

Stages of Learning Transport Terms in English on the Basis of Modern Technologies

Mustaeva Guldora Salaxiddinovna*
Tashkent State Transport University

Qurbanova Muxabbat Mamadjanovna**
Tashkent State Transport University

Saydivalieva Barno Saidbaxromovna***
Tashkent State Transport University

Abstract: The development of technology and technology of material production, the processes of division of labor, its specialization and cooperation, and ultimately, the entire world economy, culture and language, as a means of human communication, storage and transmission of information, was greatly influenced by three industrial revolutions, which covered more than two hundred years of history.

The first, the Industrial Revolution (PR) (from the last third of the 18th century to the last third of the 19th century), affected a limited number of countries: England (from the last third of the 18th century to the first quarter of the 19th century), France (after the 1789 1794), Germany (from the 40s of the XIX century), the USA (after the civil war of 1861-1865), Russia (only after the abolition of serfdom in 1861), and Japan only by the end of the XIX century. For this reason, the Industrial Revolution was accompanied by the simultaneous expansion of the English technical language into other languages.

Key Words: Transport terminology, Mechanical engineering, Development, Media education, pedagogical level, methodological level, Projects Method, Technology, Way, .

Introduction

The development of technology and technology of material production, the processes of division of labor, its specialization and cooperation, and ultimately, the entire world economy, culture and language, as a means of human communication,

storage and transmission of information, was greatly influenced by three industrial revolutions, which covered more than two hundred years of history.

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In the course of the PR, non-production activities became more complicated - the sphere of providing various kinds of services, including in transport. These are various intermediary services, legal, insurance with an English-language form of presentation and transmission of information, using specific information infrastructures (reference publications, bulletins of the English insurance company "Lloyd", dispatches by "captain's mail", telegraph, etc.). New "transport professions" have appeared: insurance and freight broker, freight forwarder. Perfect command of both English, French and German) was regarded as the main attribute of professional fitness.

The second revolution was the machine-technical revolution (MTP), which covered the period from the last third of the 19th century to the first half of the 20th century. Initially, it affected the countries listed above, and then, after 4 a short time, the rest of Western Europe and other regions of the world.

In the field of mechanical engineering, transport engineering stood out, and in it the sub-branches : shipbuilding, automotive, aircraft, locomotive and car building. In each of these industries, professional technical vocabulary and terminology were formed on the basis of the language base of the country that was the leader (for example, the French in the construction of aircraft) or strictly national.

A different picture was observed in the sectoral transport services for international trade. In general, in the world, 80% of the weight of cargo was delivered by sea. In many countries, its share was even higher (for example, in Japan - about 100%). The main carriers in international trade were the shipowners of the "colonial powers" - England, France, Holland, Germany and Italy, and in the field of the special and regional fleet - the shipowners of the "Sea States" : Greece, Norway, Japan, etc. mostly English-language terminology related to marine engineering and shipbuilding.

Since the last quarter of the 19th century, international unions, associations and institutions began to form to regulate issues of economic and legal, market activities,

safety of navigation, and others. English was chosen as a common language of communication and information transfer on sea transport, and French on railway transport. The preference was given to English, also because maritime proceedings were based on English private claims law, on the traditional adherence by lawyers to the canons of the English lexical judicial archaic.

The transport terminology was divided into technical, operational, operational and commercial, which includes elements of legal vocabulary.

The third scientific and technological revolution (STR), which began at the half-century turn of the 20th century, brought about a radical revolution in all directions and types of human activity. Scientific and technological progress draws into its orbit a huge mass of workers, the number of labor professions is increasing and, as a result, there is a significant differentiation of professional vocabulary. Since the scientific and technological revolution is not limited to national frameworks, it is integration, which, to a certain extent, stimulates the process of creating a single professional language for international communication on the basis of an English-language basis.

The relevance of the study of terminological problems is determined in our time by a characteristic "terminological explosion", i.e. the massive emergence of new terms, terminological fields, the formation and formation of new terminological systems, therefore, the study of English transport terminology, which represents a well-defined terminological subsystem, seems necessary and interesting, since on the basis of this terminological subsystem it is possible to trace those linguistic processes that are characteristic of terminology in the whole.

The purpose of the research is to describe and analyze the development of English transport terminology, to study its features, ways and methods of terminological nomination in the time frame of a particular historical period.

Achieving this goal involves solving the following specific tasks:

show how the factors of the scientific and technological revolution affect the replenishment and change of English transport terminology, which is a sociolinguistic approach to the studied material.

to identify productive ways of terminological nomination in the English transport vocabulary of the 20th century;

identify the role of borrowings in the formation of English transport terminology of the XX century;

to consider the problem of the terminological standard as such as applied to the terminology of transport;

show the influence of English transport terminology on the corresponding subsystems in other European languages; prove the formation on its basis of a system of international communication in transport;

compare the designations and interpretations of transport terms contained in the English and Russian special dictionaries of the 40s - 90s; to show the influence of English transport terminology on Russian transport vocabulary, which is expressed in a huge number of borrowed words and expressions from the English language.

The subject of this research is the English transport terminology of the second half of the 20th century, associated with the commercial operation of transport and contractual legal transport documentation.

The research material was about 3000 English transport terms selected by continuous sampling from texts taken from the magazines: " Sea Trade ", " International Containerization ",

The research is based on descriptive and comparative methods. The description of the development of English transport terminology as a system, the study of the features, ways and methods of terminological nomination was carried out on the basis of the existing theoretical provisions in modern terminology , presented in the works of A.A. Reformatsky , V.P. Danilenko , L.L. Kutina , A.V. Superanskaya , B.N. Golovin, R.Yu.Kobrina , V.A.Tatarinova , V.M.Leychika , S.V.Grinova , S.D.Shelova , S.G.Schura , V. V.Feoktistovoy , I.V.Bondarenko and dr.

The scientific novelty of the research lies in the fact that the author for the first time studied the terminological layer of the English transport vocabulary, not just in a sectoral format, as was done in previous studies by Barak S.M. [15], Bulat Z.M. (railway transport) [29], Shtirbu T.A. (ship mechanisms [180]), Tkacheva LB (aviation) [167], Pavlova S.A. (shipbuilding) [125], Efremova A.A. [64], Mishina T.G. [118] , Pavlova OI [124] (road transport), Lisagor O.P. (shipbuilding) [103], Ardovskaya R.V. (hoisting and transport equipment) [11], Bartashova [16], Bondarenko IV. (sea transport) [24], but as a microsystem of interconnected and interdependent elements, uniting a number of industries. Transport terminology is presented in its development under the influence of social processes and phenomena occurring in society; recognition and identification of concepts, ideas of intentions is carried out, and then the ways and means of their expression in a single international transport language are analyzed.

The theoretical significance of the thesis consists in :

description of English transport terminology from the standpoint of a single system of interrelated terminological fields that combine the concepts of a number of areas related to transport;

analysis of the process of standardization of transport terms; designation and description of factors affecting the expansion and development of transport terminology;

designation of the process of forming a single language international mixed traffic and transport logistic exchange of information on transport.

The practical significance of the work lies in the fact that its conclusions can be used in special courses in terminology , in practice teaching English transport vocabulary in transport universities, in terminological lexicography, in standardization work terminology and practice of using the English transport documentation.

In the English transport vocabulary, there are certain ways of forming transport terms: lexical-semantic, morphological, syntactic. Borrowings play an important role in replenishing the term system . They are important in the formation and development of modern international transport terminology, based on English terms.

In the development of English transport terminology, there is, on the one hand, a striving for the accuracy and completeness of the designation of the concept, which is expressed in the creation of multicomponent terms, terminological phrases, and on the other hand, the desire for brevity, codification of the designation, which leads to the widespread use of abbreviated names.

The structure and content of the thesis. The work consists of an introduction, two chapters, a conclusion, and a list of the main used literature. The introduction substantiates the choice of the topic, determines the relevance and novelty of the work, formulates the goals and objectives of the research, reveals the theoretical significance and practical value of the work, describes the material and research method. The first chapter discusses the most important issues of terminology in the system of English transport terms, the problem of their standardization. Chapter two is devoted to the study of terms in terms of their classification according to situational and communicative groups that combine new concepts associated with scientific and technological progress in transport. The author examines in stages the course of scientific and technological progress, integration and globalization of international transport and notes the reflection of these processes in the formation of transport terminology. New terms are analyzed in terms of their compliance with the current life requirements of professional activity.

Term system - a set of term elements

At present, we can safely say that terminology has long been defined as a serious science, and the very concept of a term, having been the subject of a lively discussion of linguists for many years, is now acquiring special significance,

becoming one of the most pressing topics related to the professional work of specialists in all over the world.

Terminology studies special vocabulary used by people in their professional activities. Determination of the main features of special vocabulary, the laws and methods of working with it, the features of replenishment and models of its formation has a theoretical value associated with the solution of problems of a purely linguistic nature that determine at this stage the state of the entire language system as a whole; and very important practical value, expressed in a certain influence of the quality of the language of specialists on the effectiveness of their industry activities.

So T.M. Pyankova notes that "a terminological system is an internally organized set of term elements linked by stable relationships" [132, p. 9], which may also include groups of terms united by some special logically established features, that is ... the system can be divided into several subsystems or terminological fields.

Modern maritime terminology, for example, is subdivided primarily into systems related to shipbuilding, the navy, merchant shipping, fishing, hydrography, communications, and navigation. Subsystems of ports, chartering, and the latest transportation technologies are distinguished within the system of commercial shipping. So, only on the issue of chartering, Professor V.G. Zabelin in his textbook "Freight operations in foreign trade" [67] cited 135 terms in a special glossarium, among which, say, the letter "F" contains 12 terms ("freight index", "free discharge"; "freight market" and others). The ports subsystem can be represented in terms of: "port harbor"; "base port"; "free port"; "the nearest port"; "adjustment port"; "blockaded port"; "outer port"; "cargo port"; "treaty port" and others. (66 terms in total).

Based on the consistency of terminology, special dictionaries of the system type are compiled. Such dictionaries, in which vocabulary is based on a conceptual criterion, are called ideographic dictionaries [122].

The entire system of English transport terminology seems to be divided into numerous thematic groups of terms (for example, a thematic group of abstract concepts of transportation technologies, which includes "door-to-door" and "just in time" technologies - "from door to door" and "just in time", including in itself multimodal and intermodal transportation (multimodal and intermodal transportation) with a division into technologies: piggyback - piggyback transportation, rolling motorway - "running highway", bimodal road railers - road trailer technology, etc.).

A special grouping can be made up of terms from different thematic groups, the so-called partitive associations (of the whole and its parts). For example, container terminals (container terminals): wharf (quay or pier - pier), apron (unloading

platform), container yard (container yard), container freight station (Container Freight Station), etc.

There are also extensive situational associations of terms included in different thematic groups belonging to different parts of speech, characterized by vastness, integrity, orderliness, and interdetermination. This group reflects in itself a certain situation, which sets a place, time, this or that circumstance, specific participants, a given relationship between them, etc. These situations can be standard, routine, emergency, etc. (For example, the topics "Sea transport", "Railway transport", "Air transport" can be served by thematic groups of words, but if it is about how, for example, to transport a particular cargo, the situation "Organization of transportation" is proposed, including the terms thematic groups of other parts of speech. [60]

It should be noted that in the dissertation we do not present any new linguistically, "our own" classification, but use the proposed by V.V. Morkovkin, P.N. Denisov types of groupings of terms as confirmation that the studied English transport vocabulary is a clearly expressed system of terms, subject to certain classification rules. On the basis of such a classification, it is possible to compile a conceptual terminological dictionary of the terminology we are studying.

Currently, there is an active interpenetration and intersection of various branches of science, as evidenced by numerous examples from the field of commercial operation of transport, as a result of which a significant number of so-called "new" terms are transferred from one industry to another in a relatively short period of time, carrying also new ideas, concepts and methods. This interpenetration indicates a possible soon merging of several terminological systems into one, about the transformation of specific specific terms into intersectoral ones.

So, the study of special terminological systems has a double meaning: it is also important for the knowledge of the patterns of professional communication, which is directly related to the production activities of people, and makes it possible to deeper knowledge of the patterns of development of the national language, since any terminological system is part of the latter and develops in common with it language laws.

The concept of "term". Definition of the term. Its semantic volume

So, the term, as a subject of study, has its own scientific definition. V.A. Tatarinov, who summarized the experience of many famous scientists working in this field, and summed up certain results of the development of terminology at the present stage, defines the term as "a linguistic sign (word or phrase) correlated with a special concept, phenomenon or object." [163, p. 157]. We will use this definition in this work as a working one.

When a new term appears, linguists strive to express and fix its meaning as fully as possible, to determine its semantic one. The meaning of the term is expressed in the definition. In contrast to the words of the common language, the content of the term, its definition and the problems associated with its establishment are a special subject of discussion among specialists engaged in fixing the term and assigning one or another meaning to it. For a short period of time, the developed and established meaning can be revised and refined several times, the boundaries of the content of a given concept can either narrow or expand. And it will not and should not be perceived as something extraordinary; the world is developing, human activity is changing and improving, new concepts appear, new meanings appear, and the terms, thus, must be constantly analyzed, their definitions refined and refined. Nothing archaic should be left in the terminological language, which can in any way hinder the process of understanding and communication between specialists.

In English transport terminology, there are examples when, for justified reasons, it was necessary to somewhat change the semantic volume of the term already used, while leaving its material form unchanged. Now, probably, many will not understand the condition stipulated in the charters regarding ships: "to be always afloat" (to be always afloat), which means "the safe stay of the ship in the port." If earlier the material form "always afloat" really corresponded to its meaning, because the structure of the bottom of the vessel did not allow it to stand on the ground, but now, the semantic orientation has changed - being "always afloat", the vessel is able to stand on the ground, because the bottoms of ships are flat.

Consequently, in modern terminology, the following can be observed: a constant change in the semantic volume of a term, the emergence of new meanings, a refinement of its material expression, which is a direct consequence of the processes taking place in the world around us. On the other hand, there is the desire of scientists in the most accurate definition of the boundaries of the semantics of the term, in the establishment of the most relevant features of the defined concept. The meaning precisely assigned to the term, its definition determine the term in the scientific sense, determines its corresponding place in the terminology system, makes it the most convenient for operating.

English transport terminology is not just a collection, series or set of terms denoting the concepts of this industry, but a system of standardized designations built on the relationship of the named concepts, which manifests itself in the process of general communication in a given area. Let's consider a specific material.

... When determining the composition of the English transport terminology related to the commercial operation of transport, and the concepts that it forms, it is

necessary to rely on the principle of *genus proximum et differentia specifica*. This technique makes it possible to establish systemic connections between terminological fields, thematic groups in the terminology under consideration: how the concepts are related to each other, how they interact, assuming that these concepts are fundamental and fundamental for this area. Let's define, for example, a terminological field for the word "ship" and set approximately its boundaries. According to T.L. Kandelaki, "the meaning of the term appears as a sum, a bundle of some elementary semantic units, but this bundle consists of two features, and the features are uneven, being in a certain relationship with each other - a feature - the closest genus and a feature - a species difference" [77, p.26]. The scientific definition of the word "ship" - "a floating vessel, which is self propelled and capable of carrying cargo or passengers" - precisely defines the place of this concept in the system of scientific concepts related to marine vehicles. This definition includes an inclusive parameter (*genus proximum*), which gives the term a generalized meaning. With regard inclusive term receives particular generic concept, which can serve this essential elements to create new terms, forming a specific system or a specific field. The status of a given word as a pivotal one is determined by the frequency of use and semantic neutrality.

The basic concepts of transport, as they become more complex and develop, acquire new signs and properties, which is reflected in the emergence of specific concepts. Thus, the generic term "ship" is detailed with specific terms: bulk carrier, Handymax, Panamax, tanker, containership, cargoliner, combishop, etc. - at the same time, its meaning narrows, becomes more special.

Bulk carrier (bulker) - single deck ship designed to carry homogeneous unpacked dry cargoes. Such ships have large hatchways to facilitate cargo handling, hopper sides and wing tanks. The latter are used either for the carriage of grain, other bulk cargoes or water ballast. Bulk carriers are built in a wide range of sizes and are generally gearless, although smaller vessels may have their own gear.

Tanker - ship designed for the carriage of liquid in bulk, her cargo space consisting of several, or indeed many tanks. Tankers carry a wide variety of products, including crude oil, refined products, liquid gas and wine. Size and capacity range from the ultra large crude carrier of over half a million tonnes deadweight to the small coastal tanker. Tankers load cargo by gravity from the shore or by the shore pumps and discharge using their own pumps. [233].

The development of transport terminology as a reflection of the first stage of scientific and technological revolution on the conveyor (at the end of 50-60 years of the XX century)

In the middle of the 20th century, a new stage began in the development of the world economy. Many countries, formerly colonial and dependent territories, gained political independence and began to develop the economies of their countries, to join the world economy. The presence at that time of two economic systems - capitalist and socialist - created the basis for powerful rivalry between these systems in various spheres of economic and social relations.

Compared to the pre-war period, the volume of foreign trade has almost doubled.

The terms "transport corridor" and "transport hub", formulated in the 70-80s in domestic transport logistics, received the international meaning "transport corridor" and "transport center", "transport node".

Freight Forwarder Soviet transit operation was called "Operator" - "Operator of multimodal (intermodal) transportation" (of operator of multimodal / intermodal transportation).

Foreign forwarders also decided to redefine their mission in the combined transport system. The term "NVOCC" ("Enviosisi") appeared - first with the translation "public carrier, not owning tonnage" - "pop vessel owning common carrier", and then "general operator, not owning tonnage" - "pop vessel operating common carrier". This term is assigned in the United States to a freight forwarder when issuing a multimodal transport operator license.

The increase in the distance of transportation that occurred as a result of the second closure of the Suez Canal posed an acute problem for transport workers to reduce the cost of transportation in order to restrain the growth of transport tariffs and the transport component of the price of goods and, first of all, prices for fuel and raw materials.

The solution to this problem was carried out in a short time by the shipbuilding industry due to the serial construction of vessels of increased carrying capacity with a strong hull capable of withstanding stormy conditions at the junction of the Atlantic and Indian oceans ("roaring forties"). Changes in the composition of the fleet, the creation of new transshipment technologies have significantly expanded the transport vocabulary and made changes in the meanings of many transport terms.

Seaports specially constructed for reception supertankers, became known as "oil» - oil ports, meaning by this term the complex of onshore tanks, tank-terminals (tank terminals) to deep moorings and pipelines - "dzhetyis» (jettis), on the bank - installations for the distillation of oil and improving the quality of oil products - "blending" (blending).

An even greater increase in the terminological dictionary occurred in the field of transportation and transshipment of bulk dry cargo ships. This was reflected in the emergence of a general term applied to a ship for the carriage of goods in bulk, i.e. without containers (in bulk) - bulkcarriers , bulkers or in Russian "bulk carriers" and in the appearance of new ones, in addition to the already operated specialized single deck engine ships, vessels for transporting timber - timbercarriers , for transporting ore - p udovozov (ore carriers), coal - uglevozov (coalcarriers), as well as constructs AANII new port of transshipment devices and mechanisms.

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