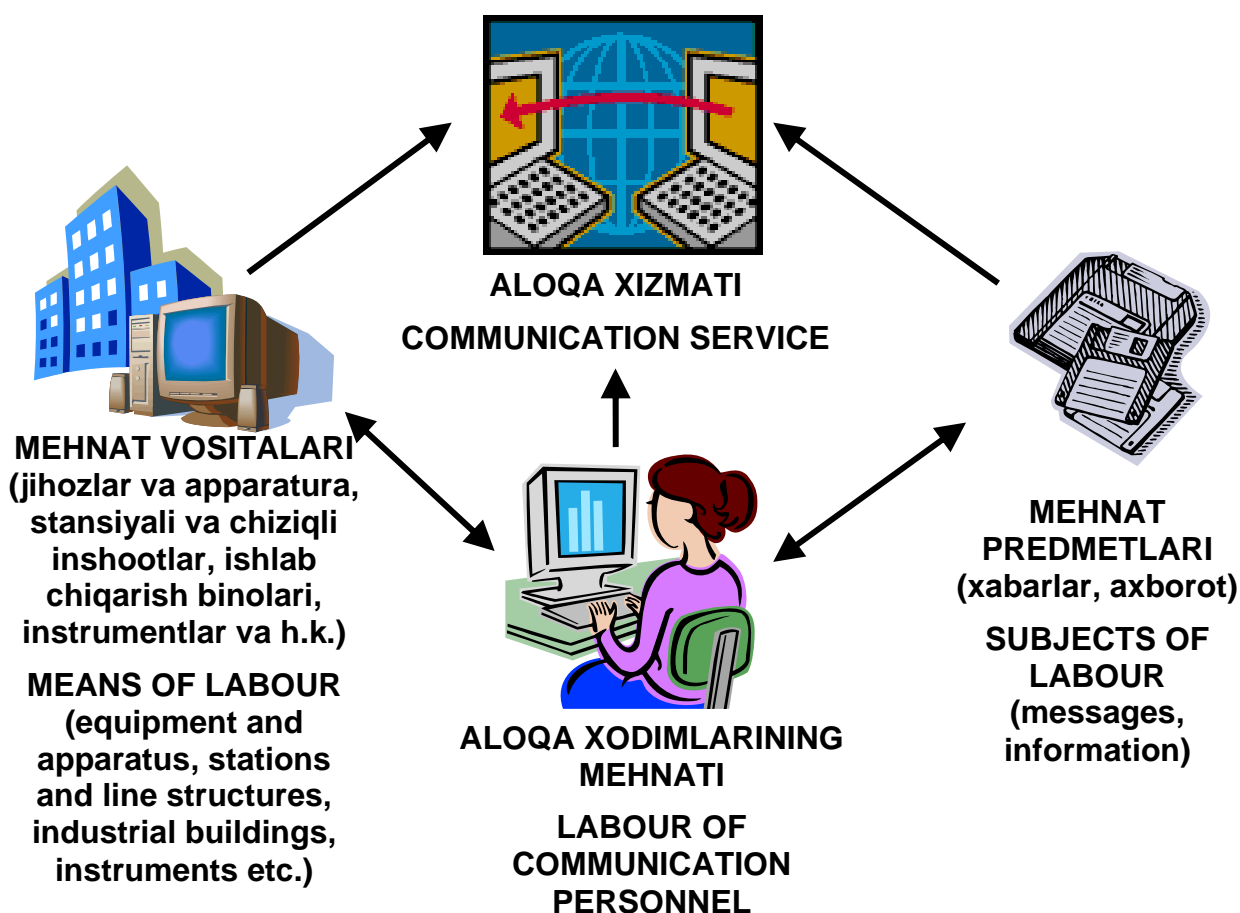
In the economy the communication is one of the sectors of public production, the function of which is to provide services on delivery of various messages (mails, telegrams, telephone conversations, radio and television programs) to the customer.

As in other sectors of material production, in the sector of communication there also created the use value and the value. The **use value** is a useful effect of the process of message transfer which is consumed in the production and non-production spheres, in the social and personal life of the people. (Figure 8.1). The **value** created in the communication sector is included in the GDP of the country as a service.

Communication has also an infrastructure character. **Communication infrastructure** is a system of interrelated objects, structures,

yetkazib berish, uzatish, qabul qilish va saqlashni ta'milab beradigan, tashkiliy-texnik kompleksini shakllantiradigan o'zaro bog'liq obyektlar, inshootlar, aloqa korxonalari, faoliyat turlari, personallar tizimi.

communication enterprises, types of activity, personnel which form the organizational and technical integrity of a complex that provide the reception, storage, transmission, delivery of information, messages from sender to addressee.



8.1-rasm. Aloqa xizmatining yaratilishi

Figure 8.1. Creation of communication service

Aloqa infratuzilmasi axborot infratuzilmasining bir qismi hisoblanadi. **Axborot infratuzilmasi** – mamlakat axborot makoni hamda aloqa vositalarini faoliyat ko'rsatishi va rivojlanishini ta'minlaydigan tashkiliy tuzilmalar tizimi. Unga axborot markazlari, tizimostilar, ma'lumotlar va bilimlar

Information infrastructure is a part of communication infrastructure. **Information infrastructure** is a system of organizational structures which provide functioning and development of information space of a country and means of information interaction. It includes the complex of information

bazasi, aloqa tizimlari, axborotni to'plash, saqlash, qayta ishlash va uzatishni ta'minlovchi apparat-dasturiy vositalar va texnologiyalar kiradi.

Jahon amaliyotida aloqa va kommunikatsiya infratuzilmasiga quyidagilar kiradi:

- Pochta xizmati
- Telefon tarmog'i
- Mobil aloqa tarmog'i
- Televideniye va radio uzatish

stansiyalari

- Kabel televideniyesi tarmog'i
- Internet
- Yo'ldoshli aloqa
- Suvosti aloqa tarmog'i
- Pnevmatik pochta tarmog'i
- Telegraf aloqa

O'zbekistonda aloqa tizimini tartibga solishning huquqiy asosi bo'lib "Aloqa to'g'risida"gi Qonun (1992 yil 13 yanvar) hisoblanadi. Ushbu qonun aloqa tarmoqlarini tashkil qilishning umumiy huquqiy va iqtisodiy asoslarini, aloqa shoxobchalarini barpo etish va ulardan foydalanishda, aloqa xizmati ko'rsatishda mulkchilik shaklidan qat'iy nazar korxonalar, muassasalar, tashkilotlarning va fuqarolarning aloqa vositalariga egalik qilish, ulardan foydalanish, ularni tasarruf etish va boshqarish sohasidagi huquqlari va vazifalarini belgilaydi.

centers, subsystems, data and knowledge banks, information systems, control centers, software and hardware, technology for collection, storage, processing and transmission of information.

The communication infrastructure used in the world practice:

- Postal service
- Telephone networks
- Mobile phone networks
- Television and radio transmission

stations

- Cable television networks
- Internet
- Communications satellite
- Submarine communications cable
- Pneumatic mail distribution networks
- Telegraph communications

The legal base for regulation of communication system in Uzbekistan is the Law "On Communication" (13 January 1992). This law determines general legal and economic framework for the organization of the communication networks, sets the rights and duties of enterprises, institutions, organizations regardless of ownership, and citizens in the area of ownership, use, disposal and management of communication means, provision of communications services.

8.2. Telekommunikatsiya tizimi va uning tushunchalari

8.2. Telecommunication system and its concepts

Telekommunikatsiyalar – signallar, belgilar, matnlar, tasvirlar, tovushlar yoki axborotning boshqa turlarini o‘tkazgichli, radio, optik yoki boshqa elektrmagnit tizimlaridan foydalangan holda uzatish, qabul qilish, qayta ishlash.

Telekommunikatsiyalar tarmog‘i – uzatishlarning bir yoki bir necha turini: telefon, telegraf, faksimil turlarini, ma’lumotlar uzatish va hujjatli xabarlarning boshqa turlarini, televizion va radioeshittirish dasturlarini translyatsiya qilishni ta’minlovchi telekommunikatsiya vositalarining majmui.

Telekommunikatsiya vositalari — elektrmagnit yoki optik signallarni hosil qilish, uzatish, qabul qilish, qayta ishlash, kommutatsiya qilish hamda ularni boshqarish imkonini beruvchi texnik qurilmalar, asbob-uskunalar, inshootlar va tizimlar.

Telekommunikatsiya inshootlari — telekommunikatsiya tarmoqlari va vositalarining ishlashi hamda ulardan foydalanishni ta’minlovchi binolar, qurilmalar, telekommunikatsiya liniyalari, moslamalar, tayanchlar, machtalar va boshqa inshootlar.

Telekommunikatsiyalar tarmog‘i umumiy foydalanishdagi, idoraviy va ajratilgan telekommunikatsiya tarmoqlariga bo‘linadi (8.2-rasm).

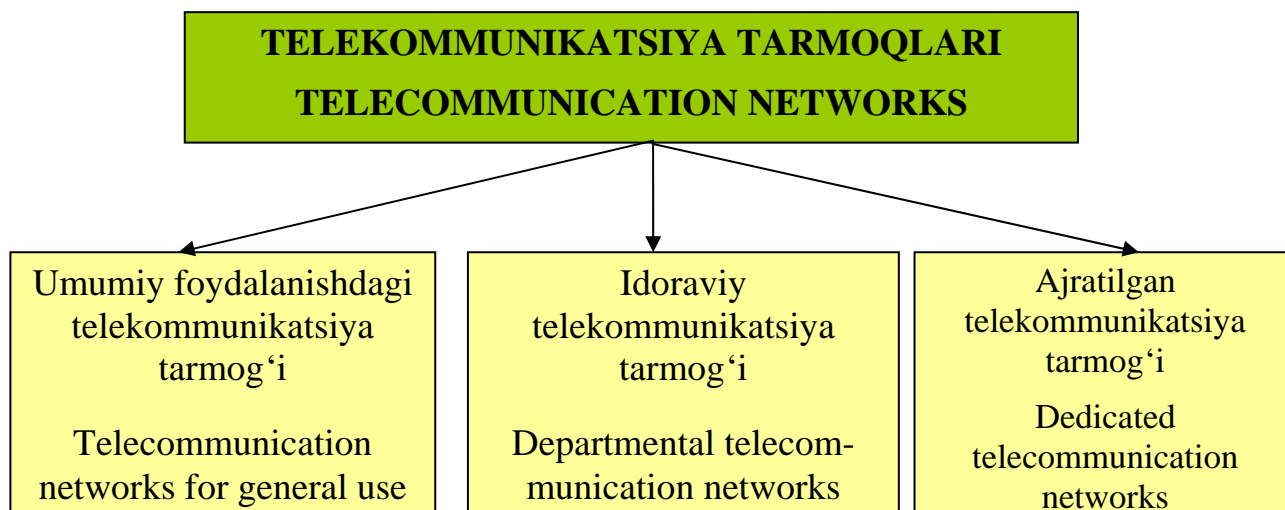
Telecommunications are the transmission, reception, processing of signals, signs, texts, images, sounds or other types of information by the use of wire, radio, optical or other electromagnetic systems.

Telecommunication network is a set of means of telecommunication which provide one or several types of transmissions: telephone, telegraph, facsimile, transmission of data and other kinds of documentary messages, broadcasting of television and radio programs.

Means of telecommunication are the technical devices, equipment, facilities and systems which enable to generate, transmit, receive, process, switch the electromagnetic or optical signals as well as to manage them.

Telecommunication facilities are the buildings, installations, telecommunication lines, devices, masts and other structures supporting operation and maintenance of networks and means of telecommunications.

The telecommunication network is divided to telecommunication networks for general use departmental telecommunication networks and dedicated telecommunication networks (Figure 8.2).



8.2-rasm. Telekommunikatsiya tarmoqlarining turlari

Figure 8.2. Types of telecommunications networks

Umumiy foydalanishdagi telekommunikatsiyalar tarmoqlari – telekommunikatsiya xizmatlari koʻrsatishning yagona prinsiplari, ularni taqdim etish va haq toʻlashning tartibi asosida mamlakat hududidagi barcha yuridik va jismoniy shaxslarga telekommunikatsiya xizmatlarini koʻrsatish uchun moʻljallangan telekommunikatsiyalar tarmoqlari.

Idoraviy telekommunikatsiyalar tarmoqlari - yuridik va jismoniy shaxslarning ishlab chiqarish va maxsus ehtiyojlari uchun moʻljallangan, ularning ixtiyorida boʻlgan va ular tomonidan foydalaniladigan telekommunikatsiyalar tarmoqlari.

Ajratilgan telekommunikatsiyalar tarmoqlari - foydalanuvchilarning muayyan doirasiga xizmatlar koʻrsatish uchun yuridik va jismoniy shaxslarning tijorat maqsadlarida yaratagan telekommunikatsiya tarmoqlari.

Oʻzbekistonda telekommunikatsiya tizimini tartibga solishning huquqiy asosi

Telecommunication networks for general use are the telecommunication networks intended to provide telecommunication services to all individuals and legal entities in the country on the basis of uniform principles of service, order of their provision and payment.

Departmental telecommunication networks are the telecommunication networks intended for provision of industrial and special needs of individuals and legal entities that are in their jurisdiction and operated by them.

Dedicated telecommunication networks are the telecommunication networks of legal entities to be created for commercial purposes to provide services to a specific group of users.

The legal base for regulation of telecommunication system in Uzbekistan is the Law “On Telecommunications (20 August 1999) which regulates the social relations in

bo‘lib “Telekommunikatsiyalar to‘g‘risida”gi Qonun (1999 yil 20 avgust) hisoblanib, u telekommunikatsiyalarni yaratish, ishlatish va rivojlantirish sohasidagi ijtimoiy munosabatlarni tartibga solishni belgilaydi.

Telekommunikatsiya tarmoqlarini rivojlantirishda respublikada raqamli tarmoqlarga bosqichma-bosqich o‘tish amalga oshirilmoqda. O‘zbekiston Respublikasi Vazirlar Mahkamasining 2002 yil 6 iyundagi 200-sonli “Kompyuterlashtirishni rivojlantirish va axborot-kommunikatsiya texnologiyalarini yanada joriy etish borasidagi chora-tadbirlar to‘g‘risida”gi Qaroriga muvofiq, ma’lumotlarni raqamli uzatish tizimi va raqamli kommutatsion qurilmalar bazasida milliy telekommunikatsiya tarmog‘ini yanada rivojlantirish va takomillashtirish, yagona ilmiy-texnik va investitsiya siyosatini o‘tkazish, telekommunikatsiya sohasidagi korxonalarining barqaror va samarali faoliyatiga erishish, iqtisodiyot va mamlakat aholisining aloqa xizmatlariga bo‘lgan ehtiyojlarini hartomonlama qondirish maqsad qilib olindi.

Oxirgi 10 yil ichida 40 dan ortiq 2,5 mlrd. AQSH doll. qiymatga ega bo‘lgan loyihalarni amalga oshirish natijasida barcha xalqaro va shaharlararo va 100% mahalliy telefon stansiyalarini raqamlashtirishga erishildi. Respublika viloyat markazlaridagi barcha analogli avtomatik xalqaro telefon stansiyalari raqamli stansiyalarga almashtirildi.

the field of creation, functioning and development of telecommunications.

To develop the telecommunication networks in the country there being gradually implemented the transition to the digital networks. According to the Resolution of the Cabinet of Ministers of the Republic of Uzbekistan No.200 “On Measures for Further Development of Computerization and Introduction of Information and Communication Technologies” as of 6 June 2002, it was aimed to further develop and improve the national network of telecommunications on the base of digital systems of data transmission and digital switching equipment, to conduct the unified research-technical and investment policy, to attain the stable and effective activity of the enterprises of telecommunication sector, comprehensive satisfaction of the needs of economy and population of the country in communication services.

As a result of implementation of more than 40 projects in total amount of about 2.5 billion USD for the last 10 years, there has been attained the digitization of the all interurban and international telephone exchanges and 100% of local telephone exchanges with possibility to provide modern communication services. The analog automatic interurban telephone exchanges in all regional centers have been replaced with digital telephone exchanges.

8.3. O‘zbekistonda aloqa va telekommunikatsiya sohasidagi davlat boshqaruvi

8.3. State management in the sphere of communication and telecommunication in Uzbekistan

O‘zbekistonda aloqa va telekommunikatsiya sohasidagi davlat boshqaruvi quyidagi organlar tomonidan amalga oshiriladi:

- O‘zbekiston Respublikasi Vazirlar Mahkamasi.
- Aloqa va telekommunikatsiya sohasidagi maxsus vakolatli organ.

O‘zbekistonda aloqa va telekommunikatsiya sohasini boshqarish bo‘yicha vakolatli davlat organi bo‘lib **O‘zbekiston Respublikasi Axborot texnologiyalari va kommunikatsiyalarini rivojlantirish vazirligi** hisoblanadi.

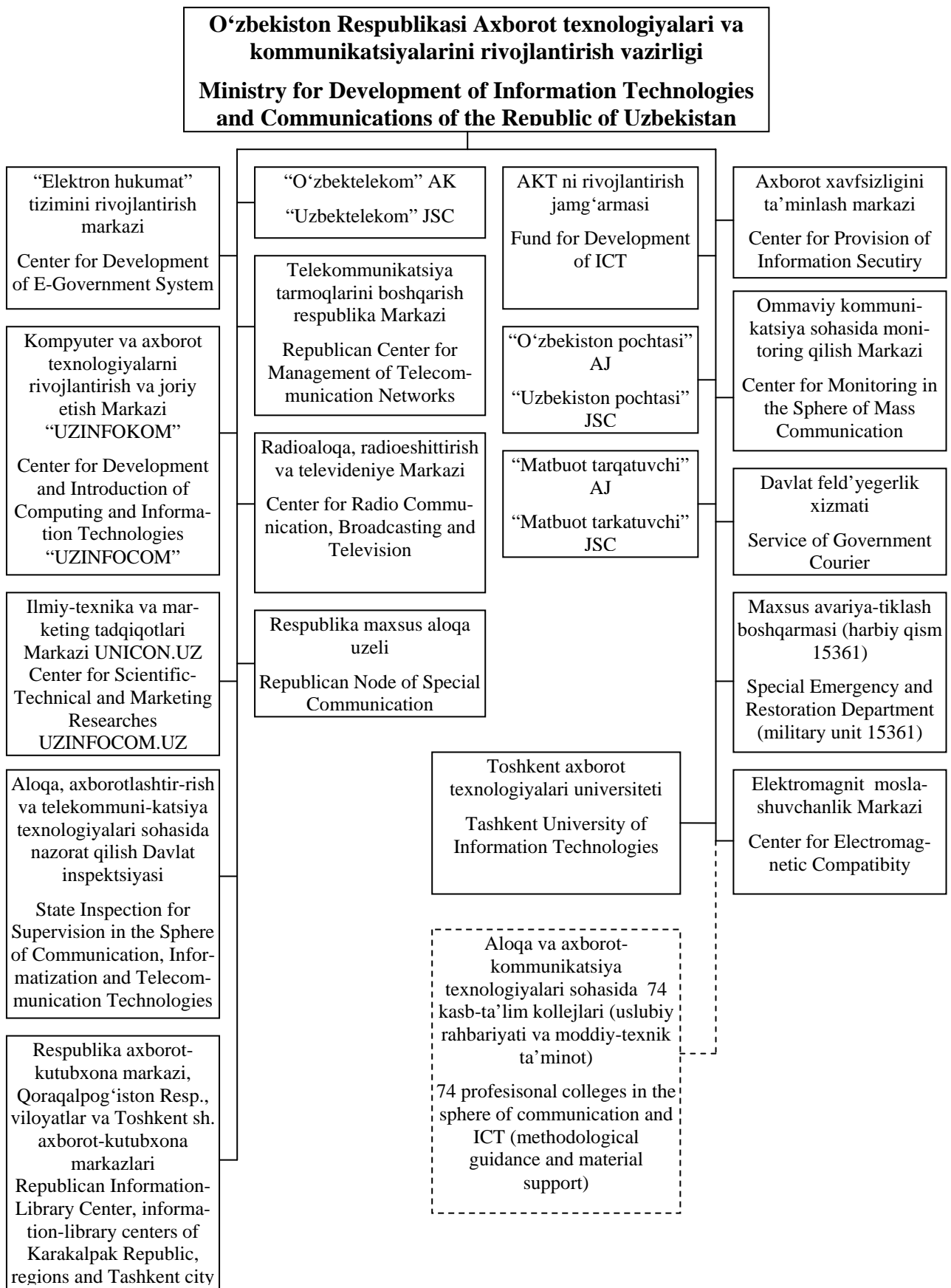
O‘zbekiston Respublikasi Axborot texnologiyalari va telekommunikatsiyalarini rivojlantirish vazirligi O‘zbekiston Respublikasi Prezidentining “O‘zbekiston Respublikasi Axborot texnologiyalari va kommunikatsiyalarini rivojlantirish vazirligini tashkil etish to‘g‘risida” 2015 yil 4 fevraldagi PF-4702-sonli Farmoniga hamda O‘zbekiston Respublikasi Prezidentining “O‘zbekiston Respublikasi Axborot texnologiyalari va kommunikatsiyalarini rivojlantirish vazirligining faoliyatini tashkil etish to‘g‘risida” gi 2015 yil 4 fevraldagi PQ-2293-sonli Qaroriga muvofiq tashkil etilgan.

The state management in the sphere of communication and telecommunication in Uzbekistan is carried out by the following authorities:

- Cabinet of Ministers of the Republic of Uzbekistan.
- Special authorized body in the sphere of communication and telecommunication.

The special authority in the sphere of communication and telecommunication in Uzbekistan is the **Ministry for Development of Information Technologies and Communications of the Republic of Uzbekistan**.

The Ministry for Development of Information Technologies and Communications of the Republic of Uzbekistan was established on the basis of the Decree of President of the Republic of Uzbekistan No.PF-4702 “On Establishment of the Ministry for Development of Information Technologies and Communications of the Republic of Uzbekistan” as of 4 February 2015 and the Resolution of President of the Republic of Uzbekistan No.PP-2293 “On Organization of Activity of the Ministry for Development of Information Technologies and Communications of the Republic of Uzbekistan” as of 4 February 2015.



8.3-rasm. Vazirlikning tashkiliy strukturasi

Figure 8.3. Structure of the Ministry

O‘zbekiston Respublikasi Axborot texnologiyalari va telekommunikatsiyalarini rivojlantirish vazirligining strukturasi aloqa va telekommunikatsiya sohasidagi tashkilot va korxonalar kiritilgan (8.3-rasm).

Uning asosiy vazifalari quyidagilardan iborat:

- axborot texnologiyalari va kommunikatsiyalar sohasida, “elektron hukumat” ni joriy etishda yagona davlat siyosati amalga oshirilishini ta’minlash, axborot texnologiyalarini rivojlantirishning jahon darajasidan kelib chiqqan holda milliy axborot-kommunikatsiya tizimini tatbiq etish va rivojlantirish yuzasidan kompleks dasturlarni ishlab chiqish va amalga oshirish;

- telekommunikatsiya infratuzilmasini yanada rivojlantirish va modernizatsiya qilish, shu jumladan, Internet tarmog‘iga keng polosali ulanishni kengaytirish, telefon aloqasi, televideniye va radioeshittirishning raqamli tizimlariga to‘liq o‘tishni ta’minlash, aloqa va telekommunikatsiyalar sohasidagi faoliyatni, shuningdek, radiochastotali spektrdan foydalanishni davlat yo‘li bilan boshqarish, litsenziyalash va nazorat qilish borasidagi funksiyalarni amalga oshirish;

- “elektron hukumat” ni tatbiq etish, vazirliklar, idoralar, kompaniyalar va uyushmalarning, mahalliy davlat hokimiyati organlarining axborotlash-tirish va interaktiv davlat xizmatlarini takomillashtirish borasidagi faoliyatini idoralararo muvofiqlashtirish, monitoring

The structure of the Ministry for Development of Information Technologies and Communications of the Republic of Uzbekistan involves the organizations and enterprise of the sphere of communication and telecommunication (Figure 8.3).

Its main functions are:

- ensuring the implementation of the unified state policy in the field of information technology and communications, implementation of “electronic government”, development and implementation of comprehensive programs for the implementation and development of the national information and communication system, based on world-class information technology development, protection and use of the information;

- further development and modernization of telecommunication infrastructure, including expansion of broadband Internet access, provision of full transition to digital telephone system, television and radio, carrying out the functions of government regulation, licensing and control of activities in the field of communications and telecommunications, as well as the use of radio-frequency spectrum;

- ensuring the implementation of state programs for implementation of “electronic government”, the interagency coordination, monitoring, evaluation and control of the activities

qilish, baholash va nazorat qilish bo'yicha davlat dasturlarining amalga oshirilishini ta'minlash, shuningdek, davlat axborot resurslari hamda ma'lumot bazalarini shakllantirish, saqlash va foydalanishning yagona tizimini vujudga keltirish, idoralararo axborot tizimlarini yaratish va boshqarish;

- Internet tarmog'ining milliy segmenti yanada shakllantirilishini ta'minlash, mamlakatimizning turli yo'nalishlardagi zamonaviy veb-resurslarini, shu jumladan, aholining, xususan, yosh avlodning axborotga bo'lgan va intellektual talab-ehtiyojlarini qondirish maqsadida tarmoq resurslarini rivojlantirish uchun zarur texnik va qulay shart-sharoitlarni yaratish;

- raqobatdosh dasturiy mahsulotlarning mamlakatimizda ishlab chiqarilishini va ichki bozorini hamda ularga ko'rsatiladigan xizmatlarni rivojlantirishga ko'maklashish va uning muvofikashtirilishini ta'minlash, iqtisodiyotning real sektori tarmoqlarida va iste'molchilarda zamonaviy dasturiy mahsulotlar, axborot tizimlari va axborotresurslarini joriy etish;

- axborot xavfsizligini ta'minlash va kommunikatsiya tarmoqlari, dasturiy mahsulotlar, axborot tizimlari va resurslarini himoya qilishning zamonaviy texnologiyalarini tatbiq etish choratadbirlarini amalga oshirish, axborot resurslarini himoya qilish bo'yicha texnik infratuzilmani yanada rivojlantirish;

- zamonaviy kommunikatsiya

of ministries, agencies, companies and associations, public authorities in the field of information and improvement of online government services, and the creation of a unified system of formation, storage and use of state information resources and databases, creation of and management of interagency information systems;

- ensuring the further formation of the national segment of the Internet, creation of necessary technical and favorable conditions for the development of modern domestic web resources of various kinds, including network resources to meet the information and intellectual needs of the population, especially of the younger generation;

- ensuring the coordination and support for development of domestic production and domestic market of competitive software products and services, introduction of modern software, information systems and information resources in the real sectors of an economy and for consumers;

- implementation of measures to ensure information security and to introduce modern technologies for protection of communication networks, software, information systems and resources, further development of the technical infrastructure for protection of information resources;

- organization of scientific

vositalari sohasida ilmiy tadqiqotlar va ishlanmalarni, kadrlarni tayyorlash, qayta tayyorlash va malakasini oshirishni tashkil qilish, dasturiy mahsulotlar, axborot tizimlari va ma'lumotlar bazalarini ishlab chiqish va tatbiq etish, axborot xavfsizligini ta'minlash va axborot-kommunikatsiya texnologiyalarining boshqa sohalarida shunday ishlarni tashkil etish;

- aloqa, axborot texnologiyalari va kommunikatsiyalar sohasida xalqaro hamkorlikni yo'lga qo'yish, ustuvor loyihalarni amalga oshirish, radiochastotalik spektrdan samarali foydalanish uchun hamda vazirlik faoliyati doirasiga kiruvchi boshqa yo'nalishlar bo'yicha xorijiy investitsiyalarni jalb etish.

researches and developments, training, retraining and advanced training of the personnel in the field of modern means of communication, development and introduction of software products, information systems and databases, provision of information security and other spheres of information and communication technologies;

- holding international cooperation in the sphere of communication, information technology and communications, attraction of foreign investments for implementation of priority projects, effective use of radio spectrum and in other areas within the scope of activities of the Ministry.

8.4. Respublikada AKT ni rivojlantirish yo'nalishlari va ko'rsatkichlari

8.4. Directions and indicators of ICT development in the country

O'zbekistonda 2011-2015 yillarda kommunikatsiya infratuzilmasini rivojlantirishning quyidagi asosiy ustuvor yo'nalishlari belgilangan:

1.Xorijiy va ichki moliyalashtirish manbalarini, zamonaviy texnologiyalarni jalb etish ko'lamini kengaytirish, qurilish va industrial ishlab chiqarish komplekslarini yangilash asosida zamonaviy telekommunikatsiya tizimlarini kompleks ravishda va ildam rivojlantirish hamda qurish;

2.Zamonaviy telekommunikatsiya tarmoqlari va inshootlarini

Priority areas of development of communication infrastructure in Uzbekistan for 2011-2015:

1.Comprehensive and advanced development and construction of modern telecommunication systems on the basis of expansion of scales of attracted foreign and domestic sources of financing, modern technology, upgrading construction and industrial production complexes;

2.Modernization and accelerated development of advanced telecommunication networks and

modernizatsiya qilish va jadal rivojlantirish, uyali aloqa hamda ma'lumotlarni keng yo'lakli uzatish tarmoqlarini kengaytirish, respublika mintaqalarida raqamli televideniye bosqichma-bosqich o'tish.

Mustaqillik yillarida O'zbekis-tonda aloqa va kommunikatsiya infratuzilmasini rivojlantirish bo'yicha bir necha davlat dasturlari qabul qilingan va amalga oshirilgan, jumladan:

- O'zbekiston Respublikasi Prezidentining 2010 yil 21 dekabrda PQ-1446 sonli "2011-2015 yillarda infratuzilmani, transport va kommunikatsiya qurilishi rivojlantirishni jadallashtirish to'g'risida"gi Qarori (8.1 va 8.2-jadvallar);

facilities, expansion of cellular communication network and broadband data transmission, gradual transition in the regions to the digital television.

During the independence the following state programs for development of communication infrastructure were approved and implemented in Uzbekistan, including:

- Resolution of the President of the Republic of Uzbekistan No.PP-1446 "On Intensification of Development of Infrastructure, Transport and Communication Construction for 2011-2015" as of 21 December 2010 (Tables 8.1 and 8.2);

8.1-jadval
O'zbekistonda 2011-2015 yillarda aloqa va kommunikatsiya infratuzilmasini kompleks rivojlantirishning maqsadli parametrlari

Table 8.1
Target parameters of complex development of communication infrastructure in Uzbekistan for 2011-2015

№	Nomi Name	birlik unit	Jami Total	2011	2012	2013	2014	2015
1	Jizzax-Bulungur optik tolali aloqa liniyasini qurish Construction of optic fiber communication line Djizzak-Bulungur	km	72	72	-	-	-	-
2	Raqamli televideniye bosqichma-bosqich o'tish rejasini amalga oshirish va raqamli televideniye qamrovini kengaytirish Implementation of a plan of step-by-step transition to digital television and expansion of a scale of digital television	ta pcs	12	2	2	2	3	3

8.2-jadval

Table 8.2

O‘zbekistonda 2011-2015 yillarda aloqa va kommunikatsiyani rivojlantirish bo‘yicha investitsiya loyihalari (mln. doll. ekv.)

Investment projects on development of communication and telecommunication in Uzbekistan for 2011-2015 (eqv. mln. USD)

№	Loyihalar Projects	Quvvati Capacity	Umumiy qiymati Total cost	2011-2015 yy da investitsiya hajmi Investment for 2011-2015	Moliyalashtirish manbalari Sources of financing			
					O‘z mablag‘-lari Own funds	O‘zTTJ UzFRD	Xorij. inv-ya va kredit Foreign invest. and credits	Davlat byudjeti State budget
1	Jizzax-Bulungur optik tolali aloqa liniyasini qurish Construction of optic fiber communication line Djizzak-Bulungur	72 km	0,5	0,5	0,5	-	-	-
2	“Unitel” uyali aloqa tizimini kengaytirish Expansion of cellular communication system of “Unitel”	5,8 mln. abon. 5,8 mln. users	38,6	38,6	-	-	38,6	-
3	“Coskom” uyali aloqa tizimini texnik va texnologik rivojlantirish Technical and technological development of cellular communication system of “Coscom”	50567,6 mln. min efir vaqti 50567,6 mln. min of airtime	123,6	123,6			123,6	-
4	Raqamli televideniye bosqichma-bosqich o‘tish va raqamli televideniye qamrovini kengaytirish Gradually transition to digital television and expansion of a scale of digital television	12 ta 12 pcs	5,8	5,8	5,8	-	-	-

- O‘zbekiston Respublikasi Prezidentining 2012 yil 21 martdagi PQ-1730 sonli “Zamonaviy axborot-kommunikatsiya texnologiyalarini yanada joriy etish va rivojlantirish chora-tadbirlari to‘g‘risida”gi Qarori bilan tasdiqlangan “2012-2014 yillarda O‘zbekiston Respublikasida AKT ni yanada joriy qilish va rivojlantirish Dasturi”;

- Davlat boshqaruvida elektron hujjat almashinuvi tizimini yaratish va rivojlantirish konsepsiyasi (2006);

- Davlat organlarining integratsiyalashgan axborot tizimini yaratish konsepsiyasi (2006).

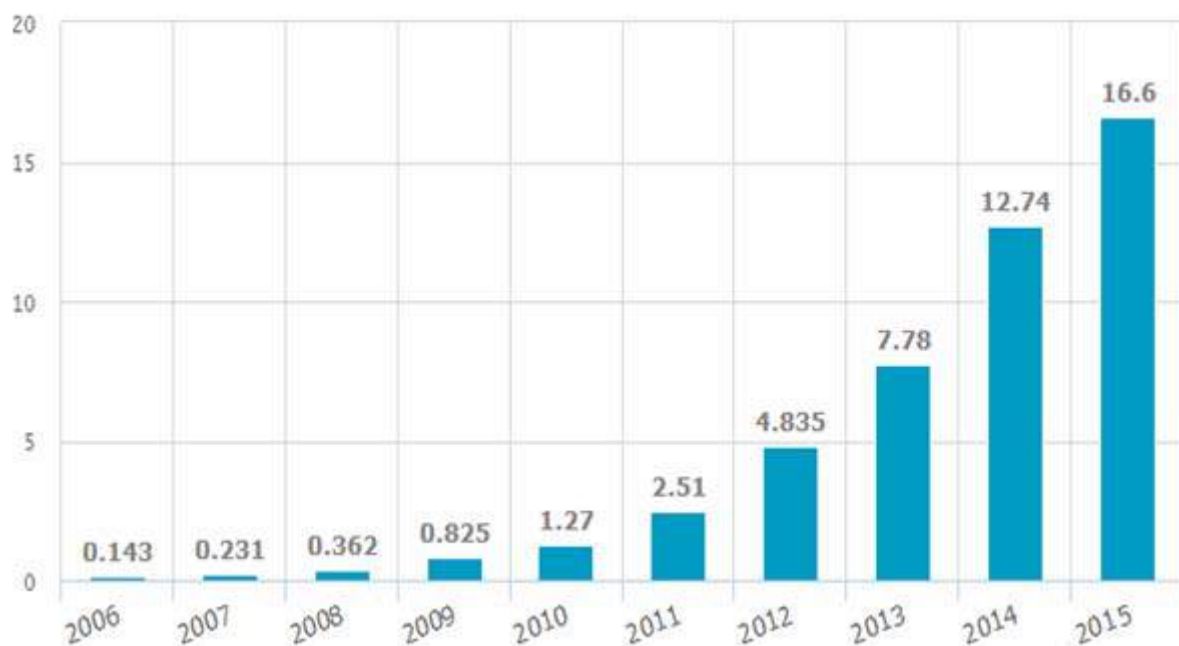
Natijada, kommunikatsiya infratuzilmasi, shu jumladan AKT rivojlanib bormoqda. Ularning rivojlanib borish tendensiyasini 8.4-8.9-rasmlarda ko‘rsatilgan dinamikalardan bilish mumkin.

- “Program for Further Introduction and Development of ICT in the Republic of Uzbekistan for 2012-2014” approved by the Resolution of the President of the Republic of Uzbekistan No.PP-1730 “On Measures for Further Introduction and Development of Modern Information and Communication Technology” as of 21 March 2012”;

- Concept of Creation and Development of a System of Electronic Documents Circulation in the State Administration (2006);

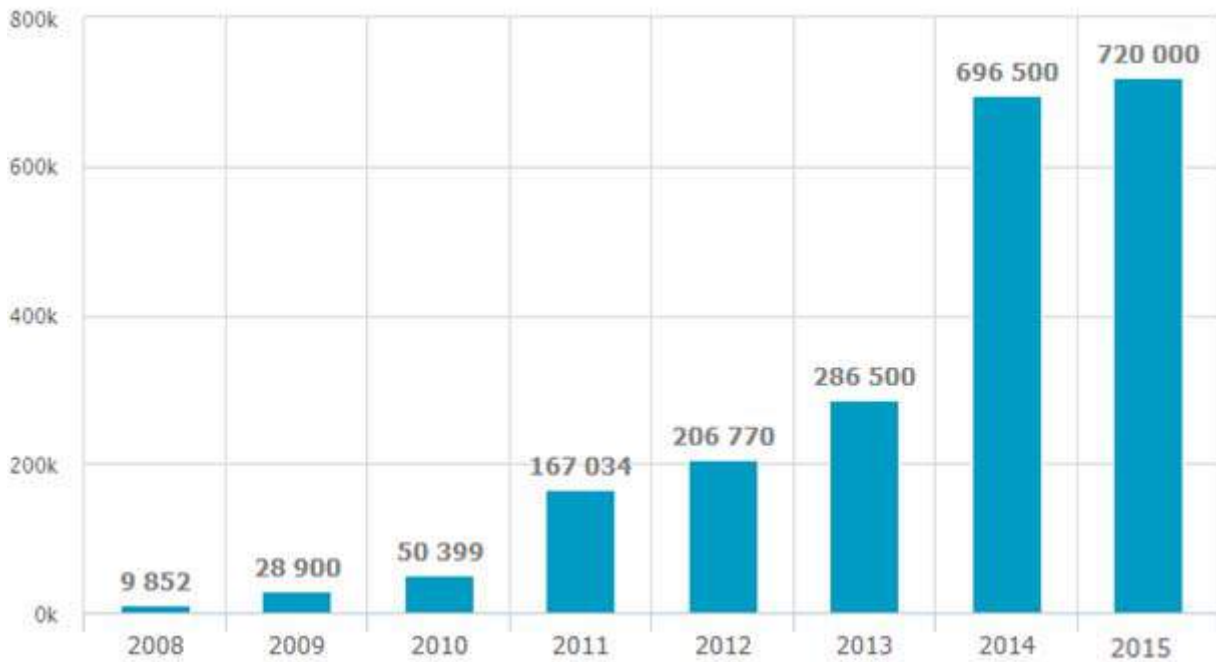
- Concept of Creation of Integrated Information System of the State Authorities (2006).

As a result, the communication infrastructure, including ICT is developing. Their development trends can be known from the dynamics shown in Figures 8.4-8.9.



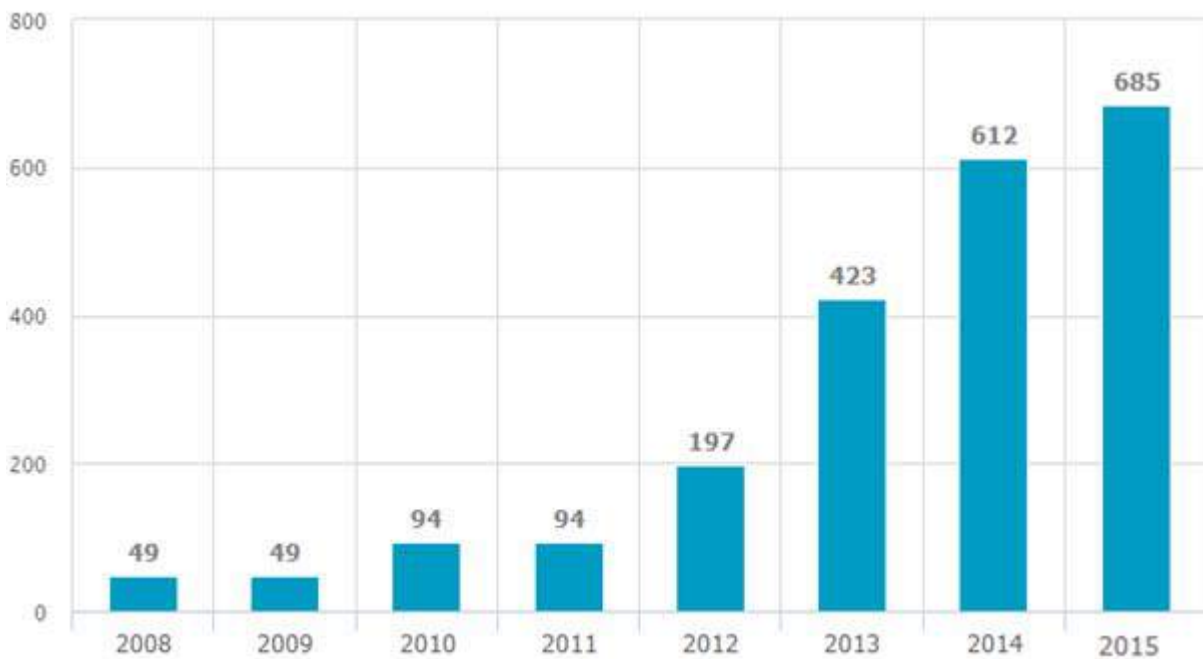
8.4-rasm. Xalqaro axborot tarmoqlari (internet) ga kirishning tezligi (Gbit/s)

Figure 8.4. Speed of access to the international information networks (Internet) (Gbit/sec)



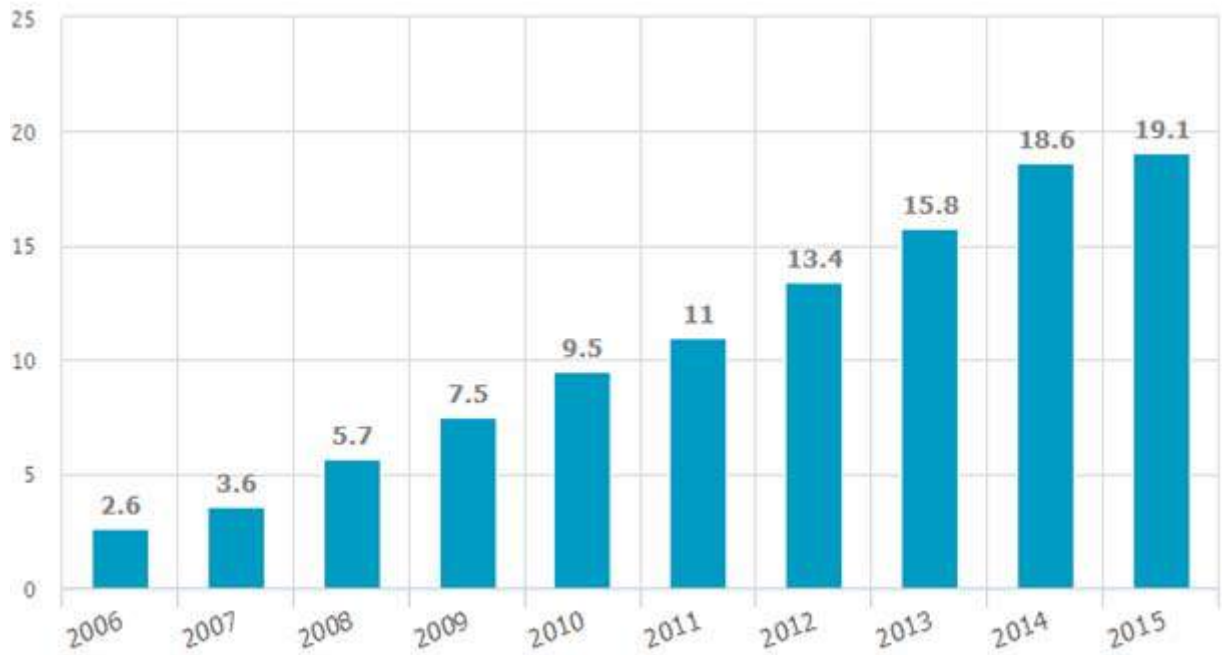
8.5-rasm. Elektron raqamli imzo kalitlarining soni (birlik)

Figure 8.5. Number of keys of electronic digital signature (pcs)



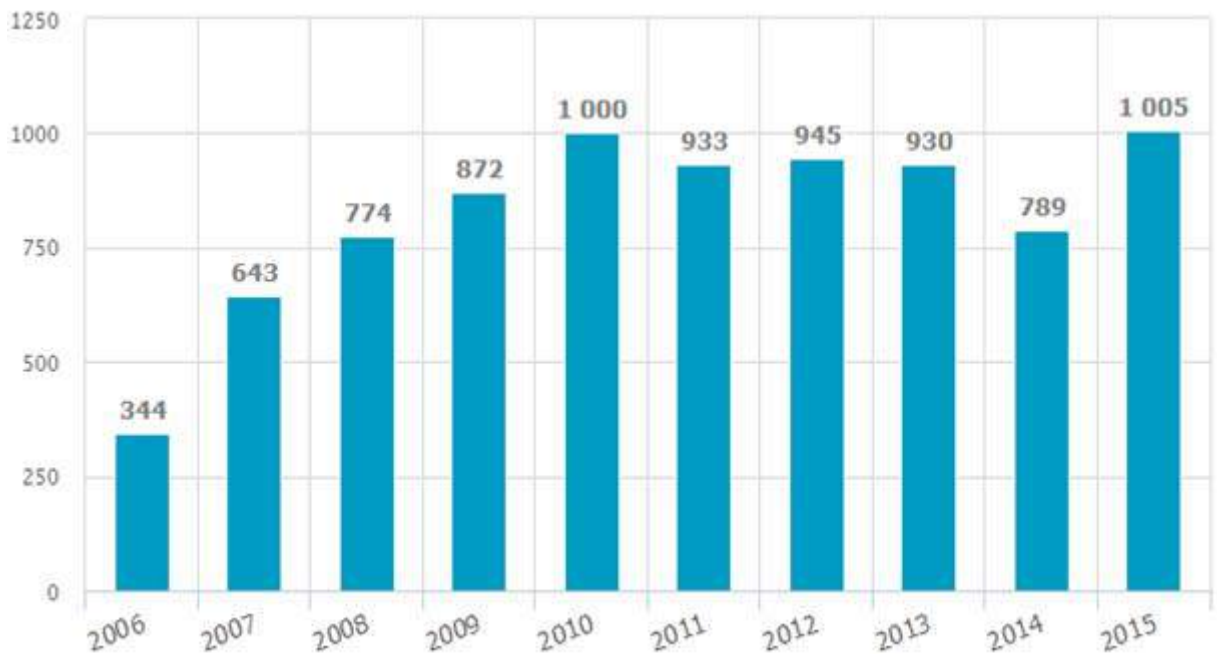
8.6-rasm. Davlat interaktiv xizmatlari turlarining soni (birlik)

Figure 8.6. Number of types of state interactive services (pcs)



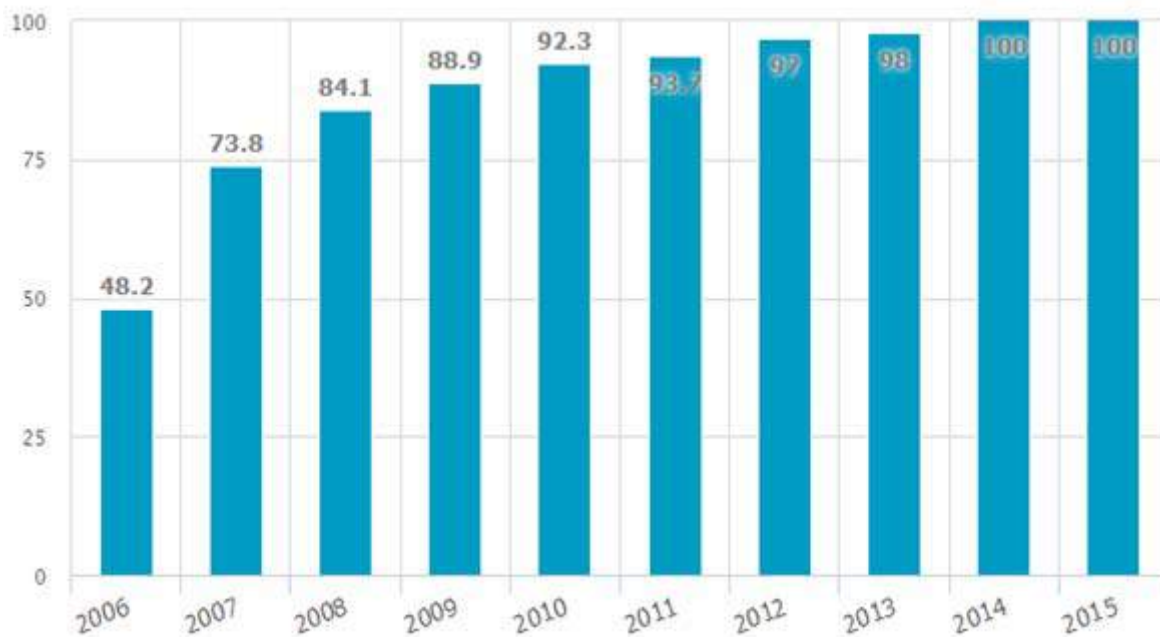
8.7-rasm. “.UZ” domen zonasidagi domenlar soni (ming)

Figure 8.7. Number of domains in the “.UZ” domain zone (thousand)



8.8-rasm. Operator va provayderlarning soni (birlik)

Figure Number of operators and providers (pcs)



8.9-rasm. Avtomatik telefon stansiyalarni raqamlashtirish (%)

Figure 8.9. Digitization of automatic telephone exchanges (%)

Nazorat uchun savollar

Questions for self-control

1. Aloqa va uning iqtisodiy mohiyati nima?

2. Aloqa-kommunikatsiya infratuzilmasi va uning tarkibini tushuntirib o‘ting.

3. Telekommunikatsiyalar tizimi va uning faoliyati haqida so‘zlab bering.

4. Qaysi tashkilot O‘zbekistonda aloqa va telekommunikatsiya sohasini boshqarish bo‘yicha vakolatli davlat organi hisoblanadi?

5. O‘zbekistonda aloqa va kommunikatsiya infratuzilmasini rivojlantirishning asosiy ustuvor yo‘nalishlari nimadan iborat?

6. O‘zbekistonda AKT va uni rivojlantirish yo‘nalishlari haqida gapirib bering.

7. O‘zbekistonda aloqa va telekommunikatsiya sohasini rivojlantirish bo‘yicha qanday islohotlar o‘tkazilgan?

1. What is communication and its economic essence?

2. Explain the communication infrastructure and its composition.

3. Tell about the telecommunications system and its activity.

4. What organization is the authority for management of communication and telecommunication sphere in Uzbekistan?

5. What are the main priority areas of developing the communication infrastructure in Uzbekistan?

6. Tell about ICT and its development trends in Uzbekistan.

7. What reforms on development of communication Uzbekistan have been implemented?

9-BOB

**INFRAUZILMA SOHASIDA
INVESTITSIYALAR VA ULARNING
IQTISODIY SAMARADORLIGI**

*** * ***

CHAPTER 9

**INVESTMENTS IN THE
INFRASTRUCTURE SPHERE AND THEIR
ECONOMIC EFFECTIVENESS**



9-BOB. INFRATUZILMA SOHASIDA INVESTITSIYALAR VA ULARNING IQTISODIY SAMARADORLIGI

CHAPTER 9. INVESTMENTS IN THE INFRASTRUCTURE SPHERE AND THEIR ECONOMIC EFFECTIVENESS

9.1. Investitsiya va uning asosiy tushunchalari

9.1. Investment and its main terms

Investitsiyalar — qonun hujjatlarida taqiqlanmagan tadbir-korlik faoliyati va boshqa turdagi faoliyat obyektlariga kiritiladigan moddiy va nomoddiy ne'matlar hamda ularga bo'lgan huquqlar, shu jumladan intellektual mulkka bo'lgan huquqlar, shuningdek reinvestitsiyalar.

Investor – investitsiya faoliyati obyektlariga o'z mablag'larini investitsiya qilishni va boshqa investitsiya resurslarini jalb etishni amalga oshiruvchi investitsiya faoliyati subyekti.

Investitsiya majburiyati - investi-tsiya loyihasida nazarda tutilgan muayyan maqsadlarga erishish uchun investorning o'zi qabul qiladigan majburiyati.

Investitsiya faoliyati - investitsiya faoliyati subyektlarining investitsiya-larni amalga oshirish bilan bog'liq harakatlari majmui.

Reinvestitsiyalar – investitsiyalar-dan olingan, qonun hujjatlarida taqiqlanmagan tadbirkorlik faoliyati va boshqa turdagi faoliyat obyektlariga kiritiladigan har qanday daromad, shu jumladan foyda, foizlar, dividendlar, royalti, litsenziya va vositachilik haqi, texnik yordam, texnik xizmat ko'rsatish uchun to'lovlar hamda boshqa shakldagi mukofotlar.

Investments are the tangible and intangible values and the rights to them, including intellectual property rights as well as reinvestments made in the objects of business and other types of activity, not prohibited by the legislation.

Investor is a party of investment activity that invests own funds and attracts other investment resources in the objects of investment activity.

Investment commitments are the commitments accepted by the investor to achieve specific goals provided for by the investment project.

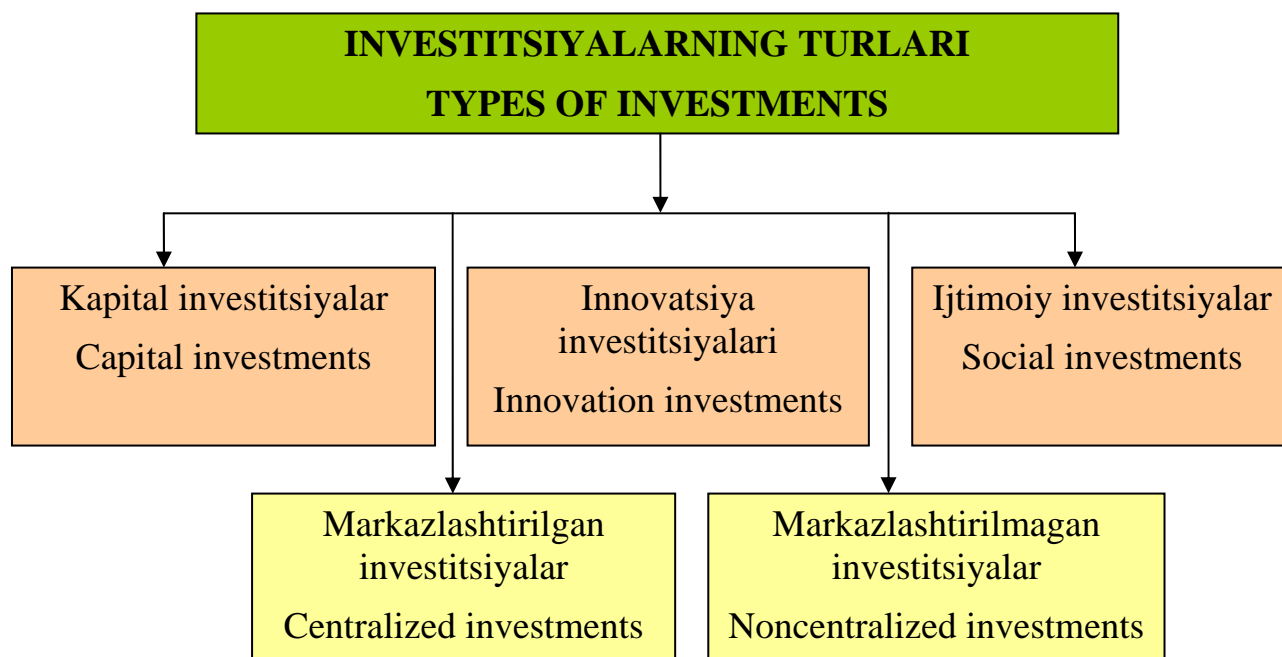
Investment activity is a set of actions of the parties of investment activity related to making investments.

Reinvestment is any income from investments made in the objects of business and other types of activity not prohibited by the legislation, including profits, interests, dividends, royalties, license and commission fees, payments for technical assistance and maintenance and other forms of

Investitsiyalar kapital investitsiyalar, innovatsiya investitsiyalari va ijtimoiy investitsiya turlariga bo'linadi. Shuningdek, investitsiyalar markazlashtirilgan va markazlashtirilmagan bo'ladi (9.1-rasm).

remuneration.

Investments are divided into capital investments, innovation investment and social investments. Also, investments can be centralized and noncentralized (Figure 9.1).



9.1-rasm. Investitsiyalarning asosiy turlari

Figure 9.1. Main types of investments

Kapital investitsiyalar - asosiy fondlarni vujudga keltirish va takror ishlab chiqarishga, shu jumladan yangi qurilishga, modernizatsiyalashga, rekonstruksiya qilishga, texnik jihatdan qayta jihozlashga, shuningdek moddiy ishlab chiqarishning boshqa shakllarini rivojlantirishga kiritiladigan investitsiyalar.

Capital investments - investments made in creation and reproduction of capital assets, including in new construction, modernization, reconstruction, technical re-equipping as well as in development of other forms of material production.

Innovatsiya investitsiyalari - yangi yoki takomillashtirilgan tovarlarni (ishlarni, xizmatlarni), ishlab chiqarish jarayonini, tadbirkorlik faoliyatini yuritishda yangi marketing uslubini yoki tashkiliy uslubni ishlab chiqish va

Innovation investments - investments made in development and adoption of new or improved goods (works, services), production process, new marketing method, or organizational method for conduction

o'zlashtirishga kiritiladigan investitsiyalar.

Ijtimoiy investitsiyalar - inson salohiyatini, ko'nikmalarini va ishlab chiqarish tajribasini oshirishga, shuningdek nomoddiy ne'matlarning boshqa shakllarini rivojlantirishga kiritiladigan investitsiyalar.

Markazlashtirilgan investitsiyalar - davlat byudjeti, davlat maqsadli jamg'armalari byudjetlari mablag'lari, davlat kafolati ostida chet el investitsiyalari va kreditlarni, zayomlarni jalb etish hisobidan bo'ladigan investitsiyalar.

Markazlashtirilmagan investitsiyalar - investorning o'z mablag'lari, banklarning kreditlari, shu jumladan chet el banklaridan davlat kafolatisiz olingan kreditlar, to'g'ridan-to'g'ri chet el investitsiyalari.

of business activity.

Social investments - investments made in development of human potential, skills and work experience as well as in development of other forms of intangible values.

Centralized investments - investment out of funds of the state budget and of the budgets of state trust funds, foreign investments and credits, loans guaranteed by the government.

Noncentralized investments - own funds of the investor, bank credits, including those received from foreign banks without government guarantees, foreign direct investments.

9.2. Infratuzilma sohasiga investitsiyalarni jalb etish zarurligi va ahamiyati

9.2. Necessity and significance of attracting investments to the infrastructure sphere

Zamonaviy infratuzilmaga investitsiyalar mamlakat iqtisodiy rivojlanishi va o'sishi uchun asos bo'ladi. Yo'llar, ko'priklar, elektr uzatish liniyalarini va boshqa infratuzilma obyektlarini qurish yangi ish o'rinlarini yaratadi. Bunday infratuzilma loyihalari jamiyat farovonligini oshirishga va fuqarolar turmush darajasini ko'tarishga xizmat qiladi.

Mamlakatda umumiy infratuzilmani hamda iqtisodiyotni rivojlantirish, maqbul huquqiy asosni yaratish uning investitsion jozibadorligini oshiradi, yangi ish

Investing in modern infrastructure builds the basis for economic development and growth. Construction of roads, bridges, power transmission lines and other improvements create work places. After completion, these infrastructure projects contribute to the welfare of society and to the improvement of living standards of citizens.

Development of general infrastructure and national economy, creation of a favorable legal framework will

o‘rinlarini yaratishga ko‘maklashadi, soliq tushumlarni byudjetga kelib tushishini muhim darajada oshiradi.

Infratuzilma sohasiga kiritilgan investitsiyalar ma’lum vaqtdan keyin mamlakat iqtisodiy o‘shishini ikki yo‘l bilan rag‘batlantirishi mumkin.

Infratuzilma daromadlarni oshirishi mumkin, agar xarajatlarni pasaytirish savdo hajmini o‘shishiga olib kelsa. Shuningdek, infratuzilma o‘shish sur‘atlarini tezlashtirishi mumkin, agarda u kengroq axborot almashinishga olib kelsa, bu esa o‘z navbatida unumdorlikni oshiradi. Biroq, bunday ta’sirlarni o‘lchash mushkul, chunki infratuzilmaga sarflana-yotgan investitsiyalar ko‘p hollarda iqtisodiy o‘shish bilan to‘g‘ri keladi. Masalan, yangi avtomobil yo‘llari iqtisodiy o‘shishga olib keldimi, yoki iqtisodiyotning jadal o‘shib borishi avtomobil yo‘llariga bo‘lgan talabni oshirdimi?

Infratuzilma sohasiga investitsiyalar odatda ikki ko‘rinishda bo‘ladi:

Birinchi ko‘rinishi – bu infratuzilma obyektlarini sotib olish, ya’ni mavjud bo‘lgan va daromad keltiradigan xo‘jalik aktivlarini sotib olish. Masalan, mavjud aeroportni modernizatsiyalash bo‘yicha loyihani investorlar tomonidan sotib olinishi.

Ikkinchi ko‘rinishi – bu grinfild-loyihalar, ya’ni kapital qo‘yilmalar asosida obyektни noldan boshlab qurish.

Investitsiyalar asosida infratuzilmani rivojlantirish bir qancha ijobiy samaralarga olib keladi (9.2-rasm).

increase the investment attractiveness of the country, will help to create new jobs, will significantly increase tax revenues in the budgets of all levels.

After a while, the investment put in the infrastructure sphere can stimulate economic growth of the country by two ways.

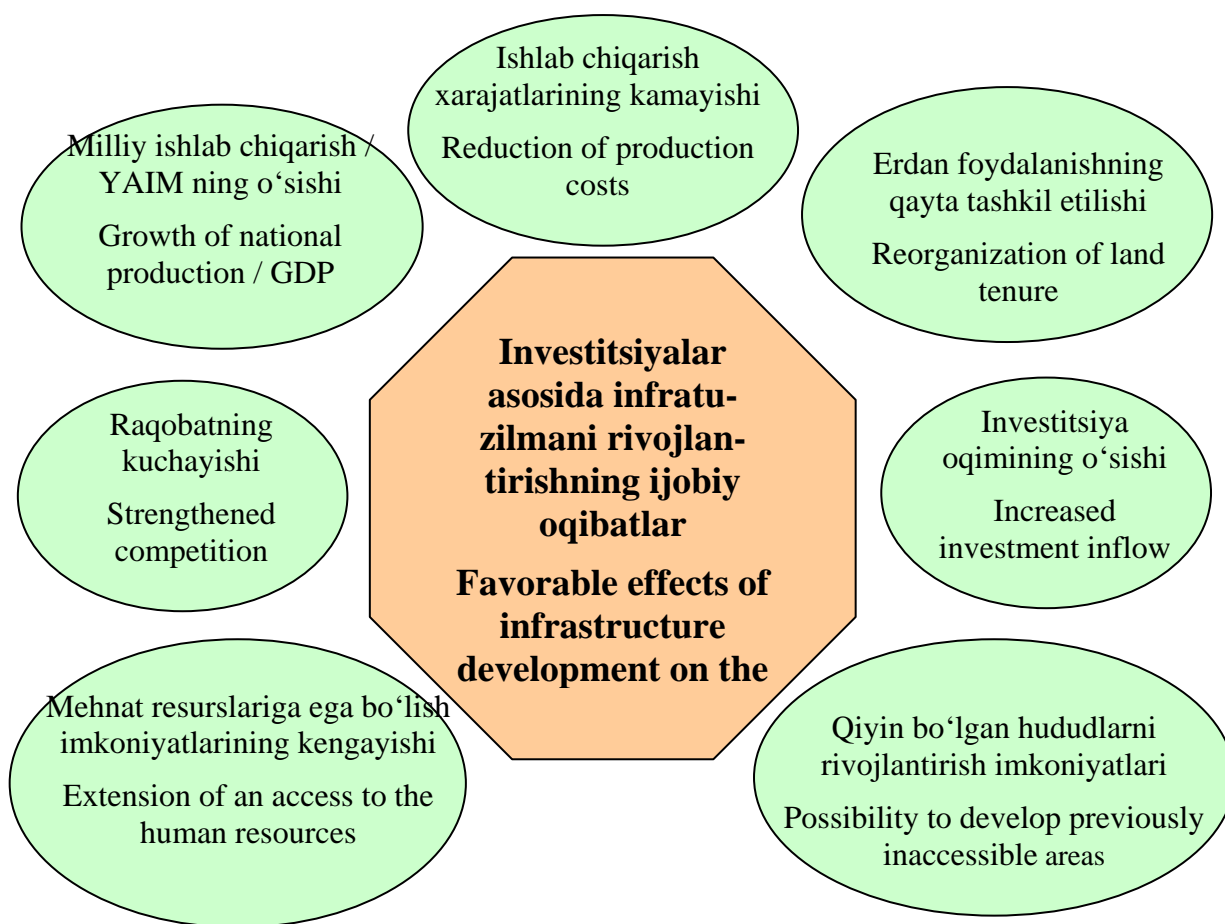
Infrastructure can raise income if cost reduction increases trade. Also, the infrastructure can accelerate the growth rate, if it leads to a greater exchange of information, which in turn increases productivity. However, all these effects are quite difficult to measure, since investments in infrastructure often coincide with economic growth. For example, new highways accelerated growth or more rapid economic growth increased the demand for the road?

Infrastructure investments are generally divided into two types.

The first type – purchasing infrastructure objects, i.e. buying business assets which exist and generate income. For example, purchase by the investors of the project on modernization of existing airport.

The second type – greenfield projects, i.e. creation of an object from the ground on the basis of capital investing.

Development of infrastructure on the basis of investments results in several favorable effects (Figure 9.2).



9.2-rasm. Investitsiyalar asosida infratuzilmani rivojlantirishning ijobiy oqibatlar

Figure 9.2. Favorable effects of infrastructure development on the basis of investments

Bugungi kunda infratuzilmaga investitsiya kiritayotgan davlatlar to'g'ridan-to'g'ri xorijiy investitsiyalarni jalb qilish, savdoni rag'batlantirish va mahalliy biznesni qo'llab-quvvatlashda ko'proq imkoniyatga ega bo'lishadi.

Masalan, Afrika davlatlari xalqlari yaqin orada yaxshiroq tibbiy xizmatlarni olish, yaxshi sanitariya sharoitlarida yashash va farovonlikning boshqa ko'rsatkichlariga ega bo'ladilar. Xitoy, Janubiy Koreya va Tayvan mamlakatlarining iqtisodiy yutuqlari aynan infratuzilmaga kiritilgan investitsiyalar

At present, the governments investing in infrastructure have more opportunities to attract foreign direct investment, promote trade and support local businesses.

For example, the citizens of African countries will likely receive the best medical care, live in better sanitary conditions and have other indicators of well-being. China, South Korea and Taiwan are in greater extent owe investment in infrastructure for their economic success. Over the next

tufaylidir. Yaqin besh yil ichida Hindiston o'z iqtisodiyotini modernizatsiya qilishga 1 trln. dollar investitsiya qilishini rejalashtirgan.

Iqtisodiy hamkorlik va taraqqiyot tashkiloti ekspertlarining hisob-kitoblariga ko'ra, 2030 yilgacha infratuzilma sohasiga (shu jumladan, telekommunikatsiya va elektr tarmoqlariga) kiritiladigan investitsiyalar jahon yillik YaIM ning qariyb 2,5% ni tashkil etishi kerak. Bunda rivojlanayotgan mamlakatlarning ehtiyojlari ko'proq bo'ladi, ya'ni ularga infratuzilma obyektlarini qurishga nafaqat mablag'larni topishi, balki yaqin istiqbolda infratuzilma obyektlariga xizmat ko'rsatish xarajatlarini ham muhim darajada oshirishi kerak bo'ladi.

five years, India plans to invest 1 trillion US dollars in the modernization of its economy.

According to estimation of experts of the Organization for Economic Cooperation and Development, the investment in infrastructure (including telecommunications and electric networks) should be around 2.5% of global GDP per year until 2030. At the same time, the needs of developing countries will be higher: they will not only find the money for creation of new infrastructure but also, in the foreseeable future, significantly increase the cost of its maintenance.

9.3. Infratuzilma sohasini investitsiya loyihalari asosida rivojlantirish

9.3. Development of infrastructure sphere on the basis of investment projects

Investitsiya loyihasi – iqtisodiy, ijtimoiy va boshqa yo'sindagi foyda olish uchun investitsiya-larni amalga oshirishga qaratilgan o'zaro bog'liq tadbirlar majmuidir.

Investitsiya loyihasini amalga oshirish quyidagi bosqichlardan iborat:

- 1) Loyihalashtirishga texnik topshiriqni ishlab chiqish;
- 2) Investitsiya loyihasining loyihalovchisini aniqlash;
- 3) Loyihaoldi va loyiha hujjatlarini ishlab chiqish;
- 4) Investitsiya loyihasini ro'yobga

Investment project is a set of interrelated activities aimed at making investments for gaining economic, social and other benefits.

The implementation of investment project has the following stages:

- 1) Elaboration of requirements specification for designing;
- 2) Determination of designer of the investment project;
- 3) Development of pre-project and project documentation;
- 4) Determination of technology, equipment and methods of works for

chiqarish maqsadida ishlarni amalga oshirish texnologiyalarini, uskunalari va uslublarini aniqlash;

5) Moliyalashtirish manbalarini aniqlash;

6) Investitsiya faoliyati ishtirokchilarini aniqlash;

7) Investitsiya faoliyati ishtirokchilari va qonun hujjatlarida nazarda tutilgan boshqa organlar bilan birgalikda loyihaoldi va loyiha hujjatlarini ekspertizadan o'tkazish hamda kelishib olish, shu jumladan investitsiya loyihasining moliyaviy, iqtisodiy, ijtimoiy va ekologik foydasini baholash;

8) Investitsiya loyihasini ro'yobga chiqarish to'g'risida qaror qabul qilish;

9) Loyihaoldi va loyiha hujjatlarida nazarda tutilgan shartlarga, shuningdek qonun hujjatlarida nazarda tutilgan talablarga muvofiq uskunalarni yetkazib beruvchini aniqlash va pudratchi tashkilotni tanlash;

10) Investor va investitsiya faoliyati ishtirokchilari tomonidan investitsiya loyihasi bo'yicha qabul qilingan majburiyatlar hamda erishilgan kelishuvlarni bajarish, shu jumladan moliyalashtirishni amalga oshirish, uskunalarni yetkazib berish, montaj qilish hamda ishga tushirish-sozlash, qurilish va montaj ishlarini bajarish, investitsiya loyihasini ro'yobga chiqarishdan olingan foydani taqsimlash;

11) Investor va investitsiya faoliyati ishtirokchilari hamda qonun hujjatlarida nazarda tutilgan boshqa organlar tomonidan investitsiya loyihasi ro'yobga chiqarilishi yuzasidan monitoringni amalga oshirish.

implementation of investment project;

5) Identification of sources of financing

6) Determination of the participants of investment activity;

7) Examination and coordination of pre-project and project documentation with the participants of investment activity and other statutory bodies, including the assessment of financial, economic, social and environmental benefits of the investment project;

8) Making decision on implementation of investment project;

9) Determination of equipment supplier and selection of contractors in accordance with the conditions set forth in the pre-project and project documentation as well as with the requirements of the legislation;

10) Implementation of commitments and agreements reached by the investors and participants of investment activity on the investment project, including financing, supply, installation and commissioning of equipment, fulfillment of construction and installation works, distribution of benefits from the implementation of investment project;

11) Monitoring of progress in implementation of the investment project by the investor and participants of investment activity and by other bodies provided by legislation.

9.1-jadval
O‘zbekistonda 2015 yilga mo‘ljallangan
investitsiya Dasturidagi infratuzilma
loyihalari

Table 9.1
Infrastructure projects in the
Investment Program of
Uzbekistan for 2015

№	Loyiha nomi Name of project	Xorij. investor / kreditor Foreign investor / creditor
1	Surgil koni bazasida Ustyurt gaz-kimyoy kompleksini qurish Construction of Ustyurt Gas-Chemical Complex on the base of "Surgil" deposit	Companies "KOGAS", "Lotte Chemical", "STX Energy" (Korea) and foreign banks
2	Kandim guruhi konlarini o‘zlashtirish va unda zamonaviy gazni qayta ishlash zavodini qurish Development of the deposits of Kandim group with the construction of a modern gas processing plant, development of deposits "Hauzak" and "Shady"	Company "LUKOIL" (Russia)
3	Shurtan gaz-kimyoy kompleksining tozalangan metani asosida sintetik suyuq yoqilg‘i ishlab chiqarish Production of synthetic liquid fuel on the base of purified methane of Shurtan Gas-Chemical Complex	Company "Petronas" (Malaysia)
4	Muborak gazni qayta ishlash zavodida gaz-kimyoy kompleksini qurish Construction of gas-chemical complex on Mubarek gas processing plant	"Sasol" (RSA) Company "Indorama Group" (Singapore)
5	O‘zbekiston-Xitoy gaz quvurining 4-chi tarmog‘ini qurish Construction of the forth gas pipeline Uzbekistan-China	China State Development Bank (PRC)
6	O‘zbekiston hududlarida avtomobillarga gaz quyish kompressor stansiyalarini qurish Construction of a network of gas filling compressor stations in the regions of Uzbekistan	Company "Shandong Kerui Petroleum Equipment" (PRC)
7	Toshkent IES da 370 MVt quvvatli bug‘-gaz qurilmasini qurish Construction of combined cycle gas turbine with 370 MW capacity in Tashkent thermal power station	China State Development Bank (PRC)
8	"Uzbektelekom" AK Uzmobayl filialining mobil aloqa milliy operator tarmog‘ini yaratish (2-etap) Creation of a network of national mobile operator in the branch of "UzMobile" of "UzbekTelecom" JSC (2nd stage)	China State Development Bank (PRC)
9	"Unitel" MChJ ning uyali aloqa tizimini kengytirish (navbatdagi bosqich) Expansion of cellular communications system of "Unitel" LLC (next stage)	Company "VimpelCom" (Russia)
10	"Coscom" MChJ ning uyali aloqa tarmog‘ini texnik va texnologik rivojlantirish Technical and technological development of cellular communications networks of "Coscom" LLC	Company "TeliaSonera UTA Holding BV." (Netherlands)

O‘zbekiston Respublikasi Prezidentining 2014 yil 17 noyabrdagi PQ-2264-sonli “O‘zbekiston Respublikasining 2015 yilga mo‘ljallangan investitsiya dasturi to‘g‘risida”gi Qaroriga muvofiq, 2015 yilda amalga oshirilishi rejalashtirilgan va infratuzilma sohasini to‘g‘ridan-to‘g‘ri xorijiy investitsiyalar va kreditlarni jalb qilish asosida rivojlantirishga qaratilgan investitsiya loyihalarining adresli dasturi tasdiqlangan (9.1-jadval).

According to the Resolution of President of the Republic of Uzbekistan No.PP-2264 “On Investment Program of the Republic of Uzbekistan for 2015” as of 17 November 2014, there approved the target program of investment projects planned for implementation in 2015 and aimed at development of infrastructure on the basis of attracting the foreign direct investments and credits (Table 9.1).

9.4. Infratuzilma sohasini investitsiyalashda xalqaro moliya institutlarining roli

9.4. Role of international financial institutions in investing the infrastructure sphere

Jahonda infratuzilma sohasini investitsiyalashda ko‘maklashadigan asosiy quyidagi xalqaro moliya institutlari faoliyat ko‘rtadi:

- Osiyo taraqqiyot banki (O‘zbekiston 1995 yilda a‘zo bo‘lgan).
- Islom taraqqiyot banki (O‘zbekiston 2003 yilda a‘zo bo‘lgan).
- Jahon banki (O‘zbekiston 1992 yilda a‘zo bo‘lgan).
- Xalqaro tiklanish va taraqqiyot banki (O‘zbekiston 1992 yilda a‘zo bo‘lgan).
- Evropa tiklanish va taraqqiyot banki (O‘zbekiston 1992 yilda a‘zo bo‘lgan).
- Xalqaro valyuta fondi (O‘zbekiston 1992 yilda a‘zo bo‘lgan).
- Yaponiya xalqaro hamkorlik banki

In the world there function the following main international financial institutions which assist in investing the infrastructure sphere:

- Asian Development Bank (Uzbekistan is a member since 1995).
- Islamic Development Bank (Uzbekistan is a member since 2003).
- World Bank (Uzbekistan is a member since 1992).
- International Bank for Reconstruction and Development (Uzbekistan is a member since 1992).
- European Bank for Reconstruction and Development (Uzbekistan is a member since 1992).
- International Monetary Fund (Uzbekistan is a member since 1992).
- Japan Bank for International

(O‘zbekiston bilan 1995 yildan beri xamkorlik)

- Osiyo infratuzilmalar investitsiya banki (O‘zbekiston 2014 yilda a‘zo bo‘lgan).

Bugungi kungacha O‘zbekistonda ushbu xalqaro moliya institutlari ko‘magida ko‘pgina infratuzilma loyihalari amalga oshirilgan. Shulardan Osiyo infratuzilmalar investitsiya banki – infratuzilmani rivojlantirish sohasida eng yangi xalqaro moliya instituti hisoblanadi.

Osiyo infratuzilma investitsiyalari banki (OIIB) – Xitoy tomondan taklif yaratilishi taklif etilgan xalqaro moliya tashkiloti bo‘lib, u 2014 yilda 21 ta davlat vakillari (Xitoy, Hindiston, Malayziya, Singapur, Filippin, Pokiston, Bangladesh, Bruney, Kambodja, Qozog‘iston, Kuvayt, Laos, Myanma, Mongoliya, Nepal, Oman, Qatar, Shri-Lanka, O‘zbekiston va Vyetnam) tomonidan tashkil topgan. OIIB ning asosiy maqsadi – Osiyo-Tinch okeani hududida moliyaviy hamkorlikni rag‘batlantirish, Osiyoda yo‘llar va aeroportlarni, aloqa antennalari va ekonom-klassdagi uy-joylarni qurish bo‘yicha infratuzilma loyihalarini moliyalashtirishdir. O‘zbekiston OIIB ning potensial ta‘sischi azosi sifatida 2014 yilda memorandumni imzolagan.

Cooperation (cooperation with Uzbekistan since 1995).

- Asian Infrastructure Investment Bank (Uzbekistan is a member since 2014).

Up to date, many infrastructure projects have been implemented in Uzbekistan by assistance of these international financial institutions. The Asian Infrastructure Investment Bank is the newest international financial institution in the sphere of infrastructure development.

Asian Infrastructure Investment Bank (AIIB) is an international financial institution proposed by the government of China and was founded in 2014 by the representatives of 21 governments (China, India, Malaysia, Singapore, Philippines, Pakistan, Bangladesh, Brunei, Cambodia, Kazakhstan, Kuwait, Laos, Myanmar, Mongolia, Nepal, Oman, Qatar, Sri-Lanka, Uzbekistan and Vietnam). The main purpose of the AIIB is to stimulate financial cooperation in the Asia-Pacific region, to finance infrastructure projects in Asia on construction of roads and airports, communication antennas and economy-class housing. Uzbekistan as a Prospective Founding Member of AIIB signed a memorandum in 2014.

9.2-jadval
Xalqaro moliya institutlari
ko‘magida O‘zbekistonda amalga
oshirilgan infratuzilma loyihalari

Table 9.2
Infrastructure projects implemented
by in Uzbekistan by assistance of
international financial institutions

№	Loyiha nomi Name of project	Yil Year	Loyiha qiymati Project cost
Osiyo taraqqiyot banki / Asian Development Bank			
1	Infratuzilmalarni rivojlantirish, shuningdek Sirdaryo viloyati Oq-oltin tumanidagi tarkibi o‘zgartirilgan xo‘jaliklarni qo‘llab-quvvatlash Improvement of infrastructure and support of restructured farms in Ak-Altyn district of Syrdarya region	1999	40 mln. AQSH doll. 40 mln. USD
2	Guliston, Jizzax va Qarshi shaharlarining suv ta‘minoti tizimini takomillashtirish Improvement of water supply systems of Gulistan, Djizzak and Karshi cities	2002	36 mln. AQSH doll. 36 mln. USD
3	Qoraqalpog‘iston Respublikasi va Xorazm viloyatida ichimlik suv ta‘minoti tizimini takomillashtirish Improvement of potable water supply systems in Karakalpakistan Republic and Khorezm region	2002	38 mln. AQSH doll. 38 mln. USD
4	Amu-Zang mashina kanali tizimini tiklash Rehabilitation of Amu-Zang pumping canal system	2004	112,6 mln. AQSH doll. 112,6 mln. USD
5	Elektr energiyasi uzatish magistral tarmoqlarini zamonaviylashtirish Modernization of electric energy transmission backbone networks	2004	70 mln. AQSH doll. 70 mln. USD
6	Buxoro, Navoiy va Qashqadaryo viloyatlaridagi yerlarni meliorativ holatini yaxshilash Land improvement in Bukhara, Navoi and Kashkadarya regions	2007	60,2 mln. AQSH doll. va 18,5 mln. SDR (ekv. 27,6 mln. doll) 60,2 mln. USD and 18,5 mln. SDR (eqv. to 27,6 mln. USD)
7	Mintaqaviy avtomobil yo‘llarini rivojlantirish, 1-faza Development of regional motor roads, 1st phase	2008	75,3 mln. AQSH doll. 75,3 mln. USD
8	Surxondaryo viloyatining suv ta‘minoti va sanitariyasi Water supply and sanitation of Surkhandarya region	2009	30 mln. AQSH doll. va 1,5 mln. doll. grant 30 mln. USD and 1,5 mln. USD of grant
9	Farg‘ona va Zarafshon vodiylarida suv resurslarini boshqarish Water resources management in Fergana and Zarafshan valleys	2009	10,04 mln. SDR (ekv. 15 mln. doll) va 85 mln. AQSH doll. 10,04 mln. SDR (eqv. to 15 mln USD) and 85 mln USD

10	Mintaqaviy avtomobil yo'llarini rivojlantirish, 2-faza Development of regional motor roads, 2nd phase	2010	600 mln. AQSH doll. 600 mln USD
11	Taxiatosh IES da 230-280 MVt quvvatli ikkita bug'-gaz qurilmasini qurish Construction of two combined-cycle power plants with 230-280 MW capacity in Takhiatash thermal power station	2014	300 mln. AQSH doll. 300 mln USD
Jahon banki guruhi / World Bank Group			
12	Buxoro va Samarqand shaharlarini suv bilan ta'minlash Water supply of Bukhara and Samarkand cities	2002	62,33 mln. AQSH doll 62,33 mln USD
13	O'zbekistonning drenaj loyihasi. Janubiy Qoraqalpog'istondan drenaj o'tkazish Drainage project of Uzbekistan. South Karakalpakistan drainage system	2004	74,55 mln. AQSH doll 74,55 mln USD
14	Sog'liqni saqlash tizimini takomillashtirish Improvement of public health system	2013	60,6 mln. SDR (ekv 93,4 mln doll) 60,6 mln SDR (eqv. to 93,4 mln USD)
15	Buxoro viloyati Olot va Korako'l tumanlarida ichimlik suv ta'minotini yaxshilash Improvement of potable water supply of Alat and Karakul districts of Bukhara region	2013	53,2 mln. SDR (ekv 82 mln. doll) 53,2 mln SDR (eqv. to 82 mln USD)
16	Quyidagi yo'nalishlar bo'yicha boshqa loyihalar: - irrigatsiya-melioratsiya tarmog'ini rekonstruksiya qilish va samaradorligini oshirish; - elektroenergetikada hosil qiluvchi quvvatlarni modernizatsiya qilish; - shahar va qishloq infratuzilmasini rivojlantirish; - ijtimoiy infratuzilmani (ta'lim, sog'liqni saqlash) rivojlantirish Other projects on the following areas: - reconstruction of irrigation and melioration network and enhancement of its effectiveness; - modernization of power-generating capacities in the electric energy sector; - development of urban and rural infrastructure; - development of social infrastructure (education, health)		
Islom taraqqiyot banki / Islamic Development Bank			
17	Jizzax va Sirdaryo viloyatlarida irrigatsiya-drenaj tarmoqlarini tiklash Restoration of irrigation-drainage networks in Djizzak and Syrdarya regions	2009	52,65 mln. AQSH doll, 12,72 mln. doll (OPEK), 15,62 mln. doll (Quvayt) 52,65 mln USD, 12,72 mln USD (OPEC), 15,62 mln USD (Kuwait)

18	O'zbekistonda gidroelektr stansiyalarini modernizatsiyalash Modernization of hydropower stations of Uzbekistan	2012	100 mln. AQSH doll. 100 mln USD
19	Toshkent shahri ko'chalarni yoritish tizimida samarali energiya texnologiyalarini joriy etish Introduction of power efficient technologies in the street lighting system of Tashkent city	2013	36 mln. AQSH doll. 36 mln USD
20	Quyidagi yo'nalishlar bo'yicha boshqa loyihalar: - issiqlik va gidroelektr stansiyalarini qurish va modernizatsiyalash, elektr uzatish liniyalarini qurish - avtomobil yo'llarini qurish va rekonstruksiya qilish, bu uchun qurilish texnikasini sotib olish; - issiqlik va suv ta'minoti tizimini reabilitatsiya qilish va kengaytirish. Other projects on the following areas: - construction and modernization of thermal and hydropower stations, construction of power transmission lines; - construction and reconstruction of motor roads, procurement of building machinery for this purpose; - rehabilitation and extension of heat supply and water supply systems.		
Evropa tiklanish va taraqqiyot banki / European Bank for Reconstruction and Development			
21	Toshkent xalqaro aeroportini rekonstruksiya qilish Reconstruction of International Airport Tashkent	1998	48 mln. AQSH doll. 48 mln USD
22	Dizel lokomotivlari parkini zamonaviylashtirish Modernization of diesel locomotive yard	2003	
Yaponiya xalqaro hamkorlik banki / Japan Bank for International Cooperation			
23	Toshkent IES ni modernizatsiyalash Modernization of thermal power station Tashkent	2002	24,9 mlrd. iyena 24,9 bln. yens
24	Toshg'uzor-Boysun-Qumqo'rg'on yangi temir yo'l liniyasini qurish Construction of new railway line Tashguzar-Boysun-Kumkurgan	2004	151,47 mln. AQSH doll. 151,47 mln USD
25	O'zbekiston Respublikasining yer usti raqamli uzatish tarmog'ini rivojlantirish Development of the network of ground-based digital broadcasting of the Republic of Uzbekistan	2015	62,59 mln. AQSH doll ("Sumitomo Mitsui Banking Corporation" bilan konsortsium) 62,59 mln USD (consortium with "Sumitomo Mitsui Banking Corporation")

Nazorat uchun savollar

Questions for self-control

1. Investitsiyani qanday tushunasiz va uning qanday turlarini bilasiz?

2. Infratuzilma sohasiga investitsiyalarni jalb etish zarurligi va ahamiyati haqida gapirib bering.

3. Investitsiyalar asosida infratuzilmani rivojlantirishning ijobiy oqibatlari nimada?

4. Investitsiya loyihasi nima va u infratuzilma sohasini rivojlantirishda nima uchun kerak?

5. Infratuzilma sohasini investitsiyalashda xalqaro moliya institutlarining roli qanday?

6. Jahonda infratuzilmani rivojlantirish sohasida eng yangi xalqaro moliya instituti tashkil etilgan?

1. How do you understand the investment and what types of investment do you know?

2. Tell about the necessity and significance of attracting investments to the infrastructure sphere.

3. What are the positive effects of infrastructure development on the basis of investments?

4. What is the investment project and why do we need it for development of infrastructure sphere?

5. What is the role of international financial institutions in investing the infrastructure sphere?

6. What the newest international financial institution was established in the sphere of infrastructure development?

10-BOB

**BOZOR IQTISODIYOTI RIVOJLANGAN
DAVLATLARNING INFRATUZILMA
IQTISODIYOTIDAGI ILG‘OR XORIJIY
TAJRIBALARI**

* * *

CHAPTER 10

**FOREIGN EXPERIENCE OF THE
COUNTRIES WITH DEVELOPED
MARKET ECONOMY IN
INFRASTRUCTURE ECONOMICS**



10-BOB. BOZOR IQTISODIYOTI RIVOJLANGAN DAVLATLARNING INFRATUZILMA IQTISODIYOTIDAGI ILG‘OR XORIJIY TAJRIBALARI

CHAPTER 10. FOREIGN EXPERIENCE OF THE COUNTRIES WITH DEVELOPED MARKET ECONOMY IN INFRASTRUCTURE ECONOMICS

10.1. Xorijiy mamlakatlarda infratuzilma va uning tasniflanishi

10.1. Infrastructure in foreign countries and its classification

Xorijiy mamlakatlarda infratuzilma “qattiq” va “yumshoq” infratuzilma turlariga ajratiladi.

“**Qattiq infratuzilma**” deyilganda zamonaviy sanoatlashgan davlatning faoliyat yuritishi uchun zarur bo‘lgan yirik jismoniy tarmoqlar tushuniladi.

“**Yumshoq infratuzilma**” deyilganda esa mamlakatning iqtisodiy, sog‘liqni saqlash, madaniy va ijtimoiy standartlarini qo‘llab-quvvatlash uchun zarur bo‘lgan barcha institutlar tushuniladi (mas. moliyaviy tizim, ta‘lim tizimi, sog‘liqni saqlash tizimi, davlat tizimi, huquqni himoyalash tizimi va h.k).

Qattiq infratuzilma quyidagilardan iborat:

1.Transport infratuzilmasi:

- Yo‘l va magistral yo‘llar tarmog‘i, sh.j. inshootlari (ko‘priklar, tunnellar, estakadalar, tirgovuch devorlar), yo‘l belgilari va ko‘rsatkichlari, yo‘l elektr tizimlari (ko‘cha yoritkichlari va sveto-forlar), yo‘l cheti ishlanmalari (bordiyurlar, trotuarlar, ko‘kalamzorlik) hamda yo‘llarni ta‘mirlash depolari va dam olish maydonchalari kabi maxsus inshootlar;

In the foreign countries the infrastructure is classified to “hard” and “soft” infrastructure.

“**Hard infrastructure**” refers to the large physical networks necessary for the functioning of a modern industrial nation.

“**Soft infrastructure**” refers to all the institutions which are required to maintain the economic, health, cultural, and social standards of a country (e.g. financial system, education system, health care system, system of government, law enforcement system etc.).

Hard infrastructure consists of the followings:

1.Transportation infrastructure:

- Road and highway networks, including structures (bridges, tunnels, culverts, retaining walls) signage and markings, electrical systems (street lighting and traffic lights), edge treatments (curbs, sidewalks, landscaping), and specialized facilities such as road maintenance depots and rest areas;

- Ommaviy transport tizimi (shaharlararo temir yo‘l tizimlari, metro, tramvaylar, trolleybuslar, shahar velosipedlari va avtomobillarini ijaraga berish tizimlari, avtobus tashuvlari);

- Temir yo‘llar, sh.j. inshootlari, terminal komplekslari (temir yo‘l saroylari, temir yo‘l stansiyalari), temir yo‘ldan o‘tish joylari, signalizatsiya va aloqa tizimlari);

- Kanallar va doimiy xizmatni (suv tubini chuqurlash ishlari va h.k.) talab qiladigan kema yuruvchi suv yo‘llari;

- Dengiz portlari va mayoqlar;

- Aeroport, sh.j. havo navigatsiyasi tizimlari;

- Velosiped yo‘laklari va piyodalar trotuarlari, sh.j. piyodalar ko‘priklari, piyodalar yerosti o‘tish joylari va velosipedchilar hamda piyodalar uchun boshqa maxsus inshootlar;

- Parom tashuvlari.

2.Energetika infratuzilmasi:

- Elektr energiyasi tarmog‘i, sh.j. elektr hosil qiluvchi stansiyalar, elektr tarmog‘i, podstansiyalar va mahalliy elektr ta‘minoti tizimi;

- Tabiiy gaz quvurlari, uni saqlash va taqsimlash terminallari, shuningdek mahalliy gaz ta‘minoti tarmog‘i, gaz quduqlari, suyuq gazni tashuvchi kemalar va yuk mashinalari parki;

- Neft quvurlari, sh.j. uni saqlash va taqsimlash terminallari, neft quduqlari, neftni qayta ishlash zavodlari, neftni tashuvchi kemalar va yuk mashinalari parki;

- Mass transit system (Commuter rail systems, subways, tramways, trolleys, City Bicycle Sharing system, City Car Sharing system and bus transportation);

- Railways, including structures, terminal facilities (rail yards, railway stations), level crossings, signalling and communications systems;

- Canals and navigable waterways requiring continuous maintenance (dredging etc.);

- Seaports and lighthouses;

- Airports, including air navigational systems;

- Bicycle paths and pedestrian walkways, including pedestrian bridges, pedestrian underpasses and other specialized structures for cyclists and pedestrians;

- Ferries.

2.Energy infrastructure:

- Electrical power network, including generation plants, electrical grid, substations and local distribution;

- Natural gas pipelines, storage and distribution terminals, as well as the local distribution network, gas wells, fleets of ships and trucks transporting liquefied gas;

- Petroleum pipelines, including associated storage and distribution terminals, oil wells, refineries, fleets of tanker ships and trucks;

- Specialized coal handling facilities for washing, storing and transporting coal;

- Ko‘mirni yuvish, saqlash va tashishga mo‘ljallangan ko‘mir bilan ishlash maxsus inshootlari;

- Markazlashgan issiqlik ta‘minoti tizimlari uchun bug‘ yoki issiq suv ishlab chiqarish va taqsimlash tarmog‘i;

- Elektr transport vositalarini elektr bilan ta‘minlash tarmoqlari.

3.Suv resurslarini boshqarish infratuzilmasi:

- Ichimlik suvi ta‘minoti, sh.j. quvurlar tizimi, saqlash rezervuarlari, nasoslar, jo‘mraklar, filtrlash va qayta ishlash jihozlari hamda hisoblagichlari, sh.j. ichimlik suvini jamlash, qayta ishlash va taqsimlashda ishlatiladigan jihozlarni joylashtirish uchun bino va inshootlar;

- Kanalizatsiya kollektori va oqava suvlarini haydash tizimi;

- Drenaj tizimi (yomg‘ir suvlarini oqizish novlari, oqava ariqlari va h.k.);

- Asosiy irrigatsiya tizimlari (rezervuarlar, sug‘orish kanallari);

- Suv toshqinini nazorat qilish asosiy tizimlari (dambalar, daryo to‘g‘onlari, yirik nasos stansiyalari, shlyuzlar);

- Keng ko‘lamli qorlarni tozalash tizimi, sh.j. tuz sepuvchi mashinalar, qor tozalash mashinalari, qor so‘ruvchi mashinalar, ag‘darma mashinalar, trotuarlarni tozalash mashinalari parki, ushbu park uchun dispetcherlik va marshrutlovchi tizimlar, shuningdek qor to‘plash joylari, qor tarnovlari, qor eritkichlar kabi asosiy vositalar;

- Qirg‘oq suvlarini boshqarish tizimi, sh.j. dengiz plotinalari, to‘lqin-

- Steam or hot water production and distribution networks for district heating systems;

- Electric vehicle networks for changing electric transport vehicles.

3. Water management infrastructure:

- Drinking water supply, including the system of pipes, storage reservoirs, pumps, valves, filtration and treatment equipment and meters, including buildings and structures to house the equipment, used for the collection, treatment and distribution of drinking water;

- Sewage collection and disposal of waste water;

- Drainage systems (storm sewers, ditches, etc.);

- Major irrigation systems (reservoirs, irrigation canals);

- Major flood control systems (dikes, levees, major pumping stations and floodgates);

- Large-scale snow removal, including fleets of salt spreaders, snow plows, snowblowers, dedicated dump trucks, sidewalk plows, the dispatching and routing systems for these fleets, as well as fixed assets such as snow dumps, snow chutes, snow melters;

- Coastal management, including structures such as seawalls, breakwaters, groynes, floodgates, as well as the use of soft engineering techniques such as beach nourishment, sand dune stabilization and the

qaytargichlar, shlyuzlar kabi inshootlar, shuningdek qirg'oqni o'zlashtirish, qum uyumlari turg'unligini ta'minlash hamda tropik o'rmonlar va qirg'oqdagi zax yerlarni muhofaza qilish kabi yumshoq muhandislik usullarini qo'llash.

4.Kommunikatsiya infratuzilmasi:

- Pochta xizmati, sh.j. pochta saralash inshootlari;

- Telefon tarmoqlari (erusti liniyalar), sh.j. ATS lar;

- Mobil telefon tarmoqlari;

- Televideniye va radio uzatish stansiyalari, sh.j. uzatishni tartib soluvchi nizomlar va standartlar;

- Kabel televideniyesini jismoniy tarmoqlari, sh.j. qabul qiluvchi stansiyalar va kabel tarqatish tarmoqlari;

- Internet, sh.j. internetning magistral tarmoqlari, markaziy routerlar, server fermalari, mahalliy internet provayderlari, shuningdek tizimning ishlashi uchun zarur bo'lgan protokollar va boshqa dasturlar;

- Aloqa yo'ldoshlari;

- Dengizosti kabellari;

- Asosiy xususiy, davlat va maxsus telekommunikatsiya tarmoqlari, bunda ular ichki aloqa va monitoring uchun yirik infratuzilma kompaniyalari, hukumat tashkilotlari, harbiy yoki shoshilinch xizmatlar tomonidan hamda milliy tadqiqot va ta'lim tarmoqlari tomonidan ishlatiladi;

- Pnevmatik pochmani tarqatish tarmog'i.

5.Qattiq chiqindilarni boshqarish infratuzilmasi:

- Mahalliy va qayta ishlanadigan

protection of mangrove forests and coastal wetlands.

4.Communications

infrastructure:

- Postal service, including sorting facilities;

- Telephone networks (land lines) including telephone exchange systems;

- Mobile phone networks;

- Television and radio transmission stations, including the regulations and standards governing broadcasting;

- Cable television physical networks, including receiving stations and cable distribution networks;

- Internet, including the internet backbone, core routers and server farms; local internet service providers as well as the protocols and other basic software required for the system to function;

- Communications satellite;

- Undersea cables;

- Major private, government and dedicated telecommunications networks, such as those used for internal communication and monitoring by major infrastructure companies, by governments, by the military or by emergency services, as well as national research and education networks;

- Pneumatic tube mail distribution networks.

5.Solid waste management infrastructure:

- Municipal garbage and recyclables collection;

chiqindilarni to'plash joyi;

- Qattiq chiqindilarni saqlash joyi;
- Qattiq chiqindilarni yoqish va plazmali gazifikatsiya inshootlari
- Chiqindilarini qayta ishlash inshootlari;
- Xavfli chiqindilarni yo'qotish inshootlari.

6. Erni monitoring qilish va o'lchash tarmoqlari:

- Meteorologik kuzatuv tarmoqlari;
- Suv ko'tarilishi va chekinishini kuzatish tarmoqlari;
- Suv oqimi tezligini nazorat qilish yoki suv o'lchagich tarmoqlari;
- Seysmografiya tarmoqlari;
- Yerni kuzatish yo'ldoshlari;
- Geodeziya o'lchov tizimlari;
- Global pozitsiyalash tizimi (GPS);
- Geoaxborot infratuzilmasi (GIS).

Yumshoq infratuzilma quyidagilardan iborat:

1. Boshqaruv infratuzilmasi:

- Davlat va huquqni himoyalash tizimi, sh.j. siyosiy, qonunchilik, huquqni himoyalovchi, adliya va axloq tuzatish tizimlari, shuningdek maxsus inshootlar (davlat idoralari, sud binolari, qamoqxonalar va h.k.) hamda fuqarolikni ro'yxatga olish, korxonalar va kompaniyalar reestri, yer kadastrini kabi ma'lumotlar, qonunlar va me'yoriy hujjatlarni yig'ish, saqlash va tarqatish va boshqa davlat ma'lumotlar bazasini ta'minlab turish uchun maxsus tizimlar;
- Shoshilinch va avariya xizmatlari: politsiya, o't o'chirish, tibbiy tez yordam,

- Solid waste landfills;
- Solid waste incinerators and plasma gasification facilities;
- Materials recovery facilities;
- Hazardous waste disposal facilities.

Earth monitoring and measurement networks:

- Meteorological monitoring networks;
- Tidal monitoring networks;
- Stream gauge or fluvimetric monitoring networks;
- Seismometer networks;
- Earth observation satellites;
- Geodesic benchmarks;
- Global Positioning System (GPS);
- Spatial Data Infrastructure (SDI).

Soft infrastructure consists of the followings:

1. Governance infrastructure:

- System of government and law enforcement, including the political, legislative, law enforcement, justice and penal systems, as well as specialized facilities (government offices, courthouses, prisons, etc.), and specialized systems for collecting, storing and disseminating data, laws and regulation, such as civil registration, business and company registries, land registration, and maintenance of other government databases;
- Emergency services, such as police, fire protection, ambulances, including specialized vehicles,

sh.j. maxsus transport vositalari, binolari, aloqa va dispetcherlik xizmatlari;

- Harbiy infratuzilma, sh.j. harbiy bazalar, qurol-yarog‘ omborlari, harbiy tayyorgarlik obyektlari, boshqaruv markazlari, aloqa inshootlari, asosiy qurollantirish tizimlari, mudofaa inshootlari, maxsus qurol-aslaha ishlab chiqarish korxonalarini, strategik rezervlar.

2.Iqtisodiy infratuzilma:

- Moliyaviy tizim, sh.j. bank tizimi, moliyaviy institutlar, to‘lov tizimi, birjalar, pul massasi, moliyaviy me‘yoriy hujjatlar, shuningdek buxgalteriya standartlari va qoidalari;

- Yirik biznes logistika inshootlari va tizimlari, sh.j. omborxonalar hamda yuklarni omborlarga joylash va tashishni boshqarish tizimlari;

- Ishlab chiqarish infratuzilmalari, sh.j. sanoat parklari, maxsus iqtisodiy zonalar, shaxtalar va sanoatda xom ashyo sifatida ishlatiladigan asosiy materiallarni qayta ishlash zavodlari, sanoatda foydalaniladigan maxsus energetika, transport va suv ta‘minoti infratuzilmasi, shuningdek jamoat xavfsizligi, ishlab chiqarish faoliyatini tartibga soladigan va cheklab qo‘yadigan rayonlashtirishga oid va ekologik qonunlar hamda me‘yoriy hujjatlar, standartlashtirish tashkilotlari;

- Qishloq xo‘jaligi, o‘rmon va baliqchilik infratuzilmasi, sh.j. maxsus ozuqa va chorva mollarni tashish va saqlash inshootlari, yirik bo‘rdoqiga boqish maydonlari, qishloq xo‘jaligi narxlarini qo‘llab-quvvatlar tizimlari (sh.j.

buildings, communications and dispatching systems;

- Military infrastructure, including military bases, arms depots, training facilities, command centers, communication facilities, major weapons systems, fortifications, specialized arms manufacturing, strategic reserves;

2.Economic infrastructure:

- Financial system, including the banking system, financial institutions, the payment system, exchanges, the money supply, financial regulations, as well as accounting standards and regulation;

- Major business logistics facilities and systems, including warehouses as well as warehousing and shipping management systems;

- Manufacturing infrastructures, including industrial parks and special economic zones, mines and processing plants for basic materials used as inputs in industry, specialized energy, transportation and water infrastructure use by industry, plus the public safety, zoning and environmental laws and regulations that govern and limit industrial activity, and standards organizations;

- Agricultural, forestry and fisheries infrastructure, including specialized food and livestock transportation and storage facilities, major feedlots, agricultural price support systems (including agricultural insurance),

qishloq xo'jaligi sug'urtasi), qishloq xo'jaligida sog'liqni saqlash standartlari, oziq-ovqat mahsulotlari inspeksiyasi, tajriba fermalari va qishloq xo'jaligi ilmiy-tadqiqot markazlari va maktablari, litsenziyalash va kvotalarni boshqarish tizimi, brakonyerlikka qarshi kurash, o'rmon mudirligi va o'tga qarshi kurash tizimlari.

3.Ijtimoiy infratuzilma:

- Sog'liqni saqlash tizimi, sh.j. kasalxonalar, sog'liqni saqlashni moliyalashtirish, sh.j. tibbiy sug'urta, dori vositalari va tibbiy muolajalarini tartibga solish va sinovdan o'tkazish tizimi, vrachlar va boshqa tibbiyot xodimlarini o'qitish, tekshirish va professional tayyorlash tizimlari, jamoat sog'ligini kuzatish va tartibga solish, shuningdek epidemiya kabi jamoat sog'ligi sohasida favquloddagi vaziyatlar paytida amalga oshiriladigan chora-tadbirlarni muvofiqlashtirish;

- Ta'lim va tadqiqot tizimi, sh.j. boshlang'ich va o'rta ta'lim maktablari, universitetlar, ixtisoslashtirilgan kollejlari, ilmiy-tadqiqot institutlari, ta'lim muassasalarini moliyalashtirish va akkreditatsiyalash tizimlari;

- Ijtimoiy ta'minot tizimlari, sh.j. muhtoj kishilarni, nochor ahvolda qolgan odamlarni yoki jabrlanuvchilarni davlat tomonidan qo'llab-quvvatlash va xususiy homiylik tizimi.

4.Madaniy, sport va hordiq infratuzilmasi:

- Sport va hordiq infratuzilmasi, sh.j.

agricultural health standards, food inspection, experimental farms and agricultural research centers and schools, the system of licensing and quota management, enforcement systems against poaching, forest wardens, and fire fighting.

3.Social infrastructure:

- Health care system, including hospitals, the financing of health care, including health insurance, the systems for regulation and testing of medications and medical procedures, the system for training, inspection and professional discipline of doctors and other medical professionals, public health monitoring and regulations, as well as coordination of measures taken during public health emergencies such as epidemics;

- Educational and research system, including elementary and secondary schools, universities, specialized colleges, research institutions, the system for financing and accrediting educational institutions;

- Social welfare systems, including both government support and private charity for the poor people, for people in distress or victims of abuse.

4.Cultural, sports and recreational infrastructure:

- Sports and recreational infrastructure, such as parks, sports facilities, the system of sport leagues and associations;

- Cultural infrastructure, such as

bog'lar, sport inshootlari, sport ligalari va uyushmalari tizimi;

- Madaniy infratuzilma, sh.j. konsert zallari, muzeylar, kutubxonalar, teatrlar, studiyalar (film studiyalari va ovoz yozish studiyalari) va maxsus o'quv obyektlari;

- Biznes sayohat va turizm infratuzilmasi, sh.j. sun'iy va tabiiy atraksionlar, konferensiya markazlari, mehmonxonalar, restoranlar, o'yin-kulgi parklari hamda asosan turistlarga va biznes sayohatchilariga ko'rsatiladigan boshqa xizmatlar, shuningdek turistlarni xabardor va jalb qilish tizimlari va sayohat sug'urtasi.

halls, museums, libraries, theatres, studios (film studios and recording studios), and specialized training facilities;

- Business travel and tourism infrastructure, including both man-made and natural attractions, convention centers, hotels, restaurants, amusement parks, and other services that cater mainly to tourists and business travelers, as well as the systems for informing and attracting tourists, and travel insurance.

10.2. Rivojlangan davlatlarda infratuzilma aktivlarini boshqarish tajribasi

10.2. Experience of developed countries in infrastructure asset management

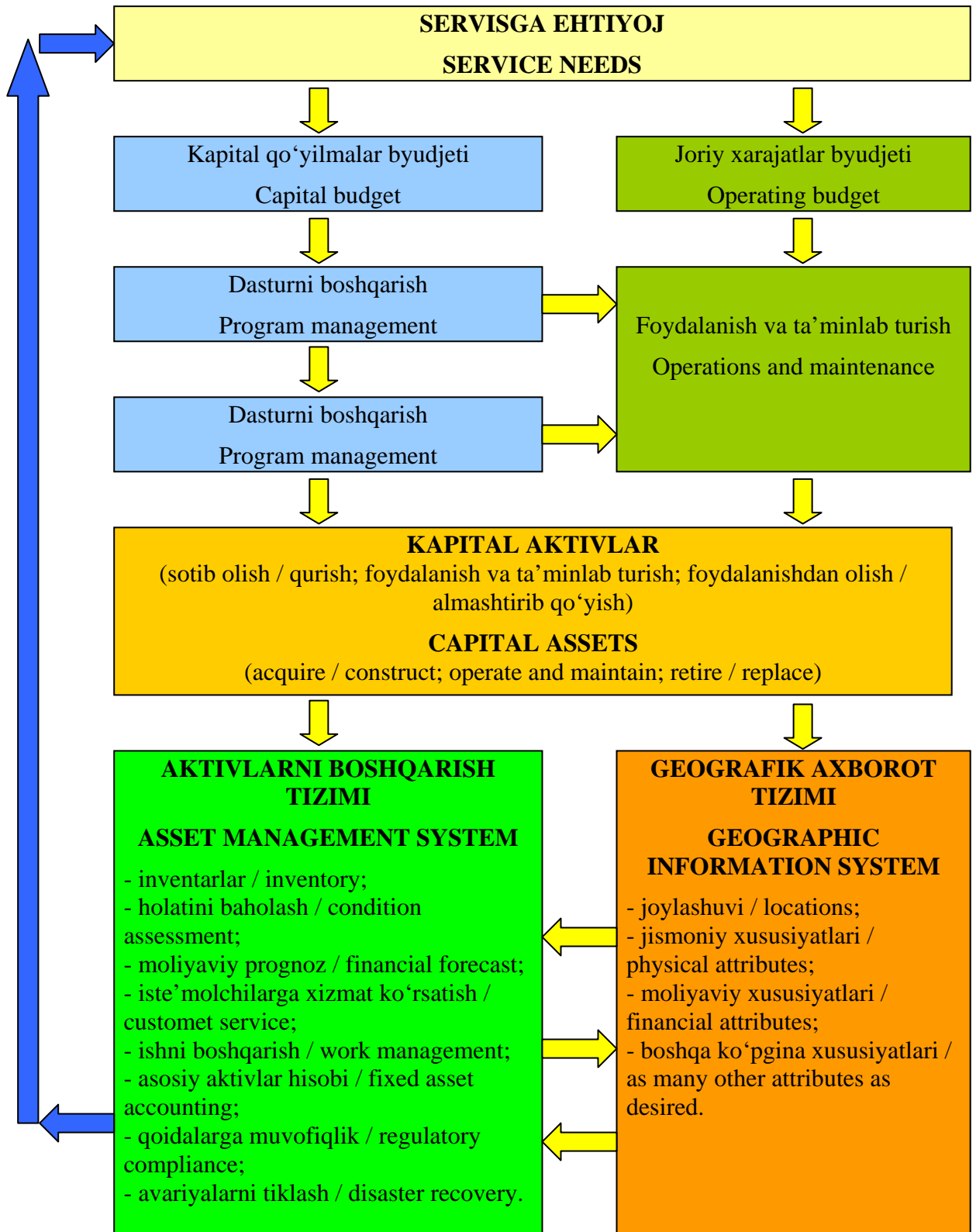
Infratuzilma aktivlarini boshqarish - bu davlatga qarashli infratuzilma aktivlarini (suvni tozalash inshootlari, kanalizatsiya tarmoqlari, yo'llar, kommunal tizimlari, ko'priklar va temir yo'llar) ta'minlab turishda qo'llaniladigan strategiyalarning integratsiyalashgan majmui (10.1-rasm).

Infratuzilma aktivlarini boshqarish jarayonida asosiy e'tibor infratuzilma inshootlari hayot siklining so'nggi bosqichlariga, xususan, ularni ta'minlab turish, holatini tiklash va o'rnini almashtirishga qaratilgan. Infratuzilma aktivlarini boshqarish moliyaviy emas, balki ko'proq jismoniy aktivlarni (ya'ni mulklarni) boshqarishni nazarda tutadi.

Infrastructure Asset Management

is the integrated set of strategies in sustaining public infrastructure assets (water treatment facilities, sewer lines, roads, utility grids, bridges and railways) (Figure 10.1).

The process of infrastructure asset management focuses on the later stages of an infrastructure facility's life cycle, specifically on maintenance, rehabilitation and replacement. Infrastructure asset management is a specific term of asset management focusing on physical, rather than financial assets.



10.1-rasm. Infratuzilma aktivlarini boshqarish modeli

Figure 10.1. Infrastructure Asset Management Model

Infratuzilma aktivlarini boshqarishda infratuzilmani ta'minlab turish strategiyalarini tashkil etish va amalga oshirishda asosan kompyuter dasturlaridan foydalaniladi. Bunda uzoq muddatli infratuzilma aktivlarining xizmat muddatini muhofaza qilish va uzaytirish kabi asosiy maqsad qo'yiladi. Bu esa jamiyat turmush sifatini hamda iqtisodiyot samaradorligini ta'minlab turishda muhim asosiy komponent bo'lib hisoblanadi.

Infratuzilma aktivlarini boshqarishdagi muhim jarayonlar va vazifalar quyidagilarni o'z ichiga oladi:

1) Individual aktivlar (inventarlar) bo'yicha sistemik qaydlarni olib borish (mas. sotib olish xarajatlari, boshlang'ich xizmat muddati, qoldiq foydali xizmat muddati, jismoniy holati, remont va taxminotning izchilligi);

2) Aktivlarni butun qismini reja bo'yicha saqlash, remont va almashtirish orqali ta'minlab turish uchun muayyan dasturni ishlab chiqish;

3) Ushbu tizimlarni qo'llab-quvvatlash uchun axborot tizimlarni amalga oshirish va boshqarish (GIS - Geoaxborot tizimlari).

Infratuzilma aktivlarini boshqarishning asosiy komponentlari:

1. Xizmat qilish standartini belgilash.

- aktivlar qanday funksiyalarni bajarishi bo'yicha o'lchanadigan spesifikatsiyalarni o'rnatish.

- aktivlar holatining eng minimal darajasini o'rnatish.

2. Aktivlarni boshqarish uchun

Infrastructure asset management specifically uses software tools to organize and implement infrastructure sustaining strategies with the fundamental goal to preserve and extend the service life of long-term infrastructure assets which are vital underlying components in maintaining the quality of life in society and efficiency in the economy.

Essential processes and activities for infrastructure asset management include the following:

1) Maintaining a systematic record of individual assets (an inventory) - e.g. acquisition cost, original service life, remaining useful life, physical condition, repair and maintenance consistency;

2) Developing a defined program for sustaining the aggregate body of assets through planned maintenance, repair, and replacement;

3) Implementing and managing information systems in support of these systems - e.g. GIS - Geographic Information Systems.

The key components of infrastructure asset management are:

1. Definition of a standard of service.

- establishment of measurable specifications of how the assets should perform.

- establishment of a minimum condition grade.

2. Establishment of a whole-life

aktivlarni butun xizmat muddati mobaynida ketadigan xarajatlarni belgilash.

3. Aktivlarni boshqarish rejasini ishlab chiqish.

cost approach to managing the asset.

3. Elaboration of an Asset Management Plan.

10.3. Jahon mamlakatlarida infratuzilmani rivojlanish ko'rsatkichlari

10.3. Infrastructure development indicators in the world countries

Jahon mamlakatlarida infratuzilmani rivojlanish ko'rsatkichlari Jahon iqtisodiy forumining har yil chop etib boradigan "Jahon raqobatbardoshlik indeksi" hisobotida beriladi.

2014-2015 yillar uchun Jahon raqobatbardoshlik indeksi hisobotiga muvofiq, ekstensiv va samarali infratuzilma iqtisodiyotning samarali faoliyatini ta'minlash uchun hal qiluvchi hisoblanadi, chunki infratuzilma iqtisodiy faoliyatning o'rnini hamda mamlakatda faoliyat turlari yoki tarmoqlarini belgilashda muhim omil bo'lib xizmat qiladi. Yaxshi rivojlangan infratuzilma milliy bozorni integratsiyalash va uni kam xarajat bilan boshqa mamlakatlar va hudulardagi bozorlar bilan bog'lash orqali hududlar o'rtasidagi masofa samarasini oshiradi. Bundan tashqari, infratuzilma tarmoqlarining sifati va ekstensivligi iqtisodiy o'sishga muhim darajada ta'sir etadi hamda turli yo'llar bilan daromadlardagi tengsizliklarni va qashshoqlikni kamaytiradi.

Infratuzilma rivojlanganlik ko'rsatkichlariga quyidagi to'qqiz ko'rsatkichlar kiradi:

1. Umumiy infratuzilmaning sifati
2. Yo'llarning sifati

Infrastructure development indicators of the world countries are given in the Global Competitiveness Report published annually by the World Economic Forum.

According to the Global Competitiveness Report for 2014-2015, extensive and efficient infrastructure is critical for ensuring the effective functioning of the economy, as it is an important factor in determining the location of economic activity and the kinds of activities or sectors that can develop within a country. Well-developed infrastructure reduces the effect of distance between regions, integrating the national market connecting it at low cost to markets in other countries and regions. In addition, the quality and extensiveness of infrastructure networks significantly impact economic growth and reduce income inequalities and poverty in a variety of ways.

Infrastructure development indicators include the following nine indicators:

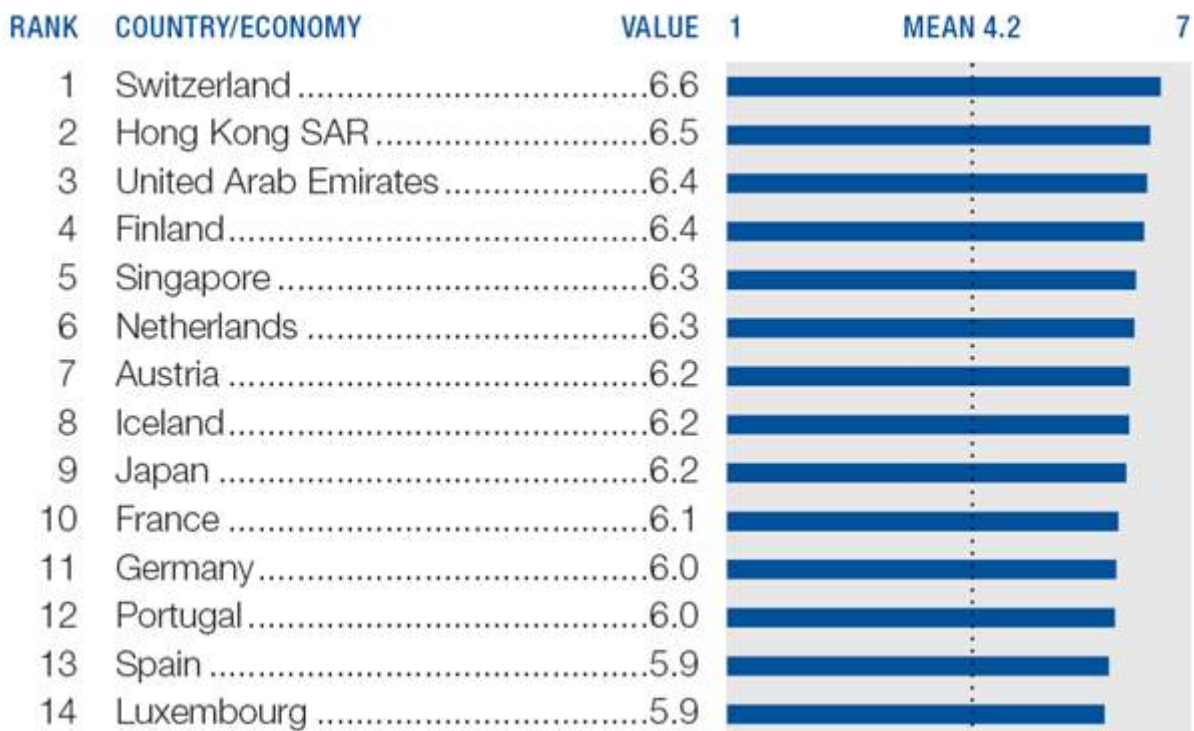
1. Quality of overall infrastructure
2. Quality of roads

3. Temir yo‘l infratuzilmasining sifati
4. Port infratuzilmasining sifati
5. Havo transporti infratuzilmasining sifati
6. Avialiniyalarning mavjud uzunligi
7. Elektr ta’minotining sifati
8. Mobil telefon aloqasi
9. Statsionar telefon aloqasi

3. Quality of railroad infrastructure
4. Quality of port infrastructure
5. Quality of air transport infrastructure
6. Available airline seat kilometers
7. Quality of electricity supply
8. Mobile telephone subscriptions
9. Fixed telephone lines

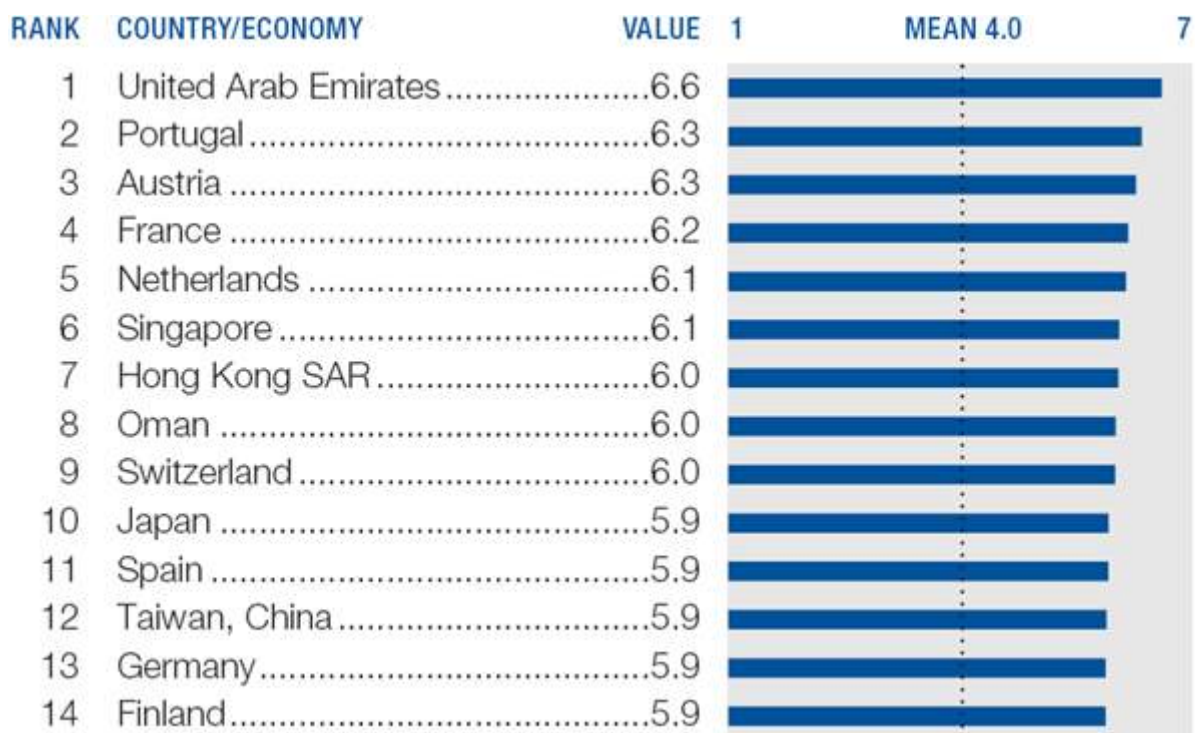
2015 yilgi Jahon raqobatbardoshlik hisobotiga muvofiq, quyidagi 10.2-10.10-rasmlarda infratuzilma rivojlanganlik ko‘rsatkichlari bo‘yicha yuqori o‘rinlarni egallagan dunyodagi mamlakatlarning reytinglari keltirilgan.

According to the Global Competitiveness Report 2015 in Figures 10.2-10.10 there shown the world countries highly ranked by infrastructure development indicators.



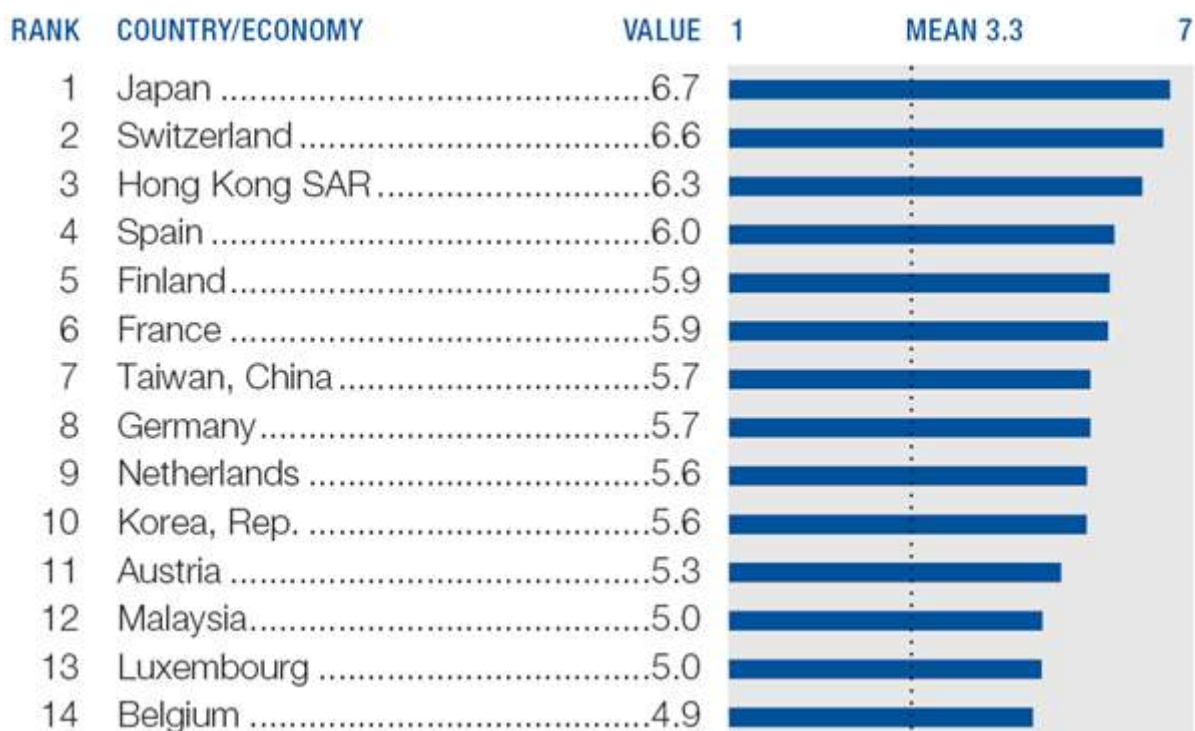
10.2-rasm. Mamlakatda umumiy infratuzilmaning (mas. transport, aloqa, energiya) sifati bo‘yicha reyting

Figure 10.2. Ranking by quality of overall infrastructure (e.g. transport, telephony, energy) in the country



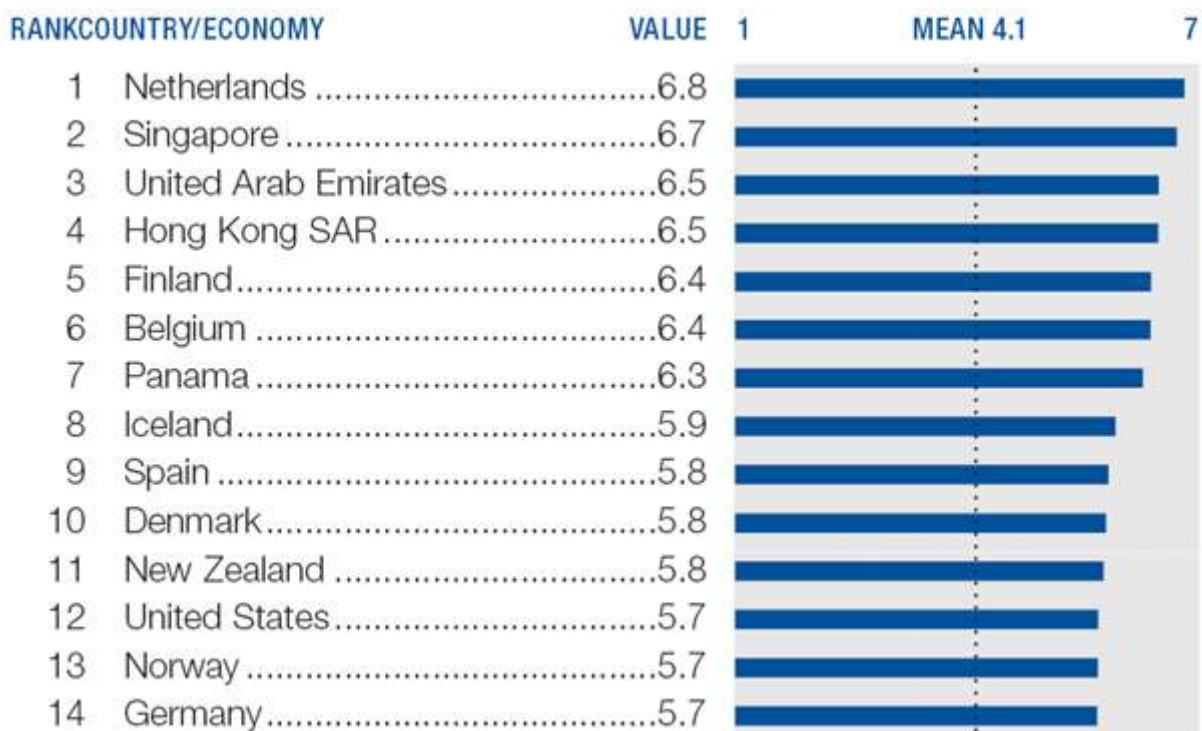
10.3-rasm. Mamlakatda yo‘llarning sifati bo‘yicha reyting

Figure 10.3. Ranking by quality of roads in the country



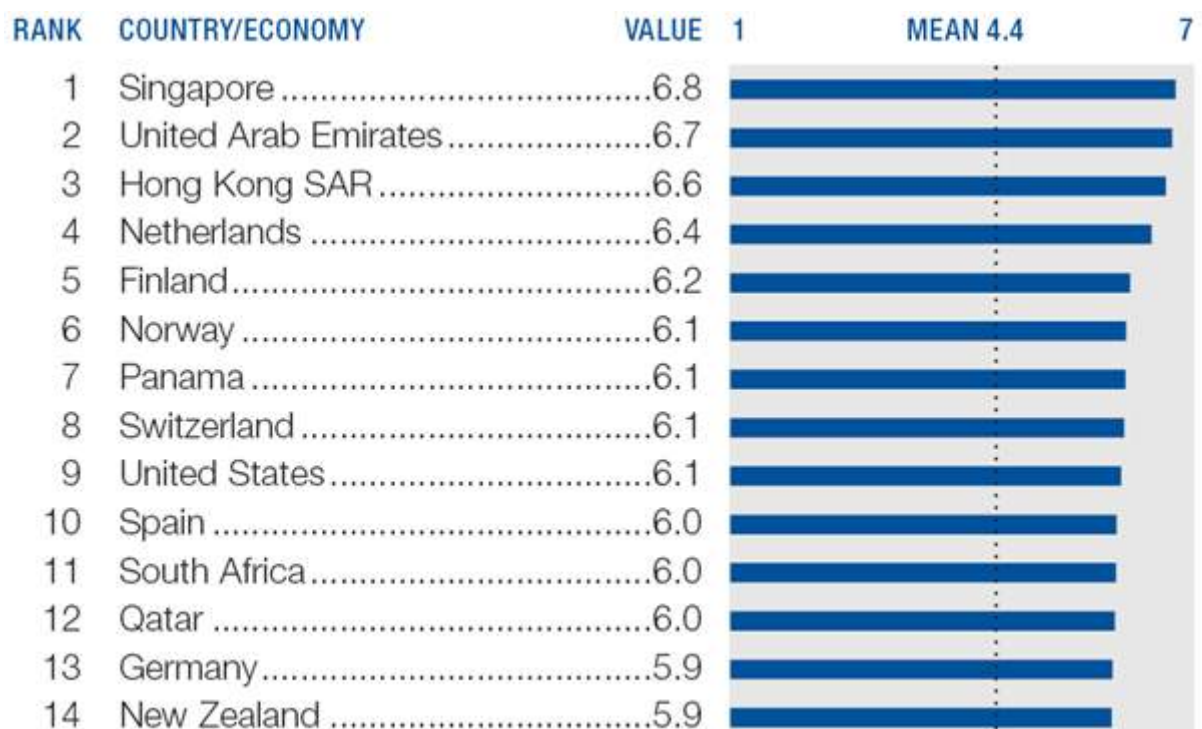
10.4-rasm. Mamlakatda temir yo‘l infratuzilmasining sifati bo‘yicha reyting

Figure 10.4. Ranking by quality of railroad infrastructure in the country



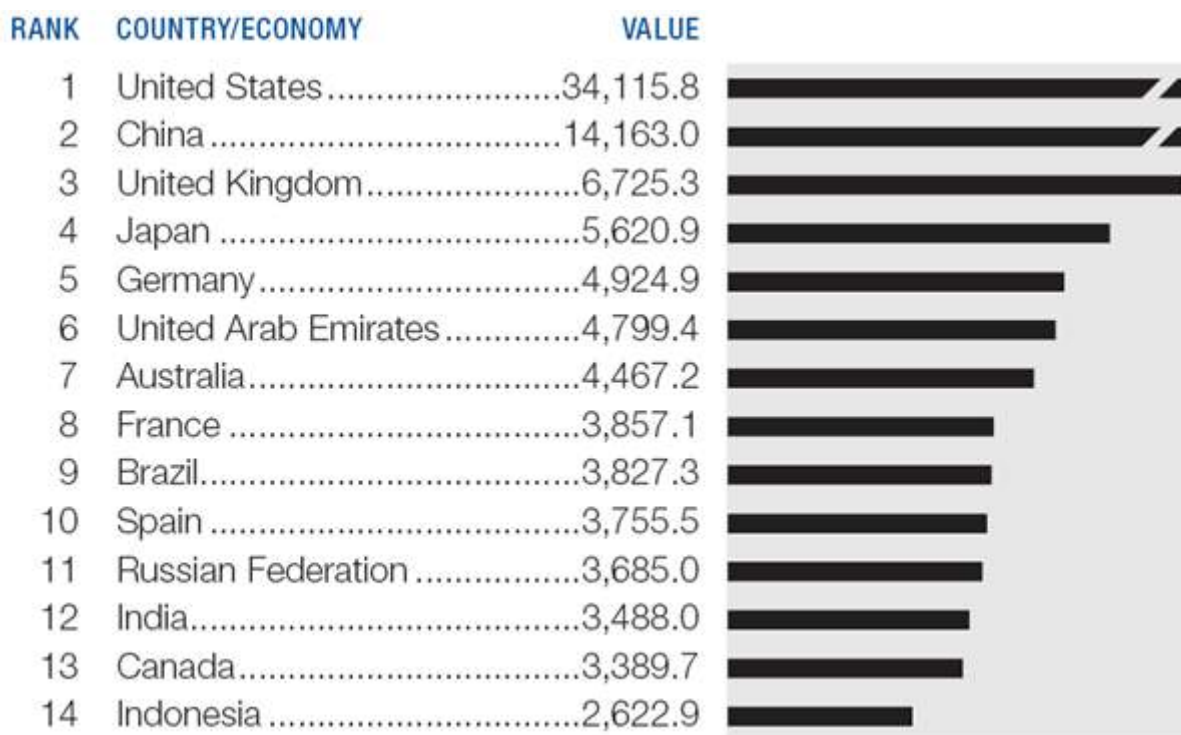
10.5-rasm. Mamlakatda port infratuzilmasining sifati bo'yicha reyting

Figure 10.5. Ranking by quality of port infrastructure in the country



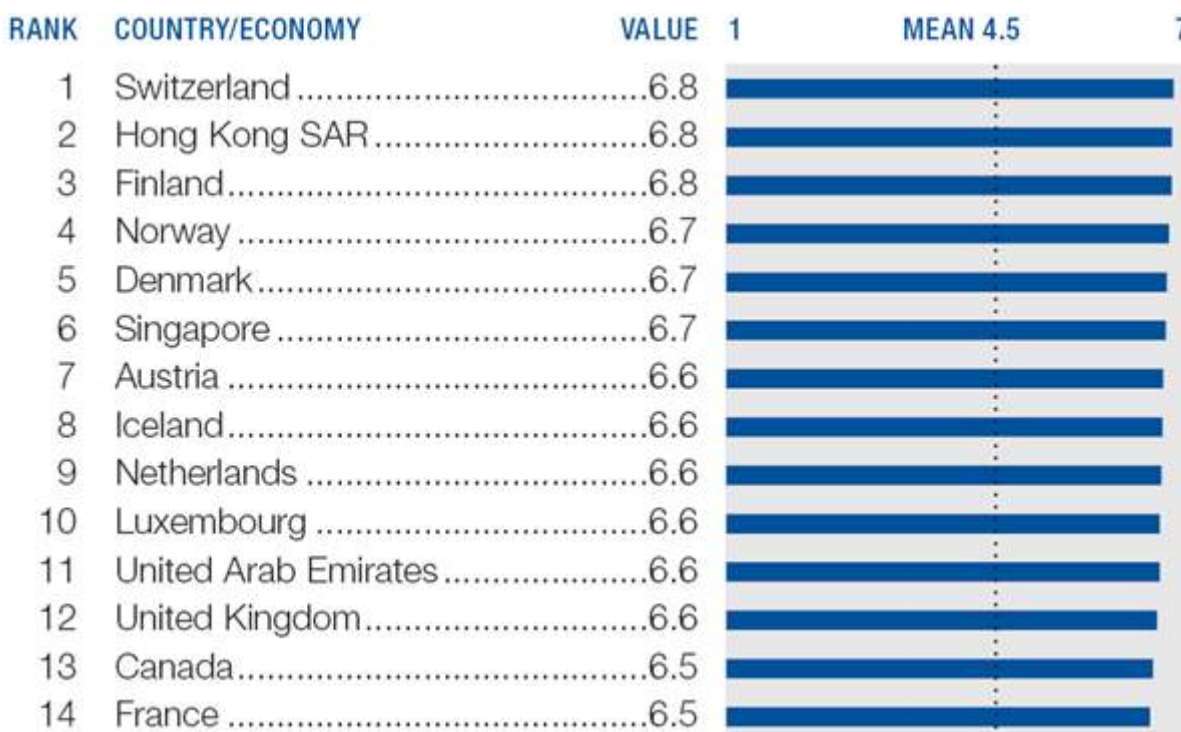
10.6-rasm. Mamlakatda yo'lovchi havo transporti infratuzilmasining sifati bo'yicha reyting

Figure 10.6. Ranking by quality of air transport infrastructure in the country



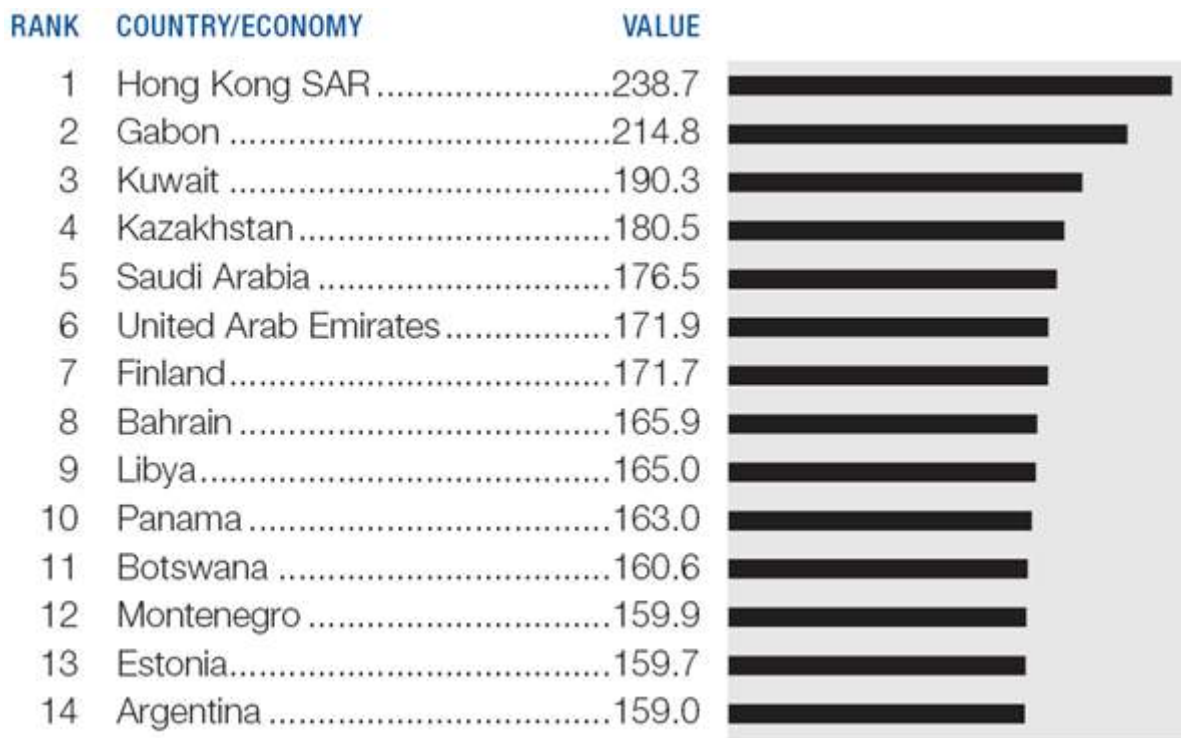
10.7-rasm. Mamlakatda avialiniyalarning mavjud uzunligi (mln. km da) bo'yicha reyting

Figure 10.7. Ranking by available airline seat kilometers in the country (in millions)



10.8-rasm. Mamlakatda elektr ta'minotining sifati bo'yicha reyting

Figure 10.8. Ranking by quality of electricity supply in the country



10.9-rasm. Mamlakatda mobil telefon abonentlari soni (har 100 aholiga) bo'yicha reyting

Figure 10.9. Ranking by number of mobile telephone subscriptions in the country (per 100 population)



10.10-rasm. Mamlakatda faol statsionar telefon abonentlari soni (har 100 aholiga) bo'yicha reyting

Figure 10.10. Ranking by number of active fixed telephone lines in the country (per 100 population)

Nazorat uchun savollar

Questions for self-control

1. Xorijiy mamlakatlarda infratuzilma va uning tasniflanishi.
 2. Qattiq infratuzilma nima va unga qaysi infratuzilma turlari kiradi?
 3. Yumshoq infratuzilma nima va unga qaysi infratuzilma turlari kiradi?
 4. Rivojlangan mamlakatlarda infratuzilma aktivlarini boshqarish tajribasi haqida gapirib bering.
 5. Jahon raqobatbardoshlik indeksidagi infratuzilma rivojlanishi ko'rsatkichlari qaysi ko'rsatkichlarni o'z ichiga oladi?
1. Infrastructure in foreign countries and its calcification.
 2. What is hard infrastructure and what types of infrastructure does it include?
 3. What is soft infrastructure and what types of infrastructure does it include?
 4. Tell about the experience of developed countries in infrastructure asset management.
 5. What indicators do Infrastructure development indicators include in the Global Competitiveness Report?

ATAMA VA IBORALARNING O‘ZBEKCHA-INGLIZCHA LUG‘ATI

UZBEK-ENGLISH DICTIONARY OF THE TERMS AND PHRASES

A			
Avtomagistral	Highway, motor highway	Atom elekt stansiyasi, AES	Nuclear power station, NPS
Avtomatik telefon stansiyasi, ATS	Automatic telephone exchange, ATE	Auditorlik tashkiloti	Auditing organization
Avtomobil yo‘li	Motor road	Auksion	Auction
Avtomobil transporti	Motor transport	Axborot agentligi	Information agency
Avtomobilda tashish	Motor transportation	Axborot infratuzilmasi	Information infrastructure
Avtotransport vositasi	Motor transport vehicle	Axborot texnologiyasi	Information technology
Avtotransport xizmati obyektlari	Units of motor transport service	Axborot-kommunikatsiya texnologiyasi, AKT	Information-communication technology, ICT
Adjaster	Adjuster, insurance adjuster	Aeroport	Airport
Ajratilgan telekommunikatsiya tarmog‘i	Dedicated telecommunication networks	B	
Aktuariy	Actuary	Bandlikka ko‘maklashish markazi	Center for assisting in employment
Aksiyadorlik investitsiya fondi	Joint-stock investment fund	Bank	Bank
Aksiyadorlik tijorat banki	Joint-stock commercial bank	Birja	Exchange
Aloqa	Communication	Bozor infratuzilmasi	Market infrastructure
Aloqa infratuzilmasi	Communication infrastructure	Boshqaruv infratuzilmasi	Governance infrastructure
Aloqa xizmati	Communication service	Broker	Broker
Alternativ elektr stansiyasi, AIES	Alternative power station, AIPS	Brokelik idorasi	Brokerage firm
Anderrayter	Underwriter	D	
		Davlat aviatsiyasi	State aviation
		Davlat axborot tizimi	State information system

Davlat ahamiyatiga molik avtomobil yo‘li	Motor road of state significance
Davlat siyosati	State policy
Daryo transporti	River transport
Diler	Dealer

E

Ekologik infratuzilma	Environmental infrastructure
Eksperimental aviatsiya	Experimental aviation
Elektr stansiyasi	Power station, power plant
Elektr tarmog‘i	Electric network
Elektr transformatori	Power transformer
Elektr uzatish liniyasi	Electric transmission line
Elektr energiyasi	Electric energy, electric power
Elektr energiyasini taqsimlash	Distribution of electric energy
Elektron hukumat	Electronic government
Elektrofikatsiya	Electrification
Elektroenerge-tika	Electroenergetics
Elektroenergetika sanoati	Electric-power industry
Energetika infratuzilmasi	Energy infrastructure
Energiya ta‘minoti	Power supply
Energiya hosil qiluvchi quvvat	Energy-generating capacity
Erkin iqtisodiy hudud	Free economic zone

F

Fond birjasi	Stock exchange
Fuqaro aviatsiyasi	Civil aviation

G

Gaz (tabiiy gaz)	Gas (natural gas)
Gaz kimyo kompleksi	Gas-chemical complex
Gaz kodensati	Gas condensate
Gaz sanoati	Natural gas industry
Gaz ta‘minoti	Gas supply
Gaz quvuri	Gas pipeline
Gazni qayta ishlash zavodi	Gas-processing plant
Geotermal elektr stansiya	Geothermal power station
Geotermal energiya	Geothermal energy
Gidroelektr stansiyasi, GES	Hydropower station, HPS
Grinfield loyiha	Greenfield project

H

Havo kemalari parki	Fleet of aircrafts
Havo transporti	Air transport
Hayotni sug‘urtalash	Life insurance
Hayotni sug‘urtalovchi kompaniya	Life insurance company
Hududiy infratuzilma	Regional infrastructure
Hududlararo infratuzilma	Inter-regional infrastructure

I

Idoraviy telekommunikatsiya tarmog‘i	Departmental telecommunication networks
Ijtimoiy investitsiya	Social investment
Ijtimoiy infratuzilma	Social infrastructure
Ijtimoiy-madaniy infratuzilma	Social-cultural infrastructure
Ijtimoiy-maishiy infratuzilma	Social-living infrastructure
Investitsiya	Investment
Investitsiya banki	Investment bank
Investitsiya vositachisi	Investment intermediary
Investitsiya dasturi	Investment program
Investitsiya kompaniyasi	Investment company
Investitsiya loyihasi	Investment project
Investitsiya majburiyatlari	Investment commitments
Investitsiya siyosati	Investment policy
Investitsiya faoliyat	Investment activity
Investitsiya fondi	Investment fund
Investitsiyalash	Investing
Investor	Investor
Innovatsion investitsiya	Innovation investment
Innovatsion infratuzilma	Innovation infrastructure
Institutsional infratuzilma	Institutional infrastructure
Intermodal logistika markazi	Intermodal logistics center

Infratuzilma	Infrastructure
Infratuzilma aktivlarini boshqarish	Infrastructure asset management
Infratuzilma iqtisodiyoti	Infrastructure economics
Infratuzilma loyihasi	Infrastructure project
Infratuzilma obyekti	Infrastructure unit
Infratuzilma tarmog‘i	Infrastructure sector
Infratuzilmani rivojlantirish	Infrastructure development
Internet	Internet
Ipoteka banki	Mortgage bank
Islom taraqqiyot banki, ITB	Islamic Development Bank, IDB
Issiqlik elektr stansiyasi, IES	Thermal power station, TPS
Ishlab chiqarish infratuzilmasi	Production infrastructure
Iqtisodiyotni modernizatsiyalash	Economy modernization
Iqtisodiy infratuzilma	Economic infrastructure
Iqtisodiy o‘shish	Economic growth

J

Jamg‘arma banki	Savings bank
Jahon banki	World bank
Jahon infratuzilma investitsiyalari indeksi	Global Infrastructure Investment Index
Jahon raqobatbardoshlik indeksi	Global Competitiveness Index

Jismoniy tarbiya va sport	Physical education and sport	Madaniy, sport va hordiq infratuzilmasi	Cultural, sports and recreational infrastructure
K		Maishiy xizmat	Consumer services
Kabel televideniyesi	Cable television	Markazlashtirilgan investitsiya	Centralized investment
Kabel televideniyesi tarmog'i	Cable television networks	Markazlashtirilmagan investitsiya	Non-centralized investment
Kapital investitsiya	Capital investment	Maxsus avtotransport vositasi	Special road transport vehicle
Kemping	Camping	Mahalliy infratuzilma	Local infrastructure
Kommunikatsiya	Communication	Mahalliy ahamiyatga molik avtomobil yo'li	Motor road of local significance
Kommunikatsiya tizimi	Communication system	Mehnat birjasi	Labor exchange
Kommunikatsiya infratuzilmasi	Communications infrastructure	Mehnat bozori infratuzilmasi	Labor market infrastructure
Korxonada infratuzilma	Intra-industrial infrastructure	Mikrokredit	Microcredit
Kredit tashkiloti	Credit organization	Mikrokredit tashkiloti	Microcredit organization
Kredit tizimi	Credit system	Mikrolizing	Microleasing
Kredit uyushmasi	Credit union	Mikroqarz	Microloan
Ko'mir sanoati	Coal industry	Milliy infratuzilma	National infrastructure
L		Milliy iqtisodiyot	National economy
Lizing	Leasing	Milliy iqtisodiyot raqobatbardoshligi	Competitiveness of national economy
Lizing kompaniyasi	Leasing company	Mobil aloqa	Mobile communication
Logistika infratuzilmasi	Logistics infrastructure	Mobil aloqa tarmog'i	Mobile phone network
Logistika markazi	Logistics center	Mobil aloqa xizmati	Mobile phone service
Lombard	Pawnshop	Moliya bozori	Financial market
M		Moliya bozori infratuzilmasi	Financial market infrastructure
Madaniyat va san'at	Culture and art		

Moliya instituti	Financial institution
Moliyaviy kompaniya	Financial company
Monopoliyaga qarshi davlat organi	State antimonopoly authority
Motel	Motel
Multimodal logistika markazi	Multimodal logistics center
Muqobil energetika	Alternative energetics
Muqobil energiya	Alternative energy
Muqobil energiya manbalari	Alternative energy sources
Muhandislik-kommunikatsiya	Engineering-communication

N

Neft	Crude oil, oil
Neft mahsulotlari	Petroleum products
Neft sanoati	Oil industry
Neft quvuri	Oil pipeline
Neftni qayta ishlash zavodi	Oil-refining plant
Nobank kredit tashkiloti	Non-bank credit organization
Noishlab chiqarish infratuzilmasi	Nonproduction infrastructure

O

Ommaviy axborot vositalari	Mass media
Optik tolali aloqa liniyasi	Optic fiber communication line

Osiyo infratuzilmalar investitsiya banki, OIIB	Asian Infrastructure Investment Bank, AIIB
Osiyo taraqqiyot banki	Asian Development Bank, ADB

P

Pay fond	Mutual fund, unit investment fund
Pnevmatik pochta tarmog'i	Pneumatic mail distribution networks
Port	Port, harbor
Pochta	Post, mail
Pochta xizmati	Postal service

Q

Qayta sug'urtalovchi kompaniya	Re-insurance company
Qayta tiklanuvchi energiya	Renewable energy
Qattiq infratuzilma	Hard infrastructure
Qattiq chiqindilarni boshqarish infratuzilmasi	Solid waste management infrastructure
Qimmatli qog'ozlar	Securities
Qimmatli qog'ozlar bozori	Securities market
Quvur transporti	Pipelines transport
Quyosh elektr stansiyasi	Solar power station
Quyosh energiyasi	Solar energy

R	
Radio uzatish stansiyasi	Radio transmission station
Raqamlashtirish	Digitization
Raqamli televideniye	Digital television
Reinvestitsiya	Reinvestment
Reklama agentligi	Advertising agency
Respublika yo‘l jamg‘armasi	Republican road fund
Respublika universal agrosanoat birjasi	Republican Universal Agro-industrial Exchange
Respublika Fond birjasi “Toshkent”	Republican Stock Exchange “Toshkent”

S	
Savdo uyi	Trading house
Savdo-sanoat palatasi	Chamber of trade and industry
Soliq tizimi	Tax system
Sog‘liqni saqlash	Healthcare
Sog‘liqni saqlash tizimi	Healthcare system
Suv resurslarini boshqarish infratuzilmasi	Water management infrastructure
Suv ta‘minoti	Water supply
Suv transporti	Water transport
Suvosti aloqa tarmog‘i	Submarine communications cable
Sug‘urta	Insurance

Sug‘urta agenti	Insurance agent
Sug‘urta bozori	Insurance market
Sug‘urta brokeri	Insurance broker
Sug‘urta vositachisi	Insurance intermediary
Sug‘urta kompaniyasi	Insurance company
Sug‘urta tizimi	Insurance system
Sug‘urta faoliyati	Insurance activity
Syurveyer	Surveyor

T	
Ta‘lim	Education
Ta‘lim tizimi	Education system
Televideniye	Television
Telegraf aloqa	Telegraph communications
Telekommunikatsiya	Telecommunication
Telekommunikatsiya vositalari	Means of telecommunication
Telekommunikatsiya inshootlari	Telecommunication facilities
Telekommunikatsiya tarmog‘i	Telecommunication networks
Telefon aloqasi	Telephone communication
Telefon tarmog‘i	Telephone network
Temir yo‘l	Railway
Temir yo‘l tizimi	Railway system
Temir yo‘l transporti	Railway transport
Tender o‘tkazuvchi idora	Tendering office
Texnopark	Technopark

Texnopolis	Technology town
Tibbiy va avariya yordami obyektlari	Units of medical aid and emergency service
Tijorat banki	Commercial bank
Tijorat markazi	Commercial center
Tovar birjasi	Commodities exchange
Tovar bozori	Commodities market
Tovar bozori infratuzilmasi	Commodities market infrastructure
Torf sanoati	Peat industry
Transport	Transport
Transport vositasi	Transport vehicle
Transport vositalariga texnik xizmat ko'rsatish obyektlari	Units for technical maintenance of transport vehicles
Transport tarmog'i	Transport network
Transport tizimi	Transport system
Transport infratuzilmasi	Transport infrastructure
To'lqin energiyasi	Wave energy

U

Uy-joy kommunal xo'jaligi	Housing and communal services
Umumiy sug'urta	General insurance
Umumiy foydalanishdagi avtomobil yo'llari	Motor roads for general use
Umumiy foydalanishdagi telekommunikatsiya tarmog'i	Telecommunication networks for general use

Umumfoydalanishdagi infratuzilma	Country-wide infrastructure
Universal bank	Universal bank
Uyali aloqa	Cellular communications
Uyali aloqa tizimi	Cellular communications system

V

Valyuta birjasi	Currency exchange
Vodorod energiyasi	Hydrogen energy

X

Xalqaro ahamiyatga molik avtomobil yo'li	Motor road of international significance
Xalqaro bank	International bank
Xalqari valyuta fondi, XVF	International Monetary Fund, IMF
Xalqaro infratuzilma	International infrastructure
Xalqaro savdo tashkiloti	International trade organization
Xalqaro tashishlar	International transportations
Xalqaro tiklanish va taraqqiyot banki, XTTB	International Bank for Reconstruction and Development, IBRD
Xej-fodi	Hedge fund
Xususiy bank	Private bank
Xususiy pensiya fondi	Private pension fund
Xususiylashtirish investitsiya fondi	Privatization investment fund

Xo'jalik avtomobil yo'llari Service motor roads

Y (Ya, Ye, Yo, Yu)

Yaponiya xalqaro hamkorlik banki, YaXHB Japan Bank for International Cooperation, JBIC

Yarmarka Fair, trade fair

Yevropa tiklanish va taraqqiyot banki, YeTTB European Bank for Reconstruction and Development, EBRD

Yerni monitoring qilish va o'lchash tarmoqlari Earth monitoring and measurement networks

Yonuvchi slanets sanoati Oil-shale industry

Yoqilg'i sanoati Fuel industry

Yoqilg'ini qazib chiqarish Fuel extraction

Yoqilg'ini qayta ishlash Fuel production

Yoqilg'ini tashish Fuel transportation

Yoqilg'ini taqsimlash Fuel distribution

Yoqilg'ini iste'mol qilish Fuel consumption

Yoqilg'i-energetika balansi Fuel and energy balance

Yoqilg'i-energetika majmuasi Fuel-energy complex

Yoqilg'i-energetika resurslari Fuel and energy resources

Yuk Freight, cargo

Yuk avtotransporti Road freight transport

Yuk aylanmasi Freight turnover

Yuk tashish Freight transportation

Yumshoq infratuzilma Soft infrastructure

Yo'lbo'yi infratuzilmasi Roadside infrastructure

Yo'lovchi Passenger

Yo'ldoshli aloqa Communications satellite

Yo'lovchi aylanmasi Passenger turnover

Yo'lovchi tashish Passenger transportation

Yo'lovchilar avtotransporti Road passenger transport

O'

O'zaro sug'urtalash jamiyati Mutual insurance society

O'zbekiston milliy avtomagistrali Uzbek national highway

O'zbekiston Respublikasi Valyuta birjasi Currency Exchange of the Republic of Uzbekistan

O'zbekiston Respublikasi tovar-xomashyo birjasi Commodities Exchange of the Republic of Uzbekistan

O'zbekiston tiklanish va taraqqiyot jamg'armasi, O'zTTJ Fund for Reconstruction and Development of Uzbekistan, UzRDF

Sh		Ch	
Shamol elektr stansiyasi	Wind power station	Chekli investitsiya fondi	Check investment fund
Shamol energiyasi	Wind energy	Chet el banki vakolatxonasi	Representative office of foreign bank
Shahar yo‘lovchi transporti	City passenger transport	Chet el kapitali ishtirokida bank	Bank with foreign capital
Shahar yo‘lovchi transporti tizimi	City passenger transport system		
Shahardagi tashishlar	Urban transportations		
Shahar atrofidagi tashishlar	Suburban transportations		
Shaharlararo tashishlar	Interurban transportation		

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INFRA TUZILMA IQTISODIYOTI
Darslik

INFRASTRUCTURE ECONOMICS
Textbook

Bosishga ruxsat etildi 21.09.2015. Bichimi 60x84 1/16.

Shartli bosma tabog‘i 14,5.

Toshkent davlat iqtisodiyot universiteti bosmaxonasida chop etildi.

Manzil: Toshkent sh. O‘zbekiston shoh ko‘chasi, 49.

