

**THE HISTORY OF THE FOUNDATION AND DEVELOPMENT
OF THE AUTOMOBILE INDUSTRY IN UZBEKISTAN
(ON THE EXAMPLE OF ITS OWN DEU AUTO)**

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Annotatsiya: mazkur maqolamizda O'zbekiston mustaqillikka erishgandan so'ng avtomobil sanoati sohasida olib borgan siyosati, fabrika va zavodlar qurishga qaratgan e'tibori, xususan O'zDEU Avto konserni tashkil etish borasidagi sa'y-harakatlari hukumat qarorlari, Janubiy Koreya davlati bilan imzolangan shartnomalar hamda ushbu qo'shma korxonada ishlab chiqarilgan avtomobillarning o'sish suratlarini yoritishga harakat qilganmiz.

Kalit so'zlar: Asaka shahri, «DAEWOO», yengil avtomobil, “Zenit”, “Jeneral Motors”, yengil sanoat.

Annotation: in this article, we tried to highlight the policy of Uzbekistan in the automotive industry after independence, its focus on the construction of factories and factories, in particular its efforts to establish an auto concern, government decisions, agreements signed with the state of South Korea and growth photos of cars produced at this joint venture.

Keywords: City of Asaka, "DAEWOO", light car, "Zenit", "General Motors", light industry.

Аннотация: В данной статье мы попытались осветить проводимую Узбекистаном после обретения независимости политику в области автомобильной промышленности, акцент на строительстве заводов и заводов, в частности, усилия по созданию автоконцерна Оздэу, правительственные постановления, подписанные соглашения с южнокорейским государством, а также фотографии роста производства автомобилей на этом совместном предприятии.

Ключевые слова: город Асака, «ДЭУ», легковой автомобиль, “Зенит”, “Дженерал Моторс”, легкая промышленность.

As each country builds a new industry, it will have to go through several stages to establish it as a novelty. Among them are a favorable territorial address for the industry, transport communication, the necessary personnel for production, physical psychological readiness of the population, etc. The favorable conditions that existed from the very beginning were important in the formation of the automotive sector in

Uzbekistan.

In particular, the first automobile production plant, which was built in the city of Asaka, Andijan region, is a vivid evidence of this. A clear example of this process is the placement of a new enterprise on the territory and base of a factory producing cotton-carrying trailers in Asaka. The post-independence period saw a decline in demand and need for factory products, a decline in haridori, the cessation of its operations and the need to establish a new enterprise in the area as overseas orders were fulfilled by “Tashselmash” and other enterprises. These circumstances were taken into account, and before any time had passed, construction and repair work began on the territory of the Asaka cotton-carrying trailer plant¹.

By 1992, our country was going through a difficult period in the economic sphere. It was from this period that work was initiated by the government of the Republic to attract foreign capital and investment. By 1996, however, there was a major shift in the machinery complex using foreign investment and capital.

This growth period was 11.2% by 1996. It was in the early years of independence that timely measures taken to attract investments of foreign countries to the mechanical engineering sector brought Uzbekistan to the first place among the CIS countries in the field of mechanical engineering industry².

In June 1992, during the first official trip of the first president of the Republic of Uzbekistan Islam Karimov to the Republic of Korea, a decisive first step was taken towards the emergence of the automobile industry in Uzbekistan. During the visit, the head of the Republic got acquainted with the "DAEWOO" factories. The models produced were aimed at a wide audience of buyers. Such organized production was fully consistent with the goals of Uzbekistan. Thus, the issue of car production in Uzbekistan has acquired its own clear expression and solution. As early as July of this year, the sides of Uzbekistan and South Korea signed a Memorandum on the construction of a car plant in cooperation³.

The Constituent agreement on the creation of a joint venture was prepared in forty-eight days and signed two days before the celebration of the first year of independence of Uzbekistan, that is, on August 29, 1992. On November 5, 1992, the decision of the Cabinet of Ministers of the Republic of Uzbekistan “on the establishment of a joint venture” Uzdeu Avto” was adopted. Based on this decision, since may 1993, a joint venture “Uzdeu elektroniks” (Electronics) was established⁴.

In 1993, construction and assembly of an automobile plant began in Asaka, Andijan region, and in a very short period, the construction of a modern giant

¹ Маматов Х. Автомобиллар. 1-қисм. –Тошкент: Ўзбекистон, 1995. –Б. 6.

² Дрофа М. Большой справочник. –М., 2004. –С. 264.

³ Истиклол очган истикбол. Муаллифлар жамоаси. – Тошкент: ГНПП Картография, 2006. – Б.32.

⁴ Toshpo'latov M.M., Sharipov Q.A. Avtomobilsozlikda mahsulot sifatini boshqarish. –Toshkent: Toshkent shahridagi Turin politexnika universiteti, 2013. –B. 15.

automobile plant with the most modern equipment, 200,000 cars per year, 100,000 medium-category light and 50,000 subcategory mini cars, with a capacity of 50,000 minibuses were launched.

The construction was carried out on the territory of the former trailer plant, which is under the jurisdiction of "Kamalmash". During that period, it was a huge industrial enterprise in the Fergana Valley with a capacity of 40,000 tractors and 10,000 car trailers per year.

On March 17, 1994, the resolution of the Cabinet of Ministers of the Republic of Uzbekistan No. 143 "on the organization of the Association of automotive enterprises of Uzbekistan and the issues of its activities" is adopted. In accordance with this decision, the established Association of automotive enterprises of the Republic of Uzbekistan – "Uzavtosanoat" (since August 2004, the shareholder society-AJ) today occupies one of the leading places in the economy of the Republic.

At the time of its founding, the association included production associations, enterprises and organizations related to 18 sectors in the Republic.

The day of the decision of the Cabinet of Ministers of the Republic of Uzbekistan "on the establishment of the Association of Foreign Affairs" of March 17, 1994 was recognized as the day of foundation of the company, that is, its "birthday". The newly formed Association began working in rented, adapted rooms in a 9-storey building located on Zhukovsky Street. Part of the staff of the association (Coordination Committee "Uzdeuavto") was placed in the Zenit plant.

The plant was launched in 1996, and in March its first car, the Damas, was launched. In July 1996, all lines of the Asaka automobile plant were solemnly put into operation and the production of "Nexia", "Damas", "Tiko" cars was established.

Since the day of the foundation stone for the automobile industry in the Republic, constantly necessary measures have been implemented by the government in order to increase the competitiveness of products produced in order to develop the industry in every possible way, to take its rightful place in the world market.

In particular, in the decision of the president of the Republic of Uzbekistan on measures to improve the technological base of the automobile plant "Uzdeu avto" JSC adopted in 1996,⁵ to make the most of the available opportunities in the field, to further increase the production capacity of the Asaka automobile plant, to enter the Asaka automobile plant within "Uzdeu Avto" JSC into an investment program for reconstruction until 1999, to reach agreements with the South Korean concern "DEU Grupp, points were set out on the exemption from taxes and other fees for machine tools, engines, transmission, special and auxiliary devices, additional spare parts, auxiliary details for car reconstruction, basic and engineering and technical tests and

⁵ Указ Президента Республики Узбекистан «О мерах по стимулированию совершенствования технологической базы автозавода АО "УзДЭУ Авто». Сборник законов Республики Узбекистан. 1998 г

marketing research necessary for production activities.

After All, The First President Of The Republic Of Uzbekistan I.A.Karimov:" the creation of an automotive industry in the country will be the launch of a completely new plant – a joint venture not only in Uzbekistan and the Central Asian region, but also on the scale of the former Union, the production of cars – light cars that meet the requirements of modern, world templates for the first time in our history – this is the cornerstone of the policy.

In a market economy, the automotive industry can not only become a new industry for Uzbekistan, but also qualitatively change not only industry and other industries by acting as a kind of springboard, that is, jumping from it, but also raise the economy of the country as a whole, not only to the automaker, perhaps the transformation of the automotive industry into a large exporter of products and thereby sharply raising the importance and prestige of Uzbekistan among other countries of Central Asia is an important factor and milestone for the economy of our state.

As noted with perfect confidence at the opening ceremony of the Asaka plant, "...its establishment will allow the Republic to take a bold step in creating new production and infrastructures, provide significant structural changes, ensure the transition from a policy aimed at the export of raw materials to a modern, competitive products-producing economy in the world market."⁶

The success of the automobile plant built in Asaka began to manifest itself from the 1995s. For example, the fact that the construction of the plant was chosen correctly in territorial terms, the lack of difficulties in personnel matters, the convenience of transport and communication, the correct solution of logistic issues gave impetus to its transformation into one of the largest enterprises. At this point, it is worth noting that the support provided to the production of machine-building enterprises operating from the beginning for the formation, development and prospects of the automotive industry is also one of the most important factors. Of these: "Uzeltexsanoat" - produces the necessary details for cars, "Uzkimyosanoat" - produces plastic details and supplies chemical products," Transport and road communication "- solves logistic issues, "Metallurgy" - provides the network with Metal Products, "Oil and gas" - synthetic pellets, produces calcified soda, which is needed in the manufacture of mirrors, cellulose is prepared for mechanical engineering, "light industry" – provides the necessary upholstery for the interior of cars and carries out the necessary operations for the automotive industry. All this serves for the prospect of the automotive industry.

Referring to the numbers, "Uzdeuavto" is used by JSC as of 1999 for domestic market-35,000, for export – 15,000, for total – 50,000, for domestic market – 51,500 in 2000, for export-28,500, for total – 80,000, for domestic market – 53,100 in 2001, for export – 46,900, for total-10000, in 2002, we witness the production of 61,400 light

⁶ <http://elibrary.ru/>

cars for the domestic market, 68,600 for export, 130,000 for total, 65,600 for domestic market in 2003, 94,400 for export, 160,000 in total.

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