

A TRANSIT-ORIENTED COUNTRY RAILWAY DEVELOPMENT AS A NATIONAL POLICY

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Abstract: The research examined new projects in the field of high-speed Sales in Uzbekistan jointly with the company “Talgo”. And Restrictions in the way of speed, the development of high-speed traffic.

Keywords: high-speed train, Talgo, stage of developing.

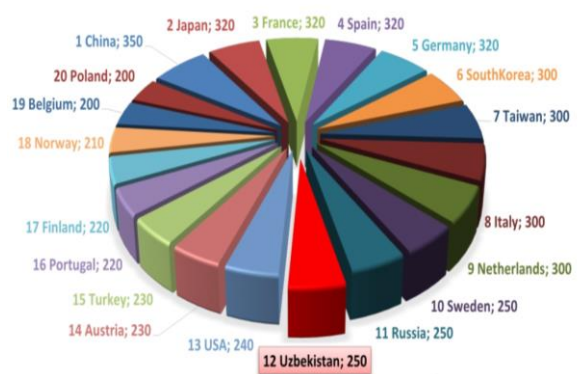
MAIN PART

Passenger trains in the Republic and prospects for introducing high-speed passenger trains on new railways in Uzbekistan at present, the share of rail transport in the Republic of Uzbekistan accounts for about 70% of the total freight turnover of all types of transport and about 60% of passenger turnover [1].

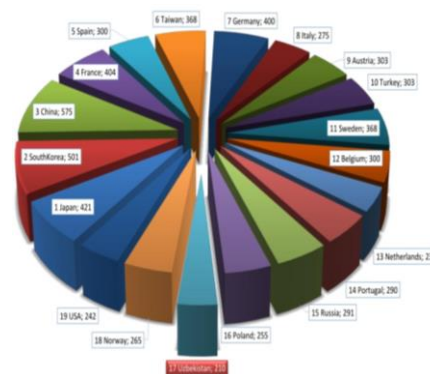
The main stages of the organization of speed and high-speed traffic by terms for the implementation of major activities for the organization of high-speed:

High-speed traffic on the railways of Uzbekistan in the mentioned Concept is divided into 4 stages.

The first stage (2011–2015). This is the initial stage related to the preparation and implementation of the high-speed movement of the Talgo-250 Uzbekistan electric train at the polygon of the direction of the Tashkent-Samarkand railroad.



Pic. 1. Average operating speed

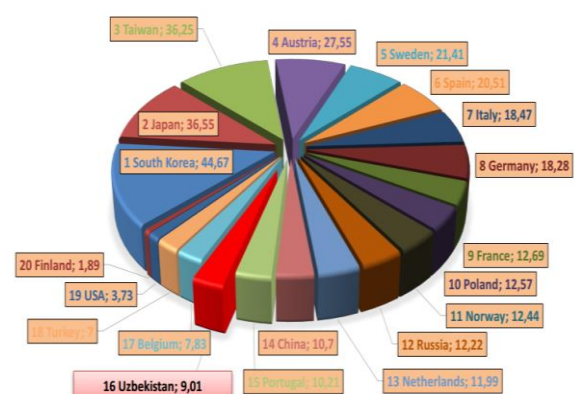


**Pic. 2. Uzbekistan in the list of countries
with developed high-speed railway
infrastructure**

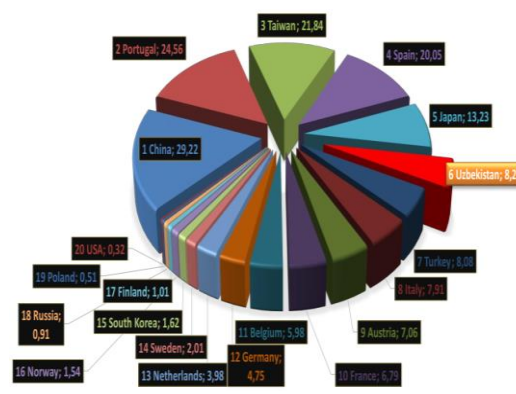
The second stage (2016-2020). At this stage, the sphere of high-speed traffic expanded at the expense of railroads with mass passenger traffic on the Tashkent-Bukhara section with stops at the Samarkand, Kattakurgan and Navoi stations, high-speed traffic on the Tashkent-Khodjикent commuter traffic direction [2, 3].

The third stage (2021–2025 years). This stage is characterized by the expansion of the landfill operation area [4, 5, 6] on the management with intensive passenger traffic Tashkent – Karshi with stops at the stations Djizak and Samarkand. At this stage, reconstruction works will be completed with the electrification of the railways in the Marokand-Karshi section [1].

The fourth stage (until 2035). This is the stage of further development of high-speed traffic on the railroad tracks: Tashkent-Navoi-Urgench (Nukus) with stops at Misken, Zarafshon, Navoi, Kattakurgan, Samarkandi Jizak stations. Here, reconstruction (amplification) is required with the electrification of the Navoi-Uchkuduk-Nukus, Misken-Urgench lines [1].



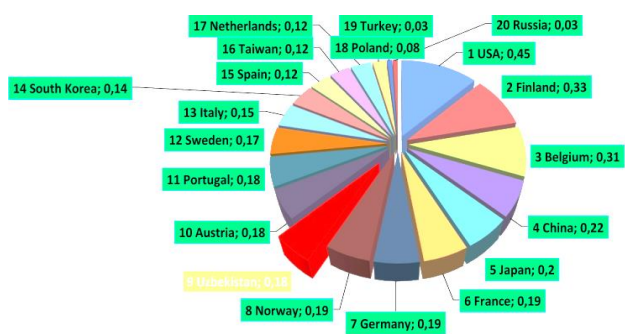
Pic. 3. Share of the population of population by high-speed lines in the general railway structure of Uzbekistan.



Pic. 4. Share of high-speed lines in the general railway infrastructure of Uzbekistan.

Tashkent – Andijan with stops in Angren, Kokand, Fergana, Andijan and Namangan. At this stage it is supposed: construction (approximately in 2022 – 2030 years) and commissioning of the new electrified railway line Angren – Pap; The formation of the Tashkent – Andijan expressway with the reconstruction (including electrification) of the Fergana railway line Kokand – Andijan – Namangan [2, 3].

It should be noted that the Afrosiyob high-speed train now runs in the direction “Tashkent-Samarkand-Karshi”. The Afrosiyob high-speed train, produced in Spain by Patentes Talgo S.A., overcomes the distance of 344 km in two hours. The maximum speed exceeds 250 km per hour.



Pic. 5. Every kilometre of the trip costs passengers € 0.18

The total capacity of a comfortable train is 257 people. The electric train consists of 2 head locomotives, 8 passenger cars and 1 dining car. The train provides VIP-class seats, first and economic classes, special conditions for disabled and passengers with disabilities are provided.

In October 2015 JSC “Uzbekistan Temir Yullari” and Parentes Talgo S.A. Signed a contract for the purchase of two high-speed electric trains with a total cost of 38 million euros. It provides for purchase of four head and twenty passenger cars, as well as two dining cars. Two of them are formed, each of them are capable of transporting.

Organization of high-speed railway traffic will give an additional impetus to scientific and technical development and improvement of technologies in almost all related industries from mechanical engineering to intelligent computing systems, providing further stimulation of the country’s scientific, technical and intellectual potential, primarily through placing orders with domestic enterprises to create new models of world-class technology.

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