

The formation, development, and condition of towns in the Jalal-Abad region (first quarter of the 20th–21st centuries)

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Abstract. The aim of the study was to establish the factors that determined the formation, functioning and development of the system of urban localities in the Jalal-Abad region of the Kyrgyz Republic. The research involved the reconstruction of the history of the region, the analysis of statistical and normative materials, as well as the analysis of the transformation of the region's urban localities. The factors that contributed to the formation of urban localities in the Jalal-Abad region included its location on the frontier of the Kyrgyz Republic, its inclusion within the Fergana Valley, the presence of transit routes between the lowlands and mountains of the region, and the presence of economic and natural resources within the region. During the Soviet period, the reorganisation of the region's administrative territories, the development of industry within the region (especially the development of fuel-energy and mining centres) led to the development of the region's system of urban localities. Within the Jalal-Abad region, Jalal-Abad performed different functions from localities such as Mayly-Suu, Tash-Kömür, Kochkor-Ata and Kara-Köl, each of which were geologically and industrially different from the region's administrative and economic centre. Additionally, the population of the Jalal-Abad Oblast increased from 1,266.3 thousand persons in 2021 to 1,358.5 thousand in 2025, while the population of the city of Jalal-Abad increased from 130.9 thousand to 184.4 thousand persons. Within the Kyrgyz Republic in 2024, industry contributed to 16.4% of the gross domestic product of the nation, with 77.1% of the industrial production of the region being manufactured goods, 10.7% being mined and quarried goods, and 11.2% being energy production. The results of this study can contribute to the planning of the region, the development of its policy towards territorial governance, the development of its towns according to their different functions, and the development of infrastructures within the Jalal-Abad region of the Kyrgyz Republic

Keywords: urbanisation; settlements; industry; hydropower; transport corridors; migration; demographic dynamics

Introduction

The problem of the formation and development of urban systems in the countries of Central Asia is due to a variety of factors, such as the physical-geographical, historical, and socioeconomic factors that have impacted the development of those areas. Within Kyrgyzstan, for instance, the physical-geographical features of the nation have contributed to the country's development of its individual territories as they are influenced by the Fergana Valley. As a result of these and other factors, each of the areas that comprise the nation have developed differently of one another. Therefore, each

of these aspects of Kyrgyzstan's development can be analysed to determine their impact upon the nation's urban systems.

One study regarding the impact of the factors that relate to the territory and resources within Central Asian nations was performed by S. Karimova & M. Abdullaeva (2024). The authors determined that many of the conflicts within the region have developed as a result of the historical division of the region during the Soviet era, which continued to impact the countries' use of their natural resources. Another study regarding the

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spatial organisation within the nation of Kyrgyzstan was performed by C. Chotaeva (2021). The author determined that the physical-geographical features of the nation have had a major impact upon the decision of how the nation's people have settled within the area, as well as the establishment of transportation links between those populated areas. The author determined that the majority of the people live within the valleys of the nation, rather than within the mountainous areas of Kyrgyzstan.

Another study regarding the development of the local economies of Kyrgyzstan was performed by A. Musaeva (2024). Through her study, the author determined that the local economies of the Kyrgyz Republic are established as a result of the scarcity of its natural resources, the lack of infrastructure within the nation, and as a result of its dependence upon the economy established by external regions. The author determined that the economic sectors of the nation have not developed in any way that ensures that each region of the nation has developed equally within its economy. As a result, the author recommends the development of alternative economic models that incorporate the natural resources of the nation with the development of a service-based economy within the region. A study regarding the development of the transportation systems within the nation was performed by A. Murzakulova (2022). Through her research, the author determined that the transformation of many of the transportation systems that existed within the Fergana Valley has had an impact upon the economic systems established between those areas. As a result of the development of transportation links between populated areas, the authors were able to determine that the development of those links has had an impact upon the ability of the area's localities to establish economies with one another. Finally, the author determined that many of the borders that exist within those regions contribute to the development of both opportunities for integration of the region's localities, as well as to the constraints that each of those localities may experience as a result.

Related to the topic of both border regions and the development of those areas is a study by N.G. Mavlyanova *et al.* (2023). In her study, authors established that the development of the Central Asian region overall is, in part, dependent upon the ability of the regional countries to manage the natural and anthropogenic hazards that impact those regions. Furthermore, the authors determined that joint efforts between the countries regarding management of those natural hazards is required to ensure the stability of the region's border areas. Additionally, the authors determined that the infrastructural disparities between each of the region's countries continues to impact both the stability of the border regions, as well as their economic urban systems. A final related study was performed by

A. Karashev *et al.* (2024). In their study, the authors established that while the introduction of local self-government within Kyrgyzstan has created opportunities for the development of the region's localities, those opportunities have been limited by the constraints and disparities within the government of those localities. Furthermore, the authors determined that the centralisation of those local governments has led to a reduction of the self-governing powers of those local self-government agencies, which has had a corresponding impact upon the development of the region's urban areas.

Social interactions in urban and semi-urban environments of Central Asia have been examined by M.Y. Liu (2023). The researcher formulated the concept of "neighbourhood" as a space of social interdependence between the state and local communities. He concluded that urbanisation processes in the region frequently unfold through the interaction of formal institutions and informal social practices. The issue of territorial disputes in the Fergana Valley has been addressed by F. Mendikulova & B. Beshimov (2023). The authors established that the historical peculiarities of administrative division have resulted in a complex configuration of borders among the region's states. Their findings indicated that border territories are characterised by a high intensity of economic and social contacts.

The physiographic characteristics of Kyrgyzstan were discussed by S. Kozhokulov *et al.* (2021a). The authors noted that the natural resources of the country became the basis of various types of economic activity. Based on the characteristics of the terrain, climate, and resources of Kyrgyzstan, the researchers have established the prerequisites for the development of various economic sectors of the country, including tourism. The challenges of managing mountain ecosystems of Kyrgyzstan were elucidated by K.H. Madaminjonovich (2025). Through his research, the author established the impact that the ecological processes of mountain areas have upon the economy and the settlement of individuals within those regions. As a result, the researcher concluded that the management of the natural resources of Kyrgyzstan was a prerequisite for the development of the regions of the country. The analysis of the existing scholarly literature on the region of Jalal-Abad and its urban system revealed that the vast majority of publications discussed separate aspects of the region's development. The aspects that had been discussed included social, demographic, conflict, natural-geographical, and political factors. However, there had been no comprehensive analysis of the region's urban system. The aim of the study that was performed was therefore to establish the factors that had impacted the development of the region's urban system. Through performing this study, the following objectives were established for the research: to analyse the role of administrative

decisions on the formation of Jalal-Abad's urban centres; to determine the impact of industrialisation on the region; and to investigate the significance of transport infrastructure on the region's urban system.

Materials and Methods

Spatially, the study encompassed the Kyrgyz Republic as a whole and the Jalal-Abad Oblast in particular. The broader region was included in the study as a means of understanding its role within the country's settlement and economic systems. The consideration of the Jalal-Abad Oblast in particular was necessitated by the fact that a variety of forms of urbanisation (administrative-service, resource-industrial, transport-intermediary, and energy-related) have developed within the region as a whole. The first of the stages of the research involved reconstructing the origins of the region's urban areas. The method that was employed in performing this investigation was the historical-chronological method. The main historical reference that was used in reconstructing the Jalal-Abad city's former development was the historical reference compiled by the local administration of the city. Such a method was employed as a means of surveying the region during an extensive period that encompassed various regimes that governed the Jalal-Abad region.

The second of the stages of research involved investigating the administrative decisions that have governed the region. The method that was employed for this investigation was an institutional-legal analysis of the region. The main legal document that was analysed was the Law of the Kyrgyz Republic No. 123 (2021). Additional documents that were analysed included those published by the World Bank regarding the planning of the development of the region (Mamatov, 2025). The third of the stages of research involved investigating the specialisation of the region's cities in relation to the economy. The method that was employed for this stage of the research was a systemic-structural analysis of the region. The main data sources that were used in this stage of the research included the statistical data published about the structure of the Kyrgyzstan's economy (National Statistical Committee of the Kyrgyz Republic, 2025a) and reports published by the World Bank (2023; n.d.) regarding the development of the mining sector of the country and the region's general economic dynamics. Additionally, the historical-statistical method was employed, which allowed for the analysis of the size of the urban and total population of the region, the growth of those populations over time, the industrial structure of the region's cities, and changes to its administrative territories.

The fourth of the stages of the research was to investigate the transport infrastructure of the Jalal-Abad Oblast. Spatial and cartographic analysis was employed as a means of investigating the role of transport

infrastructure within the development of the region. The main information sources that were consulted in completing this investigation were analytical documents published by the Eurasian Fund for Stabilization and Development (2023) regarding the transport infrastructure projects that were constructed within the region. Additionally, the assessments of the disparities between the regions of the country that were published in the World Bank (n.d.) reports were also consulted. The fifth of the stages of the research was to investigate the migration processes within the region. Socio-demographic analysis techniques were employed in this investigation. The data sources that were referenced in this investigation included data published by the Jalal-Abad administration regarding the size of its population (National Statistical Committee of the Kyrgyz Republic, n.d.), a framework for the cooperation between the Kyrgyz Republic and the United Nations Kyrgyz Republic (2022), and a statistical compendium that details the region's attainment of the Sustainable Development Goals (National Statistical Committee of the Kyrgyz Republic, 2025a). Additionally, separate investigation into the spatial planning of Jalal-Abad itself was performed. Analysis of urban planning and spatial planning documents was used for this separate investigation. The main document that was analysed was the Master plan for the development of Jalal-Abad city for the period up to 2040 (2023). This document was used to determine the plans for the expansion of the city's territory, its transportation infrastructure, and its demographic changes.

Results

Formation of the Urban Network of the Jalal-Abad Region

The origins of the urban network of the Jalal-Abad region were determined not so much by the presence of a large number of ancient towns within the boundaries of the present-day oblast, but rather by a combination of its frontier position in the southern part of Kyrgyzstan, its integration into the economic space of the Fergana Valley, and the operation of transit routes between mountainous and piedmont areas (Fig. 1). It was precisely this contact zone between valley agriculture, mountain pastoralism, and trade that created the preconditions for the emergence of centres which subsequently transformed into administrative and economic nodes. It is expedient to examine the formation of the region's urban network as a sequence of several stages: the pre-revolutionary (caravan-trade) stage, the Soviet industrial-administrative stage, and the post-Soviet transformation stage. Each was characterised by a distinct logic of spatial development: from the functioning of transit points to the formation of industrial centres and the subsequent restructuring of the economy. A synthesis of these stages allows one to trace the shifting dominant factors of urbanisation.



Figure 1. Jalal-Abad Oblast within Kyrgyzstan

Source: WorldsAtlas (n.d.)

Jalal-Abad as a settlement is recorded in official documents from 1877; in the late imperial period, it functioned as a caravan and trading post linked to the movement of people, livestock, and goods within the South Kyrgyz segment of Fergana. It was recognised as a town in 1877, and its status was reaffirmed under Soviet rule in 1927. At the juncture of the Russian Empire and the early Soviet period, there was no urban belt in the southern part of Kyrgyzstan. The region was marked by a mosaic of settlements of rural, bazaar and fortified types. The potential urbanisation of the area was determined by the accessibility of transport routes and resources for human and agricultural activity. Consequently, the early urban points of the region did not emerge in isolation, but rather at the intersection of several functions: trade, tax collection, therapeutic and spa services, and, subsequently, initial industrial processing. Population growth stimulated the development of pottery, artisan workshops, and small-scale processing enterprises.

For the initial stage of urbanisation, not only trade per se but also the geography of natural resources was significant. Jalal-Abad is known for its mineral springs, which already in the pre-revolutionary period sustained its role as a therapeutic and health resort (Tolonov *et al.*, 2023); other future urban centres were formed on the basis of coal, oil, gas, and, later, hydropower. In retrospect, two distinct lines of urbanisation are discernible: a valley-trade trajectory, associated with bazaars, crafts, and transport, and a resource-industrial trajectory, which gained momentum in the 20th century. It was this duality that subsequently determined the divergent functional specialisation of the region's towns: Jalal-Abad developed as an administrative-commercial and service centre,

whereas Mailuu-Suu, Tash-Kömür, Kara-Köl, and Kochkor-Ata emerged or were reinforced owing to the extractive and energy economy. The initial formation of a local network of urban points in the Kyrgyz sector of the Fergana Valley occurred under conditions of high population density and close inter-settlement contacts (Niiazalieva *et al.*, 2023). The southern oblasts, including Jalal-Abad, are distinguished by a combination of high population densities, agricultural specialisation and movements between rural, semirural and urban localities. These factors enabled the development of a network of strongpoints within the region.

Within the context of the administrative-territorial transformations of the Soviet era, Jalal-Abad Oblast was established in 1939; in 1959, its territory was incorporated into Osh Oblast, but subsequently became a separate administrative unit following the reforms of 1990 (Osmonov, 2012). For the urban network, not only the creation of the oblast was significant, but also the siting of raion centres, through which the Soviet state constructed a system of administration, statistical data collection, procurement, and educational and medical infrastructure. That is, urbanisation from the outset possessed a pronounced administrative component, as the status of a settlement often reflected not only its actual size but also its role in the territorial organisation of power. For Jalal-Abad itself, the interwar period signified the consolidation of urban status and the transition from a bazaar-caravan centre to an institutionally oriented hub. This process was accompanied by the intensification of food processing development, small-scale industry, communal infrastructure, and transport links. By the beginning of 2004, 83.371 thousand inhabitants were recorded, of which 75.696 thousand were urban and 7.675 thousand were rural within

the boundaries of the subordinate territory. Thus, the urban centre grew as the nucleus of a broader agglomeration zone that encompassed not only compact development but also adjacent rural formations.

In the 1920s-1940s, future industrial towns also began to take shape in the region. Mailuu-Suu, which received urban status in 1946, became one of the key sites of the Soviet uranium complex (Olma, 2023). The territory near Mailuu-Suu was developed as a district for uranium extraction and processing from the 1940s to the 1960s; it was precisely this that conferred upon the town its specific, essentially mono-functional character (Fig. 2). Another direction of early industrialisation was associated with fuel resources, primarily coal and oil in the western part of the region. Although some of these centres definitively acquired urban status later, their productive profile took shape precisely during the late Stalinist period.

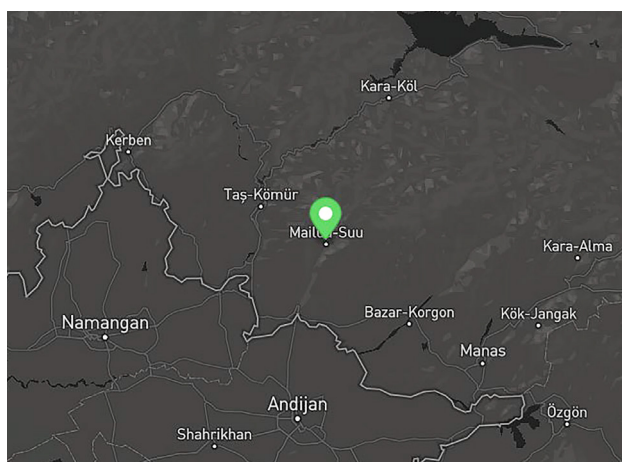


Figure 2. Mailuu-Suu and other towns of Jalal-Abad oblast on the map

Source: Pure Earth (2023)

Soviet urbanisation at this stage was not confined merely to population growth. It signified the emergence of a new settlement hierarchy: an oblast centre, raion centres, industrial townships, workers' settlements, and transport and energy hubs. A change in the status of a populated locality was implemented as an instrument of the planned economy. In the later decades, the statuses of an urban-type settlement or a town of raion subordination in the region remained crucial for the institutional formalisation of a settlement's functions. This indicates that the urban network of the region was developed both from below, in response to the market and the development of the extractive industries, but also from above, through the development of the planning system of the country. The second half of the 20th century saw the development of differentiation within the region's urban network. For instance, clusters of towns developed within the region in association with the extractive industry, the development of energy

generation plants and administrative and service locations for those industries. One town that developed in association with an extractive industry is Kochkor-Ata. The settlement developed in the mid-20th century in connection with the Izbaskent oil field, and was subsequently awarded town status; the town remains specialised in its extraction of oil and gas (Nizamiev *et al.*, 2022). Furthermore, the development of energy sources within the region also contributed to the development of the region's towns.

The World Bank, in conjunction with other organisations that are specialised in the development and management of energy sources within the region, have determined that cascades of dams developed along the Lower Naryn River have become the backbone of the energy generation capabilities of the Kyrgyz Republic (CAREC, n.d.). For instance, the Toktogul Hydropower Plant (HPP) has an installed capacity of 1,200 MW, and provided around half of the power output of the nation prior to modernisation (Akchabar, 2024). The construction of the Toktogul HPP in the 1960s led to the development of the settlement of Kara-Köl; the settlement was awarded town status in 1977. Kara-Köl was established as a settlement for the workers that were required to construct the HPP and operate the power station. Tash-Kömür, though, developed differently within the region. Its development was linked both to the coal base and to its integration into the energy infrastructure of the Lower Naryn. The production logic of the Soviet period consisted in linking mining, energy, and transport nodes into a single economic chain. Therefore, the towns of the region should not be considered as isolated entities: Jalal-Abad performed the function of the oblast organisational centre, Kochkor-Ata served the oil and gas sector, Mailuu-Suu the uranium sector, Tash-Kömür the coal and energy sector, and Kara-Köl the hydropower sector, while smaller centres of raion level serviced the agrarian hinterland and the road network (Zhumashova & Abdurazulova, 2015). In the second half of the Soviet period, the quality of the urban environment also changed. Towns grew not only due to production but also through the construction of housing, schools, hospitals, and water supply, sewerage, and district heating networks.

After 1991, the region's urban network entered a phase of divergent changes. Some towns retained their administrative functions and relatively diversified their economies, while others lost their former productive base and transitioned to a regime of stagnation or dependence on the public sector, petty trade, labour migration, and remittances. This was manifested most acutely in the case of mono-functional industrial towns. Following the decline of the Soviet uranium industry, the town of Mailuu-Suu became an exemplar of the problems of former specialisation in a single economic activity (Reuters, 2024). However, the administrative hierarchy of the towns of Kyrgyzstan

has evolved over time. For example, Kerben, which was founded in 1930, was granted the status of a town of raion subordination on 4 October 2004; the population of Kerben was 22.408 thousand persons as of 1 January 2004, including 13.433 thousand persons living in urban localities, and 8.975 thousand living in rural localities within the town limits. Thus, the urbanisation of Kerben occurred without any major industrial development within the town, but through the elevation of its administrative status from a town to a raion subordination centre. During the Soviet period, the plan for the development of Kyrgystan included the creation of a series of centrally-planned towns. After the attainment of the independence of Kyrgystan from the Union of Soviet Socialist Republics (USSR), some of the links between these planned towns and the central government of the USSR were lost, leading to the differentiation of the development of these towns from one another. As a result, both mono-functional towns as well as relatively stable administrative centres have evolved within the Kyrgystan region.

Furthermore, another development in Kyrgystan is the Draft Law of the Kyrgyz Republic (2025), which concerns the proposed renaming of Jalal-Abad in the Jalal-Abad Region to Manas. The change to the official name of the city was to honour Manas, the hero of the Kyrgyz epic. Furthermore, the change pertained only to the city; the oblast was to remain as it was. Thus, the change to the oikonym of the city indicates that the change was not a result of the development within the city itself, but was made as a decision of the new Kyrgyzstan's government and its practices regarding the use of toponymy as a means of performing nation-building and establishing a system of national memory of its historical past.

Statistics demonstrate that Jalal-Abad Oblast retains significant demographic weight. According to data from the National Statistical Committee of the Kyrgyz Republic (n.d.), the population of the oblast at the beginning of 2021 was 1,266.3 thousand persons, at the beginning of 2024 it was 1,335.8 thousand, and at the beginning of 2025 it stood at 1,358.5 thousand persons. The population of the city of Jalal-Abad, according to brief statistical handbooks of the Committee, increased from 130.9 thousand at the beginning of 2024 to 184.4 thousand at the beginning of 2025 (National Statistical Committee of the Kyrgyz Republic, 2025a). The Statistical Committee noted that data up to 2022 were recalculated taking into account the 2022 population census, and that in 2025 the country's system of administrative-territorial organisation itself changed, with the number of towns increasing to 33 and the number of *aiyl aimaks* decreasing to 231. Consequently, the new figures reflect not only natural increase or migration but also the administrative regrouping of territories. The population dynamics of the region have demonstrated not merely overall growth but also a change in

the structure of settlement, associated with administrative reforms and migration processes. The increase in the population of the city of Jalal-Abad from 130.9 thousand to 184.4 thousand persons is associated with the expansion of the city's functions as a service centre for the surrounding area. The high level of poverty within the city, which includes functions as a service centre for the surrounding area, indicates some imbalances in the development of the city. Thus, each of these indicators of Jalal-Abad indicates the development of imbalances within the region's socio-economic processes.

The synthesis of findings permits the delineation of a typology of the region's towns: administrative-service centres, industrial-resource towns, energy hubs, and agrarian-market centres. Each type is distinguished by its sources of economic activity, employment structure, and degree of resilience to external fluctuations. This classification reflects the functional specialisation of urban settlements and facilitates a systematic understanding of their role within the regional system. Ultimately, the urban network of the Jalal-Abad region has evolved as a multi-layered system. Its core comprises the commercial and administrative centre of Jalal-Abad; Soviet-era industrial towns associated with uranium, oil, coal, and hydropower; and district centres that acquired urban status only in the post-Soviet period. The principal characteristic of the region lies in the coexistence of distinct modes of urbanisation: valley-market, administrative-managerial, resource-industrial, and infrastructural-energy. It is precisely this heterogeneity that determines the divergent developmental trajectories of the towns.

Factors in the development of towns in the Jalal-Abad region

The factors that contribute to the changes occurring within the region have different weights within different periods of development of the region. The factors that dominated the Jalal-Abad region in its early development were the transport, trade and natural resource factors characteristic of the region. During the Soviet period, the main factors that determined the development of the region were the administrative and planning factors related to the specialisation within the region. In the post-Soviet period, the factors related to migration, market and infrastructural developments became the main determining factors within the region. Each of these factors has a different weight within each of the towns of Jalal-Abad region. Beyond the economic factors, there are others that play a significant role in the development of the towns of the Jalal-Abad region. The development of the towns of the Jalal-Abad region has been determined by factors beyond economic dynamics. Within the Kyrgyz Republic, the development of towns is primarily determined by the administrative territorial structure of the country. For instance, the status of a town, the power of the local government to

establish budgets and development plans for the towns, and the degree of infrastructural development that is made available to those towns all have a major impact upon the development that occurs within those towns. At the beginning of 2025, the Kyrgyz Republic is divided into seven regions (oblasts), two cities of republican significance, forty districts (raions), thirty-three towns and twenty-three *aiyl aimak* (rural municipalities) (National Statistical Committee of the Kyrgyz Republic, 2025a). One of the major changes to the country that occurred after the adoption of the Law of the Kyrgyz Republic No. 123 (2021) was that the central authorities of the Republic were provided with increased power over the local governments and organisations, while the local self-government bodies were given power only over local issues, such as issues related to the use of subsoil resources within their localities. Consequently, within the Jalal-Abad region, all development decisions are made at the central, regional (oblast) and municipal levels, with the municipalities having power only to implement the decisions of the higher levels of government within the region.

Another of the major changes to the status of the settlements of the country has been the alteration of their status within the country's administrative system. The reclassification of certain settlements as towns, or the changing of the administrative subordination of certain towns or villages, indicate the change in their functions to those of towns and administrative centres. One of the major elements of the new

regional plan is the establishment of "growth poles" for the region. These "growth poles" include the regional (oblast) centres of the country, as well as certain towns that have master plans for their development (Mamatov, 2025). For instance, the main city of Jalal-Abad region, Jalal-Abad, has different amounts of resources and powers allocated to it compared to some of the smaller towns within the region, such as Kerben, Kochkor-Ata and Kara-Köl. The main town has resource allocations for educational facilities, services, and investments into the town, while the other smaller towns are dedicated to performing certain sectoral functions for the region. Another of the changes to local governments within the country, which began to develop between 2022 and 2024-2025, is that the towns are intended to provide services for the territories of which they are in charge. The Jalal-Abad region is one of the regions that is experiencing an increase in the number of settlements whose populations are dense within the valley districts of the region, and which are dependent upon the services that are provided by the towns of the region.

One of the plans for the development of the Jalal-Abad region is the Master plan for the development of Jalal-Abad city for the period up to 2040 (2023). This Master Plan has been created by the State Project Institute of Urban Planning and Architecture of the Kyrgyz Republic, whose responsibilities include the development of master plans for all of the populated localities of the country between 2018 and 2025 (Fig. 3).

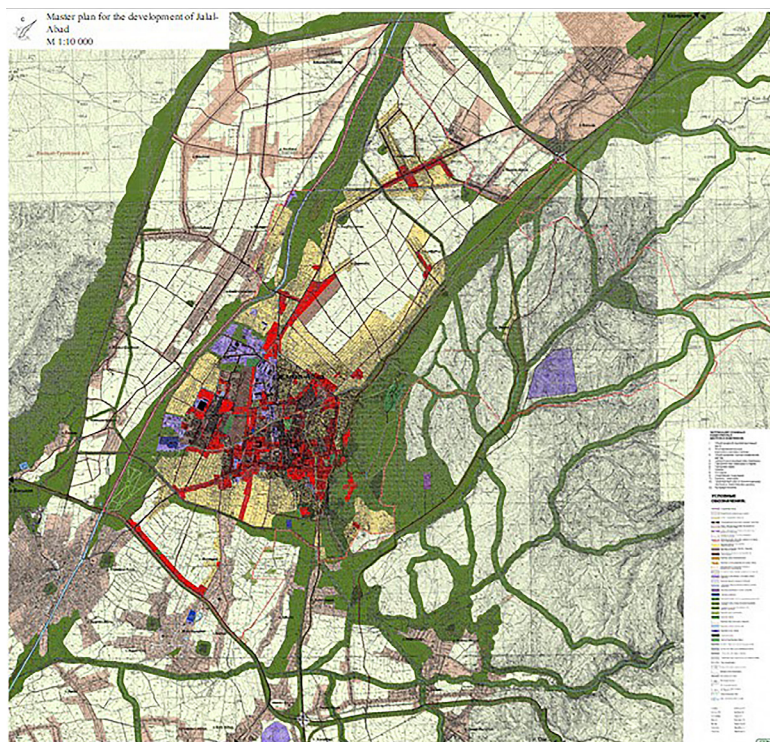


Figure 3. Master plan for the development of Jalal-Abad until 2040

Source: Master plan for the development of Jalal-Abad city for the period up to 2040 (2023)

The Master Plan contains general directions for the development of the territory of the town. These general plans relate to the development of areas that will expand the urban area, the modernisation of existing buildings, engineering and transport infrastructure, and the establishment of new production areas and centres. The Master Plan includes project materials related to each of these development goals, such as assessments of the land to be developed, maps of hazards to those developments, prognostic models of the environmental conditions of the area, plans for the development of transport systems that will be established within the town, and cross-section plans of the streets that will exist within the town. One of the main goals of the Master Plan is for the population of the town to increase to approximately 275,000 by the year 2040. The plan intends to achieve this goal through the expansion of the economic base of the region. Additional goals of the Master Plan include the integration with the territories of the Suzak District, the preservation of the heritage of the region, and the development of sanitary and ecological living conditions for the population.

The economic base of the region is not based upon a uniform type of economic activity. Rather, there are at least four different types of economic bases within the region. These include administrative-service based economies, fuel and energy-based economies, extractive industries-based economies, and agrarian and market-based economies. The structure of the economy of the nation in general is based upon industry; in 2024, industry contributed to the GDP of the nation 16.4%, and the total volume of industrial production within the country was 585.3 billion soms. Within the country, manufacturing contributed 77.1% to industrial production, mining and quarrying contributed 10.7%, and the supply of energy (gas, steam, electricity, air conditioning) contributed 11.2% to the economy of the nation (National Statistical Committee of the Kyrgyz Republic, 2025a). Within the Jalal-Abad region, the structure of the economy is based upon both the type of economy that is established within the region's towns, and the structure of the economy in general. The town of Jalal-Abad is home to a variety of industries, including trade, education, and health care. At the beginning of 2025, the population of Jalal-Abad was 184,400, which makes it the third most populous town in the nation. Unlike other towns whose economic structure is based upon a single type of industry, Jalal-Abad's economy is based upon a variety of industries and functions. As a result, Jalal-Abad functions as the main economic centre for the region.

Another group of towns within the Jalal-Abad region were developed based upon their relationships with specific industries that developed within those towns. Examples of these industries include the hydropower plants within Kara-Köl, the coal mine within Tash-Kömür, the oil and gas fields located within

Kochkor-Ata, and the uranium mine within Mailuu-Suu. These mining and natural resource industries were responsible for the development and construction of the towns within which they existed. Additionally, these mining and natural resource industries were responsible for the construction of the towns' infrastructure, including their roads, schools, and other communal systems. After the dissolution of the USSR, these industries began to decline. As a result, the towns based upon those industries began to experience economic declines, as well. In its diagnostic assessment of the mining sector, the World Bank (2023; n.d.) underscored those local authorities in Kyrgyzstan possess, in practice, limited influence over subsoil use management, as key decisions pertaining to licensing, investment agreements, and regulatory policy are concentrated at the central level of state governance. Concurrently, the normative-legal framework is characterised by insufficient coherence, which complicates the formation of a stable institutional environment and reduces predictability for both local administrations and investors. It is further noted that weak coordination among state bodies and limited transparency in decision-making exacerbate the imbalance between national and local levels of resource governance, thereby diminishing the capacity of territorial communities to influence economic processes within the extractive sphere. Consequently, in the industrial towns of the region, local authorities are frequently unable to independently offset losses stemming from changes in the extractive or energy sectors. The economic specialisation of the region's towns also shapes the character of urbanisation. Where the administrative-service profile predominates, urbanisation is sustained through the expansion of the service market, small-scale enterprise, education, healthcare, and inter-district trade. Where the industrial profile prevails, the resilience of urban development hinges upon the reproduction of the production chain, access to transport infrastructure, investment in technical modernisation, and the decisions of central authorities regarding energy policy or subsoil use. In this sense, the towns of Jalal-Abad region cannot be described using a single universal indicator of urbanisation, for they constitute elements of distinct economic subsystems that respond differently to state policy and market fluctuations.

Spatial distribution of the region's towns conditions their role in the formation of linkages between the region and other regions of the country, as well as between the region's different towns. For Kyrgyzstan, the transportation of individuals and goods is inherently linked to the concept of settlement; transportations determine the possibility of integration of a settlement into the country's economy and administrative system. This circumstance is especially important for the Jalal-Abad region of the country. According to an assessment by the World Bank (n.d.), the mountainous terrain and geographic heterogeneity of Kyrgyzstan,

as well as its location bordered by several different countries, is one of the reasons for the disparities in economic development between the region's different areas and their populations. The main transportation corridor for the Jalal-Abad region is the Bishkek-Osh highway, which includes the Madaniyat-Jalal-Abad section. According to a report from the Eurasian Fund for Stabilization and Development (2023), reconstruction of this road segment, which was of a length of 67 km, was constructed with the intention to increase the transportation, economic, and social links between the northern and southern regions of the country, as well as to increase the access of the country's rural population to social infrastructure. Thus, Jalal-Abad's role as a town and regional center is additionally enabled by its control over the transportation links between the region's central town and districts, as well as the remainder of the nation's transport networks.

Transportation infrastructure within the Jalal-Abad region also has an influence upon the relationship between the region's towns and its rural districts. Each of the region's towns is connected to the rural areas surrounding them. The planning of each of the region's towns must include socio-economic programs to be implemented within those surrounding districts, as the towns are to provide services to those surrounding rural areas. It follows, therefore, that for the Jalal-Abad region, the urban network cannot be analysed without taking into account commuting patterns, agricultural produce markets, access to hospitals and schools, and road connections with mountain communities. An additional dimension of the transport factor is the borderland location and trans-corridor character of the Fergana Valley. For the region's towns, this means that their development depends not only on the internal economy but also on the quality of roads, customs and logistical regimes, and the continuity of transit. Where transport nodes coincide with administrative or productive functions, towns acquire a broader zone of influence; where road accessibility is lower, the urbanisation effect is constrained even when labour resources are available.

Migration is one of the primary mechanisms of population redistribution between urban and rural areas, as well as between different regions of a country. In the Jalal-Abad region, this factor has a dual nature. On the one hand, the region is experiencing intensive out-migration of its residents that occurs both within the country and outside of it; on the other hand, the cities of the region experience an influx of inhabitants that arrive from the villages and settlements that surround them. According to a United Nations document that details the outcomes of its cooperation with the Kyrgyz Republic, internal migrants that predominantly moved from the country's rural areas to its cities contributed to the growth of the population to 18% of the total population of the country (United Nations Kyrgyz Republic, 2022). These migrants predominantly moved

towards the cities in search of economic stability, infrastructure, and education and healthcare facilities. In the Jalal-Abad region, these internal migrants contribute to the city's growth as well as to the growth of the country's main urban areas. The increase in internal migration has impacted the area's urban cities in several ways. For instance, the social structure of the cities has become more heterogeneous due to the arrival of internal migrants. The cities of the region contain the permanent residents of the area, the rural migrants that live within the region, and the new inhabitants that have moved into the area in search of employment in its industries. Furthermore, the United Nations discovered that the majority of internal migrants in the Kyrgyz Republic do not hold formal employment. Only 29.1% of these internal migrants have written employment with their place of work, and 75.6% of these individuals do not have official registration to their place of residence within the country (CAREC, n.d.). Additionally, statistics also reveal that more than a quarter of the Jalal-Abad region's population lived below the poverty line within the country in 2024 (National Statistical Committee of the Kyrgyz Republic, 2025b). Such poverty within the Jalal-Abad region of Kyrgyzstan contributes to the out-migration of the region's residents, and presents a challenge to the urban areas in relation to the provision of services for their growing populations.

The current state of Jalal-Abad region's cities presents both challenges and opportunities for the region's urban areas. Some of the main challenges for the region's cities include their dependence upon narrow specialisation of certain industries and services within those cities. Additionally, the issue of labour migration for Jalal-Abad's region presents additional challenges for the urban cities in relation to their social structure and the services that must be provided for the region. These various factors present the need for an approach that is implemented towards the development of the region's urban cities. The factors that impact Jalal-Abad's region's urban cities cannot be reduced to a single factor as the driving force behind their development. Administrative policy determines the rank and authority of urban centres; economic specialisation shapes employment structure and the fiscal base; transport infrastructure defines the boundaries of spatial influence; migration alters the size, social composition, and everyday functions of a city. It is precisely the combination of these factors that explains why different types of urbanisation dynamics coexist within a single region – from the administrative-service growth of Jalal-Abad to the more vulnerable trajectories of small industrial towns dependent on decisions in energy, natural resource extraction, transport, and interregional mobility.

Discussion

An analysis of the formation of the urban network in the Jalal-Abad region has shown that the spatial

development of cities in this part of Kyrgyzstan occurred through the gradual expansion of urbanised territories, accompanied by changes in land-use structure and the transformation of traditional settlements into urbanised spaces. A similar trend of spatial transformation of urban territories in Kyrgyzstan was previously documented by G. Omurakunova *et al.* (2020), who examined the dynamics of artificial surface expansion in the country's most urbanised cities. The author's analysis of satellite data revealed that built-up area expansion took place primarily in peripheral zones, where agricultural land gradually converted into residential or infrastructural areas. These findings are partially consistent with the development patterns identified in the cities of the Jalal-Abad region, where urbanisation processes also concentrated in suburban areas and along transport corridors. At the same time, the study by G. Omurakunova *et al.* focused mainly on the country's large urban centres, whereas the analysis of the Jalal-Abad region's urban network revealed a different picture, in which a significant part of urbanisation occurred not only through city expansion but also through the institutional upgrading of settlement status and their incorporation into the administrative system of governance.

Within the framework of this study, it was also established that the development of the region's urban centres is also associated with the shift towards more integrated models of urban governance, wherein the strategies for the development of the region's urban areas include a focus upon environmental factors and considerations. A similar approach to the development of the region's urban settlements in Kyrgyzstan has been described by authors G. Momosheva *et al.* (2024) in their study of the prospects for the ecological modernisation of urban areas of Kyrgyzstan. In their study of urbanisation in the Kyrgyz Republic, the authors noted that the urbanisation of the region has been associated with increasing anthropogenic (human-created) pressures upon the environment of the country, leading to the recommendation of the implementation of concepts regarding the development of urban areas that include efforts to incorporate "green" concepts into the development of those urban areas. The trends identified within the Jalal-Abad region are partially correlatable to these approaches to the development of urban areas, as the development planning for Jalal-Abad incorporates the plan to develop an ecologically balanced urban area. However, the urban areas of the Jalal-Abad region have developed differently according to the economic specialisation of their individual cities.

In addition to the factors related to the development of urban areas, it was also established within the framework of this study that many of the factors that contributed to the formation of the region's urban centres have been related to the decisions of the country's politicians and administrators. Each of these factors are correlated with similar factors in other regions of

the world. For instance, authors H. Javaid (2026) conducted studies of the urbanisation of the city of Lahore in Pakistan, and found that many of the development decisions that accompanied the urbanisation of those urban areas were the result of the decisions of the military and administrative powers that governed the region. The findings related to Jalal-Abad are different from those findings of author H. Javaid (2026), as they relate to the formation of those urban areas rather than to the urbanisation that occurred after their formation. However, the similarities between the two studies indicate that the urbanisation processes within both the Jalal-Abad region and the city of Lahore are the results of the decisions of the governing politicians of those regions.

Within the obtained results of the Jalal-Abad region, it was also established that the formation of its urban areas was associated with the formation of an administrative structure within the area. Thus, Jalal-Abad's urbanisation process can be examined in relation to this administrative structure. Similar to the findings related to Jalal-Abad are authors D.G. Lewis & S. Sagnayeva (2020), who conducted studies of the Kyrgyz Republic and discovered that the development of the country was associated with both formal and informal administrative structures that governed the land. While the findings of Jalal-Abad's authors are generally correlatable to both findings of authors D.G. Lewis & S. Sagnayeva (2020), the findings related to Jalal-Abad differ in their specific focus on the institutionalisation of the spatial structure of the region's towns. Additionally, the Jalal-Abad authors also determined that the formation of the region's urban areas was the result of the interaction of a variety of factors related to the Fergana Valley in which Jalal-Abad is located. The ethnic components of these findings are correlatable to the findings of author S. Thite (2024), who performed a study of the role that the ethnic identity of the residents of Fergana's towns played in their formation. However, the findings of Jalal-Abad's authors indicate that in addition to these ethnic factors, those economic and transport-related factors within the region were those of decisive significance for Jalal-Abad's urban areas.

Within Jalal-Abad's region, another major finding related to the urban areas was in examining the economic specialisation of the region's towns. In general, Jalal-Abad's urbanisation process has been related to the specialisation of Jalal-Abad's towns in the utilisation of the natural resources of the region, as well as in the specialisation of those cities in relation to the extraction of minerals from those regions. The findings related to Jalal-Abad's economic specialisation relate to similar findings of authors S. Kozhokulov *et al.* (2021b). Authors S. Kozhokulov *et al.* (2021b) similarly determined that the development of Kyrgyzstan's regions was related to natural resources, infrastructure, and the specialisation of those regions in performing specific

economic functions. Additionally, S. Kozhokulov *et al.* (2021b) focused specifically upon the tourism potential of the region. Jalal-Abad's findings relate to these conclusions in that natural resources were one of the main factors in Jalal-Abad's specialisation of its towns. However, tourism was a second factor in Jalal-Abad that played a secondary role to the influence of natural resources upon the specialisation of the region. Thus, Jalal-Abad's findings relate to the economic specialisation findings of S. Kozhokulov *et al.* (2021b).

A final major finding of Jalal-Abad's study related to the ecological consequences of the mining activities that occurred within the mining-based towns of Jalal-Abad. The ecological findings of Jalal-Abad's study are in alignment with author A.D. Egemberdieva (2025), who performed a study of the ecological consequences of technogenic pollution in the Mayлуу-Suu river basin of Kyrgyzstan. The author demonstrated that the industrial legacy of the Soviet period engendered long-term environmental problems that affect the state of the environment and public health. The analysis of the region's urban network development corroborated the tendency whereby towns associated with the extractive industry confront the consequences of industrial activity even after production cutbacks. Thus, urbanisation processes in the region cannot be examined without due consideration of ecological factors. Within the structure of the factors of urban development, a significant place is occupied by water resources as the basis of economic assimilation of the territory. The assessment of the role of the water potential of the Kyrgyzstan Republic in the economic development of the country was carried out by N.M. Nuralieva (2022). The researcher assessed water resources as one of the key factors of the economic development of the Kyrgyzstan Republic. The researcher showed that water resources are the foundation of the development of the energy, agricultural, and infrastructural components of the country's economy. The conclusion of the researchers is in harmony with the research findings on the Jalal-Abad oblast as water resources are not only utilised for their natural-ecological function of the region but also for their economic function for the establishment of energy and transport infrastructure within the area. However, the utilisation of water resources in the Jalal-Abad oblast is of a differentiated character depending on the location of the areas within the region. In the mountainous areas of the oblast, water is mainly utilised for the production of hydropower. In the valley areas, water resources are utilised for agricultural and processing industries.

The development of the region's urban settlements is also associated with the utilisation of the natural landscapes and recreational resources. The findings of the research on the Jalal-Abad area correlate with the conclusions of the research studies of K. Atyshov *et al.* (2025) on the tourism potential of the mountain regions of the Kyrgyzstan Republic. The authors of the

research study state that natural resources are one of the factors that influence the economic diversification of a specific region. The development of the towns in the Jalal-Abad area indicates that the tourism potential of the region is underdeveloped in comparison with other regions of the country. However, the natural landscapes and resources of the region are the precondition for the formation of new economic trajectories of the area. Finally, as with water resources, the factor of energy played a significant role in the formation of the Jalal-Abad urban network. The development of the towns associated with the production of hydropower within the area was determined by the presence of energy and transport infrastructure in these localities. Similar patterns were described by K. Mehta *et al.* (2021), who investigated the energy system of Central Asia. The work notes that Kyrgyzstan's hydropower potential forms the basis of the country's energy sector and influences the development of infrastructure and settlements. The obtained results corroborated these conclusions, as the construction of hydroelectric power stations became one of the factors in the formation of new urban centres in the region. The formation of the region's urban network was also determined to a significant extent by energy infrastructure, primarily by the development of hydropower complexes on the Naryn River.

An analysis of the region's urban development also attested those socio-economic disparities substantially influence demographic processes and the formation of migration flows. A similar dependency between the socio-economic vulnerability of the population and spatial mobility was described by B. Kimsanova *et al.* (2024), who investigated the impact of weather extremes on various aspects of poverty in Kyrgyzstan. The authors also demonstrated that climatic factors, such as droughts and other natural phenomena, had the potential to exacerbate the economic instability of these populations and, therefore, contribute to displacement of those populations. The results of the study of the Jalal-Abad region's urban network coincided with these observations insofar as the study also discovered that the movement of individuals from the region was determined by factors other than the climate and climate-related economic factors – the structural peculiarities of the regional economy.

The research findings also demonstrated that transformations of the urban network in the post-Soviet period were accompanied by a differentiation of the functional types of cities. Some of them retained administrative and service functions, while others lost their production base. In this context, the conclusions of J. Lempp *et al.* (2024), who identified the political system of Kyrgyzstan as one that combines formal institutions with informal practices, correlated with the obtained results. In particular, the dependence of urban development on centralised decisions confirmed the limited capacity of the local level of governance in

determining economic trajectories. At the same time, the study of the urban network recorded a greater resilience of the spatial structure formed in previous periods, which does not always correlate directly with political dynamics. Similar processes were described by A. Kalimullin & I. Gafurov (2024) as a comprehensive restructuring of political and economic systems in the countries of the post-Soviet space. The analysis emphasised that transformational processes led to a reorientation of economic development models and a revision of the state's role in economic management. The findings obtained regarding the development of the urban network of the Jalal-Abad region are consistent with these conclusions. Concurrently, administrative centres retained their role within the territorial governance system, which contributed to their more stable development.

The development of urban settlements in this region is associated with natural and anthropogenic threats that are typical of the mountainous territories of Central Asia. Authors R. Umaraliev *et al.* (2024) conducted an assessment of the multi-hazard risks that affect the development of the Kyrgyz Republic. The authors identified that the mountainous terrain, technogenic objects and processes, and climatic factors contribute to the formation of various risk factors that negatively impact the development of infrastructure and settlements within the country. The analysis of the urban network of the Jalal-Abad region allows confirming the role of these factors for the region. The border location of the region was established by the authors as a factor that allowed considering the urban network as part of a broader process that affects the region. The location of the region within the Fergana Valley has contributed to the development of economic and transport links between the region's cities. Similar conclusions are presented by author B. Temür (2025), whose study focused on the role of historical and political factors in the development of the spatial structures of the Fergana Valley region. The findings of the authors aligned with the conclusions regarding the impact of the border location of the region but also provided additional information regarding the infrastructural and economic dimension of the region that determined the integration of the territory into the spatial structures of the Fergana Valley. The study also investigates the changes in the social organisation of the region as a result of the development of urbanisation structures. The transition from trade-caravan points to industrial and administrative centres reflected deeper structural changes in society. The research by P. Kokaisl (2025) established that the transformation of ethnic identities in Kyrgyzstan occurred under the influence of historical and political processes. The obtained findings correlate with these propositions insofar as the changing role of cities was accompanied by a change in their social significance; however, within the scope of the present study, these

processes were interpreted primarily as a consequence of economic specialisation and administrative transformations, rather than as primarily cultural phenomena. Thus, the results of the conducted research indicate that the formation and development of the urban network of the Jalal-Abad region are determined by the complex interplay of economic, institutional, natural, and infrastructural factors. A comparison of the findings with the research of other authors demonstrated that urbanisation processes in Kyrgyzstan unfold within the broader regularities of post-Soviet transformations and regional economic integration, yet at the same time retain a distinct regional specificity associated with natural conditions, resource specialisation, and the structure of territorial governance.

Conclusions

As a result of the conducted research, it was established that the formation of the urban network of the Jalal-Abad region occurred as a multi-stage process, within which the dominant factors of urbanisation successively changed – from trade-transit to administrative-industrial and post-Soviet transformational factors. The analysis showed that the spatial origins of urbanisation were linked to the integration of the territory into the economic space of the Fergana Valley and the functioning of transit routes, which facilitated the formation of initial settlement nodes. Further analysis allowed for the determination that the Soviet period witnessed a structural reorganisation of the urban network, which acquired a hierarchical and functionally differentiated character. The formation of several groups of cities was ascertained: administrative centres, industrial-resource hubs, and energy settlements. It was established that the development of cities such as Mailuu-Suu, Kochkor-Ata, Kara-Köl, and Tash-Kömür was determined by sectoral specialisation (uranium, oil, coal, hydropower), which conditioned their monofunctional nature. The research findings confirmed the dependence of the model of urbanisation typical of the USSR on centralised planning. It was established that in the post-Soviet period, the development of cities within this region of Kyrgyzstan developed in differentiated ways. Such an analysis made it possible to conclude that the administrative centres of the region, like Jalal-Abad, experienced a growth in their economic diversification, while the monofunctional development of other cities based upon heavy industry led to a loss of much of their production potential within the country's industrial sector. Mailuu-Suu, for example, experienced the collapse of its role as a mining centre for uranium within the country, leading to both the loss of industry within the city and the increase in environmental risks that emerge from the extraction of that mineral. Furthermore, demographic indicators within the region reveal the growth of the region's population from 1,266.3 thousand persons in 2021 to

1,358.5 thousand in 2025, as well as an increase in the city of Jalal-Abad's population from 130.9 thousand to 184.4 thousand persons. These indicators of growth in the population of the region indicate that Jalal-Abad is increasing in its regional importance. However, it was also established that over a quarter of the region's population lives below the poverty line within the Jalal-Abad region.

The main factors that determine urban development within the Jalal-Abad region have been determined by the research findings to be administrative, economic, transport, and migratory processes. An analysis of the administrative processes within the region indicates that after the implementation of changes to the administrative system of Kyrgyzstan after 2021, the role of the central authorities in the development decisions of the region has increased. Additionally, the region relies upon an industrial economy, sharing 16.4% of the country's GDP and producing 77.1% of the region's manufactured goods, indicating the region's dependence upon its industrial sector. Finally, transport

infrastructure has been established as a crucial factor in the region's development. The reconstruction of a 67 km stretch of highway within the region has allowed for an increase in the regional linkages between these areas, as well as to their accessibility to the social services provided within the country. Prospects for further research into the region would involve an analysis of the trajectories of development of the individual cities within the Jalal-Abad region, which could utilise spatial analysis methods and geoinformation technologies to provide detailed observations about the changes occurring in the region.

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Жалал-Абад облусундагы шаарчалардын пайда болушу, өнүгүүсү жана учурдагы абалы (20-21-кылымдардын биринчи чейреги)

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Аннотация. Изилдөөнүн максаты – Кыргыз Республикасынын Жалал-Абад облусундагы шаардык отурукташуу системасынын түзүлүшүн, иштешин жана өнүгүүсүн аныктаган факторлорду аныктоо болду. Изилдөөгө облустун тарыхын калыбына келтирүү, статистикалык жана нормативдик маалыматтарды талдоо, ошондой эле облустун шаардык отурукташууларынын трансформациясын изилдөө кирди. Жалал-Абад аймагындагы шаардык отурукташуулардын пайда болушуна салым кошкон факторлорго Кыргыз Республикасынын чек арасында жайгашуусу, Фергана өрөөнүнүн курамына кирүүсү, аймактын талаалары менен тоолору ортосундагы транзиттик жолдордун бар болушу жана аймактагы экономикалык жана табигый ресурстардын жеткиликтүүлүгү кирет. Совет доорунда аймактын административдик-териториялык түзүмүн кайра уюштуруу жана өнөр жайды өнүктүрүү (айрыкча күйүүчү май жана энергетика, ошондой эле кен-байытуудагы борборлордун) аймактын шаардык отурукташуу системасынын өнүгүшүнө алып келди. Жалал-Абад облусунда Жалал-Абад шаары Майли-Суу, Таш-Кемур, Кочкор-Ата жана Кара-Көл сыяктуу отурук жайлардан ар башка функцияларды аткарган; алардын ар бири геологиялык жана өнөр жайлык жактан облустун административдик жана экономикалык борборунан айырмаланган. Мындан тышкары, Жалал-Абад облусунун калкы 2021-жылы 1,266,300 адамдан 2025-жылы 1,358,500 адамга өстү, ал эми Жалал-Абад шаарынын калкы 130,900 адамдан 184,400 адамга көбөйдү. 2024-жылы Кыргыз Республикасынын ички дүң продуктынын 16,4 % өнөр жайга туура келип, аймактын өнөр жай продукциясынын 77,1 % өндүрүштүк товарлар, 10,7 % кен казуу продукциялары жана 11,2 % энергия түзгөн. Бул изилдөөнүн жыйынтыктары аймактык өнүгүүнү пландоо, аймактык мейкиндиктик пландоо саясатын иштеп чыгуу, шаарларды алардын ар кандай функцияларына ылайык өнүктүрүү жана Кыргыз Республикасынын Жалал-Абад облусундагы инфраструктураны өнүктүрүүгө салым кошушу мүмкүн.

Негизги сөздөр: шаарлашуу; отурук жайлар; өнөр жай; гидроэнергетика; транспорттук коридорлор; миграция; демографиялык динамика

Возникновение, развитие и состояние городов в Джалал-Абадской области (первая четверть XX-XXI веков)

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Аннотация. Целью исследования было выявление факторов, определивших формирование, функционирование и развитие системы городских населенных пунктов в Джалал-Абадской области Кыргызской Республики. Исследование включало реконструкцию истории региона, анализ статистических и нормативных материалов, а также анализ трансформации городских населенных пунктов региона. К факторам, способствовавшим формированию городских поселений в Джалал-Абадской области, относятся ее расположение на границе Кыргызской Республики, вхождение в состав Ферганской долины, наличие транзитных путей между равнинами и горами региона, а также наличие экономических и природных ресурсов на территории области. В советский период реорганизация административно-территориального устройства области, развитие промышленности в регионе (особенно развитие топливно-энергетических и горнодобывающих центров) привели к развитию системы городских населенных пунктов области. В пределах Джалал-Абадской области Джалал-Абад выполнял иные функции, чем такие населенные пункты, как Майлы-Суу, Таш-Кемур, Кочкор-Ата и Кара-Кёль, каждый из которых отличался от административного и экономического центра области как с геологической, так и с промышленной точки зрения. Кроме того, численность населения Джалал-Абадской области увеличилась с 1266,3 тыс. человек в 2021 году до 1358,5 тыс. человек в 2025 году, а численность населения города Джалал-Абад – с 130,9 тыс. до 184,4 тыс. человек. В 2024 году в Кыргызской Республике доля промышленности в валовом внутреннем продукте страны составила 16,4 %, при этом 77,1 % промышленной продукции региона приходилось на промышленные товары, 10,7 % – на продукцию горнодобывающей промышленности и 11,2 % – на энергетику. Результаты данного исследования могут способствовать планированию развития региона, формированию его политики в области территориального управления, развитию городов в соответствии с их различными функциями, а также развитию инфраструктуры в Джалал-Абадской области Кыргызской Республики

Ключевые слова: урбанизация; населенные пункты; промышленность; гидроэнергетика; транспортные коридоры; миграция; демографическая динамика