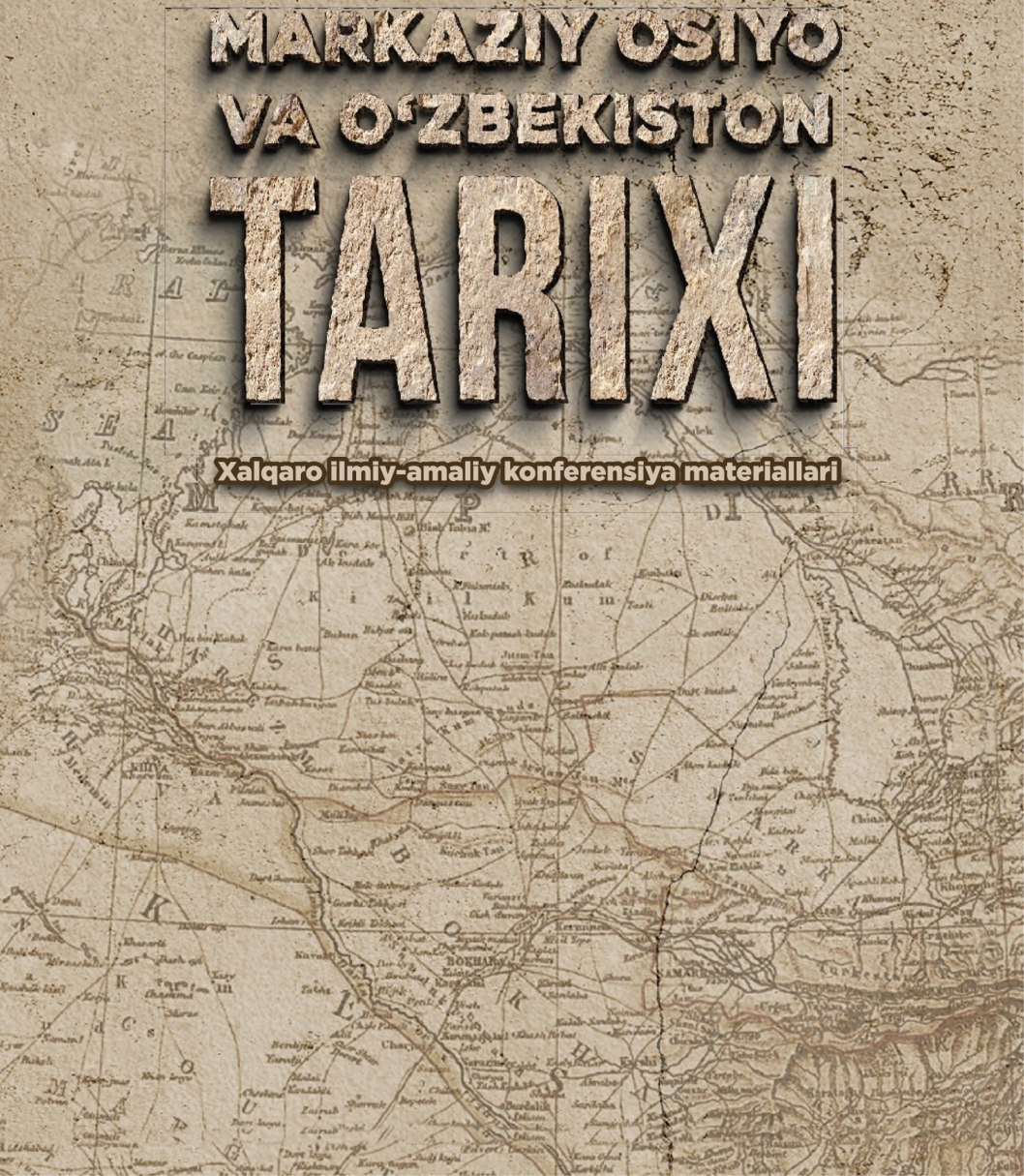


Sharq mamlakatlari tarixi tizimida

MARKAZIY OSIYO VA O'ZBEKISTON TARIXI

Xalqaro ilmiy-amaliy konferensiya materiallari



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O‘ZBEKISTON TARIXI**

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RECONSTRUCTION AND ITS IMPACT ON THE AUTOMOTIVE SECTOR (1986-1990)

Ruziyeva Laziza Yusufovna

Abstract: A summary of the topic” reconstruction and its impact on the field of Motor Transport". This article reflects on the impact of the reconstruction policy on the Republic of Uzbekistan, changes in the field of motor transport, changes in the Ministry system related to this area, in particular, road construction in Tashkent, passenger service, maintenance of motor vehicles, the role of motor transport in society, the benefits of

urban residents, the activities of concerns, the study of The impact of Motor Transport on all areas, its advantages and convenience to the population are highlighted.

Keywords: *Uzbekistan, Tashkent, Motor Transport, concerns, Republic, network, farm, car, bus.*

The reconstruction, which began after the April 1985 Plenum of the former CPSU Central Committee, became a legal continuation, legal expression of the country's social progress. He penetrated into all areas of the economy, necessitating the search and implementation of new methods and methods of managing and economic development of the economy. And in the Republican automotive network, it began with an attempt to restructure higher organizations. On July 27, 1988, the two ministries were merged into the Ministry of motor transport of the Republic and the Ministry of highway construction and use, the only ministry was the Ministry of road transport and money economy of the USSR of Uzbekistan, according to the decree of the Central Committee of the Republic of Uzbekistan and the Council of Ministers of the Republic [1, 217].

The effective operation of automobile transport in many ways put on the agenda the need to combine these two ministries that it is a link to the condition of roads, its meticulous construction, timely remittance, the extension of hard-covered roads, wide roads, as well as the provision and remount of technical services to motor vehicles, camping, motels, cars and the construction of autozapravka stations The purposeful placement and development of the Republic's production forces made it necessary to carry out this event, which is of great importance for the rapid development of the entire national economy, all its branches in one norm.

In the years in which the two ministries worked, the ultimate results, even if the goal was common, artificial contradictions in the method of work arose, the effectiveness of the use of material and labor resources was low. There were also many obstacles to the introduction of technical achievements of science. [2, 217].

Thanks to the joint addition of the two ministries, the enterprises of Motor Transport and road construction were subordinated to single organizations, the material interest of employees of both industries was focused on single ultimately results, passenger service display and cargo transportation were designated as the main task of Motor Transport.

According to resolution 306 of the Council of Ministers of the Republic of August 29, 1988, the central apparatus of the ministry and the network management scheme were approved. On the basis of this document of the government, the minister of transport and Road economy of the Republic L.A.Akhmetov issued an order to dissolve the Departments of highway construction and use in all regions and Karakalpakstan, to establish local road use enterprises in its place and subordinate them to the newly created ministry. [3, 218].

Less than a year later, on September 6, 1988, the Republican government passed resolution 281. [4, 218].

The decision was to split the ministry into two more, The Independent Republic Ministry of Motor Transport and the Republic Ministry of highways. But at the same time, at the same time, there was a continuing search for rational management methods in the vehicle used by the general public. The network was going through a difficult situation, the complication of the period of stagnation was still taking its toll on the farm, the planning was being misdirected in making reports.

The era, and the Times, entailed not to miss any favorable conditions for the development of the economy, to open a wide path to initiatives, to the creativity of labor collectives. The transition to a new kind of business and methods of economic stimulation has become the most important, most relevant, sira non-delaying task. On the basis of Resolution No. 115 of the former CPSU Central Committee, the former USSR Council of Ministers and the VSSPS adopted on September 17, 1986 and the decision of the Republican government on the tasks arising from this decision, full economic accounting and self-financing were introduced to the entire national economy. [5, 218].

In this, the regulation of wages was instrumental in increasing tariff rates and position salaries. Because the tariff rates and position salaries that were in place were outdated and did not meet the new requirements, the remuneration, the surcharge and the surcharge lost their stimulating importance, as a result of which labor productivity began to decline. The regulation of the payment of Labor was to be carried out at the expense of the funds generated, which were earned in the collectives. It was necessary to mark the nearest bus routes, effectively use labor and material resources, introduce science achievements and advanced experiments, pay special attention to the protection of the environment. Network management was the chief issue on the agenda.

In this regard, it was possible to learn a lot from motorists from Belarus, Kazakhstan and other republics. They had switched to Dual-Link control as early as the 1970s, meaning that the auto shop was directly controlled by ministerial directives. [6, 219].

And the transport enterprises of the general use of Uzbekistan could not get rid of the three-link management method. This method had already lost its activity, became an obstacle to the introduction of technical achievements. Opponents of the demolition of this old method sought to prove that if the trusts were to be disbanded and switched to a dual-link control system, a break would occur in freight traffic and passenger service. Due to the reduction of one link in the transition to the two-link method of management , it was possible to significantly centralize leadership to administrative employees, associations in the regions, to further expand their independence [7, 102].

Coefcents of the use of buses and light taxis did not increase. Passenger service within the city was still damaging. Planning, funding, relations with the local Soviet executive committees, and poor control were contributing factors.

The former Uzbek SSJ Ministry of Motor Transport and Road economy switched from January 1, 1989 to full economic accounting and self-financing. In the resolution of the Council of Ministers of the Republic of 1988 on 5 November, the network was given the task of "taking full advantage of the advantages of the "new" method of economic management to meet the requirements of the national economy for freight and passenger service, to greatly increase the economic efficiency of automobile transport in the quality of these services. [8, 219].

On the basis of Resolution No. 1102 of the former CPSU Central Committee and the former USSR Council of Ministers adopted on September 30, 1987, the Ministry of motor transport of the Republic transferred all its subordinate units, motorhomes, construction and other organizations at the expense of the farm. Particular importance was attached to the development and deepening of domestic production economic accounting. When assessing the activities of enterprises and material incentives for labor collectives,

the fulfillment of obligations established by the contract was made the main criterion, a measure. [9, 221].

For the development of economic contracts and plans, indicators on the volume of general cargo transportation, the total income from passenger service, profit, income received with currency were made Control figures for the development of social spheres. In a government decision, starting in 1989, it became possible to build new motorways to serve passengers by buses and transport household goods of residents, build motorways and other similar buildings, including non-production buildings, as well as buy buses, at the expense of state capital funds. On the basis of this decision, the minister of transport of the Republic issued Order No. 199 on November 29, 1988. The order established the procedure and deadlines for the transfer of auto industry, auto industry and associations under the care of the ministry to full economic Account and self-financing, the tasks of the leaders. [10, 224].

In the network, it was necessary to carry out large-scale work and organizational activities in connection with the deepening of domestic production economic accounting, strengthening the financial situation of associations and enterprises, effective functioning of all divisions on the basis of economic accounting requirements. By December 15, 1988, it was required to submit for consideration and approval Charter projects of associations that meet the laws of the USSR on state enterprises, and by December 20, 1988, to submit plans for the expansion, restoration and armament of currently existing enterprises and farms in operation, carried out at the expense of production development, science and technology and bank loan funds. [11, 23].

With the economic method, a great responsibility was placed on the leaders for the widespread development of the construction of residential and other similar socio-cultural buildings, the transfer of associations and enterprises to new methods of economic management and ensuring their effective functioning. Further improvement of the management of tarbagii since October 1, 1989, the tashgorgruztrans, Tashoblgruztrans and tashoblpasstrans concern were formed for the purpose of experimentsinov. These concerns were subordinated to the general-purpose freight car works in the capital of the Republic and Tashkent region, as well as passenger services in the same region. Such restructuring was carried out on the basis of the decisions of the General Assembly of the communities of Auto Centers. Management methods and techniques are built on democratic foundations, the development of important decisions in communities and the control of its implementation through the Council of the concern. [12, 21].

The directors of the auto factories are members of the concern pravlenies, they were previously given the rights belonging to the separate apparatus of the production Association and imposed obligations. So are the differences of the concerns from the production associations. In addition, enterprises and organizations of another branch, no matter which office is under the care of the concern, can also be contracted members, in which different enterprises and organizations can economically interrelated and mutually beneficial work.

Thus, in all branches of the network, the search for ways to manage okilona and conduct economically profitable business was intensively carried out. The transition to new methods of economic management in the lower management units and auto factories made it possible to more rationally and economically use material and labor resources in

the wage fund, improve the financial situation of the enterprise, increase the living well-being of employees. There was a belief that the new economic mechanism, revising the usual norms and directions, would lead the auto industry to a wide path of development, to greater goals.

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