



ISSN NO. 2320-5407

Journal homepage: <http://www.journalijar.com>
Journal DOI: [10.21474/IJAR01](https://doi.org/10.21474/IJAR01)

**INTERNATIONAL JOURNAL
OF ADVANCED RESEARCH**

RESEARCH ARTICLE

THE INFLUENCE OF ROAD TRAFFIC ON BIOLOGICAL RESOURCES.

O.H. Narzullaev.

Associate professor of Tashkent state university of Law

Manuscript Info

Manuscript History:

Received: 25 April 2016
 Final Accepted: 19 May 2016
 Published Online: June 2016

Key words:

Biological resources, road traffic,
 influence of road traffic

****Corresponding Author***

O.H. Narzullaev.

Abstract

Protection of biological resources and problems of legal regulation of the use of biodiversity, forests, flora and fauna, payment of rare animal species, international trade, fisheries, food safety, genetic engineering, transportation

Copy Right, IJAR, 2016., All rights reserved.

Biological and landscape diversity of nature of Uzbekistan is an integral part of the national wealth. This wealth, which took place over several thousand years of evolution and the great legacy left to us by our ancestors. On our shoulders is a huge and important task to transmit this heritage to our descendants in a different and stable system.

Protection of biological resources and problems of legal regulation of the use of biodiversity, forests, flora and fauna, payment of rare animal species, international trade, fisheries, food safety, genetic engineering, transportation and environmental requirements of flora and fauna on the impact of scientific theoretical system and the official (national international, developed country) on the basis of documents, reports, proposals and recommendations of the scientific and practical research is becoming important increasingly.

As stated in Article 50 of the Constitution, "Citizens are obliged to protect the environment," Article 55 "land, minerals, water, flora and fauna, and other natural resources, national wealth, and they should be protected by the state", which will contribute to the positive solving this problem. This was accepted by the legislation of the republic, on the basis of constitutional norm.

The biological resources of the Republic of Uzbekistan in connection with regulating the relations of the ecological relationships, including "the protection of wildlife and the Law" On, "the use of plant protection and the Law" On the Cabinet of Ministers of the Republic of Uzbekistan 20, 2014 No. 290 of October "to regulate the use of biological resources and procedures in the field of environmental permitting procedures" and dated April 1, 1998, No. 39 "on the biological diversity of the Republic of Uzbekistan on the National Strategy and Action Plan" the decision of the OliyMajlis of the Republic of Uzbekistan, "the protection of rare and endangered plant and animal species and to regulate the use of" On May 6, 1995, the OliyMajlis of the Republic of Uzbekistan No. 82-I "of the Republic of Uzbekistan, signed in Rio de Janeiro in 1992 to the Convention on Biological Diversity, "according to the Decree of biological diversity associated with the rational, efficient use of their relationships.

It should be noted, road and transport system is an important part of natural ecosystems, flora and fauna, which have a great impact. The structure of the vehicle emissions of toxic substances, particularly heavy metals in the soil ecosystem, flora and fauna will demonstrate a high level of Ecotoxicity.

Roads and bridges have been projected the plant and animal world will have to take into account the possible negative effects. Even if individual (autekologiya) cause species to move or die, and that areas of natural systems

(ecosystems) will lead to changes in the environment as a result of it is beginning to change. Flora and fauna impacts directly (mechanical damage, destruction, waste, transport the processed gas, or building machines poisoning with toxic substances, noise, etc.), also based on turnover, they may also be affected the secondary effects associated with changes in the environment.

The project is being carried out quantitative and qualitative based decisions must be based on environmental studies, or forests, the hunting of rare animals and birds, fish and securities industries, as well as damage to the quality of agricultural products. The relevant environmental protection agencies or other organizations concerned by the contractor in accordance with the requirements of the protection and preservation of valuable species of animals, plants or other areas, special protection areas or special agricultural production enterprises can design additional tasks. Roads or bridges, the construction of the road, the place where there is a complex of forests, woods, depending on the group, taking into account the legislative framework on forests should be carried out. Reserves, orders, sanitary protection and sanitary and recreational zones, construction of roads and transit of natural monuments is prohibited.

It should be noted, "The Forest" in Article 32 of the Law regulates the issue of protection of forests, local authorities, environmental protection and forestry, public order violations, including the use of illegal forest cutting (castration), and other harmful on forests showing that ensure the protection of forests.

Local bodies of state authority and state forestry agencies in the fight against forest fire protection and fire on the implementation of measures to ensure that, if necessary, fire the population, enterprises, institutions and organizations, fire, earth-moving equipment and means of transport will involve a risk of fire the period of high population in the woods and forests that restrict the entry of vehicles or prohibit.

Water flows, and ways to bridge the maximum water level at the time of the design of projects to maintain the protection of forest strips that will be carried out.

It should be noted that, "On the protection and use of wildlife", mentioned in Article 30 of the Act are as follows. Protection of fauna; animals are killed to prevent the use of means of transport; the establishment of protected natural areas; rare animal species from the threat of high shear captive breeding; natural disasters and other causes health problems for the animals to be killed If there is a risk to help them; wildlife protection measures aimed at substantiating the organization of scientific research; through other measures for the protection of animals is carried out.

Article 35 of this Law, the migration routes of wild animals, and stressed that breed and maintain a special place to live. In particular, the transport pipelines, power transmission and communication lines, as well as the design and construction of the hydroelectric power plants during the migration routes of wild animals, to preserve places to live and reproduce in the development and implementation of measures to ensure strict.

Animals living in a change in the quality of the environment and the impact of these vehicles on the basis of the number of their populations can change the appearance of the following cases:

- Plants, soil, light, water balance changes in the composition or may be noisy losses along the way;
- The reduction of local populations, and remain divided (animal species in the islands and the possibility of the birth of residual risk to the environment);
- Long-distance migration of animals and areas capabilities decline. Transport facilities fauna, which is usually associated with the effect of biocenoses and will be reviewed at the level of individual animals (the subject of autecology).
- Antropogen impact on the level of the indicator species – change of population, they will need to take into account the reaction of the effects: a steady rise in the number of species populations, their reduces the number of types of pressure sensitive populations;
- However, most of the animals will be subjected to cyclic changes in the number of (for ten years), and therefore the assessment of biodiversity will be limited to a specific analysis of populationMr.Gürhan, because there is no reliable data about them.
- Farm animal species that are used in the absolute number from the mean for ten years. Transport facilities located close to the animals living conditions, with landscapes ranging from ecosystems "zones of the country", the

following environmental factors: Set factors (jambs, infertile soil, the slope of the pit, screens, drapery), all of which are species and natural areas of the time, migration resistance gene change affects higher trophic position;

– Bothering factors (noise, vibration), these factors may change the migration of animals.

Difficult to assess the effect of such factors biota. Which can often be a way of justifying the project decisions qualitative and quantitative aspects of hunting rare birds and animals, as well as industrial and precious species of fish, agricultural production, which is carried out to determine the damage.

Which is a common animal species may die on the roads in the species of deer, rabbits, foxes Kabbalah, squirrels and some birds. Animals, vehicles colliding with a specific aspect of the outbreak is that they are not far from the cut (0.6 ... 0.8 km), the traditional migratory routes.

In most cases, multiplying the transport of animals to go straight from the resolution of the 2.0 ... 2.5 m in height and slope of the depths of the hill. According to the foreign countries specialists condition of the animals go by the vehicles, the overall incidence of traffic does not exceed 2 ... 4%. Typically, each of the dead and 100 injured run over passengers 20-25 2-3, and ended with the death of animals.

Roads in the area of animal density per unit increase in such traffic accidents will increase. Not only large animals, but the birds of the air, land and water-living insects have been killed. The road will attract birds to find food, land and water, residents are trying to heat his body on the road, all the insects out of the aging rays of the car headlights and life-threatening.

Recommendations on the roads to prevent the destruction of the animals, their number, taking into account the location. Their main areas of nutrition, through appropriate monitoring is carried out on the basis of the analysis of the migratory routes.

In this research, transport ecology is of great importance for the development of the legal framework.