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### NAVOIY VILOYATI SHAHARLARINING VUJUDGA KELISHI VA TARKIBIY TUZILISHI

Annotatsiya

Ushbu maqolada respublikamizning eng kenja maʼmuriy birligi hisoblangan Navoiy viloyatining sanoatlashgan shaharlari va ularning shakllanish tarixi, bugungi kundagi holati hamda ixtisoslashuvi kabilar haqida fikr yuritiladi.

**Kalit soʻzlar:** shahar, Navoiy, Zarafshon, ekologik holat, “resurs shahar”, unsiya.

### СОЗДАНИЕ И СТРУКТУРА ГОРОДОВ НАВОЙСКОЙ ОБЛАСТИ

Аннотация

В данной статье рассматриваются промышленно развитые города Навоийской области, являющейся самой маленькой административной единицей нашей республики, их история формирования, современный статус и специализация.

**Ключевые слова:** город, Навои, Зарафшан, состояние окружающей среды, «город-ресурс», унция.

### THE ESTABLISHMENT AND STRUCTURE OF THE CITIES OF THE NAVOI REGION

Annotation

This article discusses the industrialized cities of the Navoi region, which is the smallest administrative unit of our republic, and their history of formation, their current status, and specialization.

**Key words:** city, Navoi, Zarafshan, environmental condition, "resource city", ounce.

**Introduction.** Navoi region is located on the trade routes that connect not only Uzbekistan but also the west and east of Central Asia, besides, it has a rich history as a connecting region between large historical-cultural, trade-economic centres such as Bukhara and Samarkand. The province was formed in 1982 from the lands of the Bukhara region and partly of the Samarkand region. In 1988, the region was abolished as an administrative unit, and in early 1992 it was revived. It includes 8 rural districts (Konimekh, Navbahor, Karmana, Nurota, Tomdi, Uchkuduq, Khatirchi, Qiziltepa), 7 cities (Navoi, Zarafshan, Karmana, Nurota, Uchkuduq, Qiziltepa) and 56 towns. The area of the province is 110.99 thousand square meters. km. (24.7 per cent of the territory of the republic) is equal. The area of the Uchkuduq and Tomdi districts is very large. It is equal to 46.6-42.5 thousand square kilometres, respectively. The fact that these rural districts are large indicates that the region does not have favourable conditions for agriculture and population settlement. The area of the remaining districts is much smaller (the smallest district is Karmana - 0.95 thousand sq.km.). 91.5 per cent of the region's total land area is pastures and hayfields, 1 per cent is arable land, 0.4 per cent is perennial trees, and 7.1 per cent is non-agricultural land. In general, the long distance of the territory of the Navoi region from north to south, and the fact that its appropriated territories and administrative centre are located in the far south cause difficulties in the organization and management of the socio-economic development of the region.

**Literature review.** Natural, economic and social characteristics of the Navoi region have been studied by many local scientists. In Uzbekistan, O.B. Ata-Mirzayev, E.A. Akhmedov, T.I. Raimov, N.M. Mamatkulov, N.M. Mamatkulov, Z.H. Rayimjonov, A.S. Soliyev, A.A. Qayumov, Z.T. Abdalova, S. Zokirov, C. Q. Tashtayeva and other specialists dealt with cities and their problems [8]. The ecology of cities and the problems related to it can be found in V.I. Sokovnina's (1989) socio-economic problems of improving the atmospheric air of cities, Yu.Sh. Shodimetov's (1993) study of the development trends of the ecological situation in Central Asia, B. Ziyamuhammedova's (1990) socio-ecological environment in his philosophical approach, we can see in the works of Kh.T. Tursunov („Социально-географические аспекты исследования экологической ситуации крупного города на примере г. Ташкента” 1994) devoted to the ecological situation in the capital area. The health of urban residents and issues related to them are discussed by N.Komilova („Territorial analysis of medical geographical conditions of Uzbekistan and population health problems' 2012), I.Turdimambetov („Социально-экономические особенности улучшения нозогеографической ситуации Республики Каракалпакстан” 2016), M.Khamroyev ("Social ecology of Khorezm region and geographical characteristics of population health"), N.Muhammedova ("Geographical differences in population mortality in Uzbekistan" 2019), A.Ravshanov ("Territorial characteristics of the neogeographical situation („the case of Samarkand and Navoi regions" 2020) are carrying out important works.

**Research methodology.** Karmana witnessed various processes during the Russian colonial period. In the 80s of the 19th century, the passage of the railway from here, and the running of trains on the Caspian-Tashkent route changed the socio-economic life of Karmana, and as a result, representatives of different nationalities and peoples began to arrive at the end of the 19th century and the beginning of the 20th century. In September 1920, the Soviet rule was established in the Karmana province. As a result of the zoning policy, the Karmana district was established in 1926 and for several years served as the socio-economic and administrative centre of Bukhara and later Navoi region.

The establishment of cities in the region is directly related to the exploitation of resources in the Kyzylkum desert and the activity of the Navoi Mining and Metallurgical Combine. On September 3, 1958, according to the Decree of the Presidium of the Supreme Soviet of Uzbekistan, it was started to be established in the territory of Karmana district [3]. In 1957, the Moscow State

Research Institute named "Giprogor" developed a plan to establish a new industrial city in the territory of the Karmana district of the Bukhara region [4]. This project was soon abandoned as it was planned for the construction of ordinary settlements. The construction of the city was entrusted to the specialists of the Leningrad State Institute, which designed cities such as Dubna and Obinsk. Qualified specialists were assigned the task of creating a city project that meets the requirements of modern urban planning, taking into account the climatic conditions of the area, topography, and wind direction.

In the master plan approved by the Council of Ministers of Uzbekistan in 1961, was also planned to build new industrial enterprises (Navoiyazot, Navoiy Electrochem factory, cement plant, cotton plant). For this, first of all, it was necessary to establish a system of residential buildings, transport and other infrastructures in the city. Several social problems such as urban expansion, production and manpower requirements had to be taken into account. After the creation of several facilities and necessary infrastructure, the labour force began to be attracted from other regions of the republic.

The new master plan of the city was developed in 1978 by V. A. Kurnosov, V. A. Yakovlev and V. F. Akutina of the Leningrad Design Institute and approved by the Council of Ministers of Uzbekistan on January 7, 1980 [5].

According to A.V. Korotkov, who led the city construction project, he said that it would be appropriate to name Alisher Navoi, based on the ideas of Uzbek poetry, in the construction of the city [6]. Sh. Rashidov, who was the head of the republic at that time, made great contributions to naming the city by this name [7]. On September 3, 1958, he participated in an event dedicated to the construction of the city and the Decree of the Government of the Uzbek SSR on the construction of the city and railway station was announced [8].

The city of Navoi, which is the administrative centre of the province, was initially a settlement being built for 25,000 inhabitants (data of 1957). According to the 1961 master plan, the population of the city was expected to reach 70,000 people.

Navoi region was established on April 20, 1982, based on Decree No. 2247-X of the Presidium of the Supreme Soviet of the Uzbek SSR. According to the decree, Navoi, Zarafshan, Uchkuduq cities, Konimekh, Kyziltepa, Karmana, Navbahor, Tomdi, Uchkuduq districts, as well as Nurota and Khatirchi districts, which were part of Samarkand region, were accepted as regional administrative units [9]. In the same year, the city of Navoi was designated as the administrative centre of the region.

The first president of our republic I.A. On May 31, 2002, in his speech at the extraordinary session of the Council of People's Deputies of Navoi region, Karimov said about the history of the region's establishment: twenty years ago, Navoi province was established here."

According to the Decree of the Presidium of the Supreme Soviet of Uzbekistan No. 2661-XI of September 6, 1988, the Navoi region was terminated as an administrative unit and was added to the Samarkand region [10]. Not long after that, the Decree of the Presidium of the Supreme Soviet of Uzbekistan dated May 16, 1989 No. 3081-XI "On transferring part of the territories of Samarkand region to Bukhara region" was adopted. According to it, the cities of Navoi, Zarafshan, Uchkuduq and the districts of Navoi, Navbahor, Kyziltepa, Tomdi, Nurota, Uchkuduq, Konimekh were included in the Bukhara region [11]. In the years of independence, the Oliy Kengash considered the issue of restoration of the Navoi region and adopted the Resolution of the Oliy Kengash Presidium dated January 27, 1992 No. 535-XII "On the reorganization of the Navoi region within the Republic of Uzbekistan" [12]. By the decision, the previous borders and administrative units of the region were restored, the cities of Navoi, Zarafshan, Uchkuduq, Konimekh, Kyziltepa, Navoi, Navbahor, Tomdi, Uchkuduq districts from Bukhara region, Nurota and Khatirchi districts from Samarkand region were re-added. The city of Navoi was designated as the administrative centre.

Navoi region is described in the literature as the smallest among the administrative units of the republic, but the cities in it are historically developed industrial areas, which are rapidly developing due to their rich natural resources. As a result, a complex combination of types of anthropogenic influence was formed in the cities of the region. At the same time, due to the natural and anthropogenic diversity of the landscape of cities such as Navoi, Zarafshan, and Uchkuduq, there are different conditions for the accumulation of pollution. The study of ecological problems is very urgent for a region with high industrial potential like Navoi, where there are many cities with an unsatisfactory ecological situation.

Each historical stage of the development of regional cities has its influence on the general structure of urban settlements, and their functional and territorial planning structure. All these effects were reflected in the change in the relationship between the anthropogenic load and the level of sustainability of the urban environment, which led to a change in the ecological state of the urban environment. The analysis of different historical stages allows us to distinguish the genetic types of cities, determine the causes of environmental and urban planning problems, and at the same time identify stable and changing elements of the urban environment throughout the history of urban development.

Table 1.

The structural structure of the regional cities			
Cities	Area (in ha)	The year it received the status of a city	Population (in thousand people) 01.01.2022
Navoi	6250	1958-year	150611
Zarafshan	2132	1972-year	85636
Uchkyuduk	516	1978-year	30528
Kyziltepa	502	1979-year	12602
Nurota	1767	1976-year	36014
Yangirabot	832	1996-year	18782
Gazgan	465	2019-year	8945

**Note:** The table was compiled by the author based on the data of the Navoi Region Statistics Department

**Analysis and results.** In this research, we found it necessary to conditionally divide the process of the emergence and development of a city in the region into three stages:

I. The first stage, which lasted until the 1970s. Initially, the city of Navoi was established in 1958, the population was gradually relocated to extract minerals, and after some time the flow of the population was directed to other industrialized cities. As a result, the system of settlements began to form in the regional cities uniquely. In 1952, the Uchkuduq Mine, in 1956, the Navoi GRES, in 1958, the first metallurgical plant, the Navoi Mining and Metallurgical Combine, began operating near the Karmana station, and the Muruntov mine was put into operation in the same year. A year later, in 1959, Uchkuduk was granted the status of a city-type settlement. After that, the process of industrialization continued and several industrial enterprises were

established. By 1965, the first house was commissioned in Zarafshan by the Zarafshan Construction Department. The fact that the status of a city-type settlement was granted in 1935 in Konimekhi of the region, and 1942 in the Langar massif of the Khatirchi district, which is considered one of the ancient regions, indicates that there were examples of urban development in these areas before. At this stage, the impact on the ecological environment was not significant, only the fact that industrial enterprises were established in the desert area, and the construction of several residential buildings near the factories where the working class carried out their labour activities served as a "foundation" for the rapid development of public health and environmental problems today.

2. The second stage between 1970-1991. In 1975, Zafarabad fortress was established as a result of the exploitation of mines found in the territory of the region, and nine years later, in 1984, it was given the status of a city-type settlement. From the point of view of geographical location, Kurgan was part of the Gijduvon district of the Bukhara region, but during the visit of the president to the Navoi region on March 2, 2018, he put forward the initiative to add Kurgan to Konimekh district to increase the potential of the region in all aspects. In 1976, the city of Nurota, which is considered the administrative centre of Nurota district, was given the status of a city, before that it had the status of a city-type settlement.

By 1978, Uchkuduk achieved the status of a city. It should be noted that the territory of the region is located between the two historical regions of Samarkand and Bukhara, and some of its territories were divided into these two regions in different years. Such processes were especially observed in the southern Kyziltepa, Karmana, and Khatirchi districts. During this period, industry flourished, and as a result, several urban-type settlements began to appear. For example, the Malikrabort fortress achieved this status in 1971. The monument of Raboti Malik, which has historical significance and served as a caravanserai in ancient times, is still preserved in this place. By 1975, Ghazgon also achieved this status. There is mainly a large stock of building materials here. The town with the same name was founded in 1976 based on the Muruntov gold mine, which is famous today not only in Central Asia but throughout the world. According to analysts' calculations, the gold reserve here is equal to 150 million ounces (Ounce (lat. Unsus) is a unit of measurement used for gold and various rare metals. 1 ounce = 31.1035 gr.) and still retains the leadership in this indicator. Since 1978, Tinchlik massif in Khatirchi district has been given the same status. The light and food industry is mainly developed here. During this period, as a result of the construction of several industrial enterprises, the full operation of the existing ones, and the lack of careful attitude of the population to the environment, the ecological situation worsened.

3. The third stage, which began in 1991 and continues to this day. In this phase, more continuous and more sub-units were granted township status than in the previous two phases. The biggest impetus for this was that in 2009, several settlements in the Navoi region, like all regions of our republic, were given the status of towns. In 2009, 2 settlements in Tomdi district, 3 settlements in Konimekh district, 4 settlements in Karmana district, 4 settlements in Nurota district, 5 settlements in Navbahor district, 5 settlements in Khatirchi district, 8 settlements in Kyziltepa district were given the status of towns. There were no big changes in the composition of the cities, only by 2019, the city of Ghazgon was established by the relevant decision of the government.

Today, there are a total of 7 cities in the region, including 1 small city (population up to 10,000 people) Gozgon (8,945 people), 2 small cities (population 10,000 to 20,000 people) Kiziltepa (12,602 people), Yangirabot (18,782 people), "semi-medium" cities (population from 20,000 to 50,000) Uchkuduq (30,528 people), Nurota (36,014), one medium-sized city (population from 50,000 to 100,000) Zarafshan (74,598 people), there is one large city (population 100,000 to 250,000) Navoi (147,236 people).

At this stage, we can see the deterioration of the ecological situation not only in the city but also in the areas outside it. If we do not solve the existing ecological problems in the cities of the region, the health of the population, especially the diseases of mothers and children, as well as the weight of the elderly, will undoubtedly increase, and the general morbidity of the population will rise to a high level.

**Conclusion.** In summary, although the region is the smallest among the administrative units of the republic, it has a very high economic potential due to its ample reserves of natural resources of industrial importance. In the city of Navoi, which is considered the administrative centre of the region, there are many industrial enterprises and high production potential. However, the population living in this potential city is becoming more ill, and the environment is becoming worse. A much more developed metallurgical network exists in Zarafshan, the second most competent city, and Uchkuduk, the third most competent city. However, the problems observed in the administrative centre are replicated here as well.

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