

# Linguistic Nuances of Transport Abbreviations in the English Language in Comparison with the Uzbek Language

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**Keywords:** English Language, Uzbek language, Terminological System, Transport Terms, Abbreviations, Translation Methods.

**Abstract:** Purpose: The purpose of this paper is to investigate linguistic peculiarities of transport abbreviations in English and Uzbek languages as well as to show the main mediums of translating those terms from English into Uzbek. Design/methodology/approach: The authors use the mediums of comparative and statistical analysis for finding which methods of translation are common in presenting transport related abbreviations and exploring which method is dominant. The research objects are commonly used transport related abbreviations based on transport related dissertations and dictionaries. Findings: From our research followings are found: a) both in English and Uzbek three-component abbreviations are the most common than others; b) among four common methods of translating terms semi-calque method is used most (42%), the next common medium is meaning interpretation (28%); c) 44% of English abbreviations are not considered as abbreviations in Uzbek and they are simply presented as one or multi component terms; d) regarding syntagmatic relationship, nominative case is common in the English language, while in Uzbek the indicator of genitive case is also found. Originality/value: the article conducts a comprehensive study of the previously unexplored transport terminological system of the English language in comparison with the Uzbek language, in which common component abbreviations are found and their translation methods are analysed with relevant instances.

## 1 INTRODUCTION


Terminology systems represent a vital role in the process of understanding the world. As a result of innovations and advancements happening in every sphere of industry, particularly in transport domain, terms related to this field are gaining significance as they have an influence in the spread of new knowledge in professional as well as in other spheres.


Transport terminology systems of the English language have been studied by many linguists so far. However, the peculiarities and intricacies of transport abbreviations have not been studied thoroughly. The choice of Uzbek language as a contrast to English makes this research even more pivotal. Since the comparison and contrast of transport abbreviations have not been the object of research until now. Another reason of choosing the Uzbek language is the

fact that Uzbekistan is one of the developing countries with developing automobile industry. When personnel in transport sphere are fully aware of linguistic peculiarities of transport terms, they can have the upper hand in various situations. While this is true for English speaking countries, it is of utmost importance for countries where English is not a main language. Thus, the comparison of English transport abbreviations with those of Uzbek ones provide not only theoretical benefit, but also a practical one.

By comparing these two different transport terminology systems in English and Uzbek, we will explore typological characteristics of analytic and synthetic languages which are essential in comparative typological investigations.

The purpose of this paper is to explore linguistic nuances of transport abbreviations of these two different languages. Furthermore, it aims to depict the

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main ways of presenting and translating transport related abbreviations from English into Uzbek. Thus, the practical significance of our research is that the results of it can be implemented in the process of teaching applied linguistics, compiling course books and thematic dictionaries. Comparative analysis of transport abbreviations in this research will give further opportunities to enhance terminology layer of the Uzbek language.

## 2 METHODOLOGY

Terms are being widely investigated these days, so terms in general and transport related terms are studied by several linguists and scholars such as O. S. Axmedov [20202], Yu. A. Chuntomova [2004], E. V. Fedotkina, I. A. Ugolnikova, et al. [2020], H. I. Hakimov [2019], Sh. B. Karimov [2014], O. G. Kozlovskaya [2005], R. N. Nazimov [2023], Sh. S. Olmatova [2017], O. A. Ruzmetova [2022], Sh. I. Seralieva [2023], V. A. Vinichenko [2020].

In different languages some dictionaries of transport and logistics have been compiled until now, in some of which terms are presented in an explanatory manner (in the case of English dictionaries), whereas there are others in which terms are presented with either Uzbek or Russian translations (in the case of Uzbek dictionaries). In our article, we addressed different dictionaries such as monolingual, bilingual, and explanatory, which were compiled by linguists such as K. Button, H. Vega, P. Nijkamp et al. [2010], J. E. Ermetova et al. [2019], D. Lowe [2002], R. F. Pronina et al. [1958].

Abbreviations and acronyms comprise a certain extent of terminology system. In this research, our main focus of interest is the most frequently used transport abbreviations. We tried not to include too specific terms which are applicable to certain areas (i.e., there are several terms regarding only Canada, Australia or other areas), since terms of generic and universal features are commonly shared universally. Thus, we decided to include those frequently used terms which are in widespread interest globally.

In this article we will use the methods of correlation and comparative analysis of most used transport related abbreviations (most commonly used abbreviations related to automobile, railway, sea and air transports and logistics) as well as we will illustrate some statistical analysis of our findings. Our research objects are transport related abbreviations which are commonly used and frequently appeared in the works and dictionaries of linguists in the field.

## 3 RESULTS

In the sphere of linguistics, a calque (also known as a loan translation) is explained as a word for word translation from one language to another. The calque method requires replacing the lexical units in the original language with its component parts, such as morphemes or words with equivalent lexical words in the translated text. The main idea behind calque is to generate a novel word or a set phrase in the translated text by copying the structure of the original lexical unit.

There are two main mediums of calque method:

- Full calque – CVT [Continuously Variable Transmission] – UO’U [Uzluksiz O’zgaruvchan Uzatish]

- Semi-calque – AOV [Automatic Operated Valve] – ABK [Avtomatik Boshqariluvchi Klapan]

There are various ways by which the translations of terms and abbreviations can be carried out in the dictionary, yet these four methods are common:

- Borrowings – IMDL [Intermodal] – Intermodal;

- Alternative versions in native language (in our case it is Uzbek) – AFV [Alternative Fuel Vehicle] – MYTV [Muqobil Vositali Transport Vositasi];

- Both in the borrowed forms and with alternative translation – RV [Recreational Vehicle] – KTV [Ko’ngilochar Transport Vositasi] or RV transport vositasi;

- Explained as a multi-component term (meaning interpretation) – DFOD [Delivery Fee On Delivery] – Yetkazib berilgandan keyin qilinadigan yetkazib berish to’lovi.

The results of the statistical and comparative analysis of commonly used abbreviations according to our investigation are shown in Fig. 1 and Fig. 2.

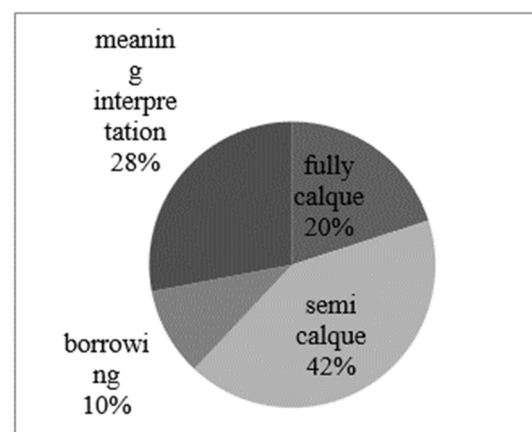


Figure 1: Statistical analysis of Uzbek transport related abbreviations when they are translated from international ones. Source Calculated and formed by the authors.

As is shown in Fig. 1, semi-calque method is more used (42%) while translating transport related abbreviations. The reason is that there is at least one word which is either English or Russian origin in those abbreviations so only 20% of the abbreviations are translated by fully calque method. Forming a syntagmatic relationship with other lexical units, borrowing components may gain case and number indicators in the Uzbek language, e.g. Avtomatik Uzatuv Transmissiyasi. Just under a third of these terms are either explained further with additional words or shortened in Uzbek to give more clear idea, since certain concepts are new to Uzbek language. For instance, LOLO ship is interpreted as Yuklarni ko'tarib tushirish uchun maxsus vertikal qurilmaga ega bo'lgan kema. The abbreviation becomes a ten-component term in Uzbek with its definition. By contrast, RDT&E ship (Research, Development, Test, and Evaluation ship) is interpreted as Tajriba kemasi [Experiment ship], since this two-component term generally describes the overall meaning of the abbreviation. Only one in ten of the abbreviations are borrowings either from English Intermodal, or Russian Katamaran [SWATH ship]. In Uzbek, alternatively the word kema [ship] is also used to give that meaning. Another word which is used as a borrowing and having an Uzbek alternative is RV transport vositasi [RV], its Uzbek alternatives are Kemping avtomobili or Ko'ngilochar transport vositasi.

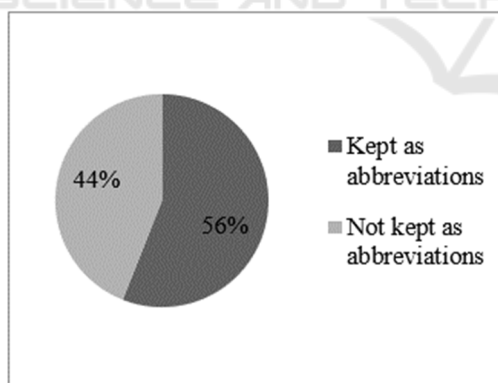


Figure 2: Statistical and comparative analysis of Uzbek transport related abbreviations which stayed as abbreviations while translating and those which are interpreted as one or multi component terms. Source Calculated and formed by the authors.

As is shown in Fig. 2, more than half of the abbreviations are kept as abbreviations when they are translated into Uzbek, however the others have to be interpreted and become multi component terms. Also, there are some terms in Uzbek such ot kuchi

(horsepower) which is not usually abbreviated, whereas in English it is considered as an abbreviation. Among these terms, three component terms are dominant (30,5%), whereas seven and ten component terms are the least found ones (4%).

In both languages, abbreviations with three letters are most common such as (ABS, MPV, USW and etc). When English abbreviations are translated into Uzbek in most cases (42%) the number of letters in abbreviations increases (for instance AFV-MYOTV; AEA-YEHYA and others). This can be explained by the fact that some terms have to be explained in order to be clearer, making some terms multi component. Almost in half of the cases (52%) the number of letters does not change (AA-AA; AMT-AUT, etc). In rare cases (6%), they decrease (CTC-DM; CHW-TO). In one case, we come across an abbreviation with number involved: 3PL – Third Party Logistics.

As Uzbek language belongs to agglutinative languages which are in subgroup of synthetic languages, in some cases it is noticed that while translation terms face the phenomenon called a flexion. For instance, AA – Automobile Association becomes AA – Avtomobillar Assosatsiyasi. In the case of English transport related abbreviations, we do not come across this phenomenon. Terms are in Nominative case. Regarding Uzbek transport abbreviations there are cases in which some components within abbreviations are in Genitive case. In contrast to English, in the Uzbek language possession elements are shown in both modifying and modified words, e.g. Shinalarning Eskirish Ko'rsatkichi. Yet, in some cases the suffix –ning added to a modifying word can be omitted without changing the meaning. In most of the terms we analysed, the same phenomenon was observed. It is interesting to note that these types of terms constituted almost half of the terms we investigated.

#### 4 CONCLUSIONS

According to our linguistic analyses of English and Uzbek transport abbreviations following are found: a) in both languages three-component abbreviations comprised most compared to others; b) the semi-calque method used commonly to translate abbreviations from English into Uzbek; c) meaning interpretation is also prevalent in Uzbek; d) in English Nominative case is dominant, whereas in Uzbek virtually the half of the abbreviations have the indicator of Genitive case.

The feature of agglutinative languages – adding inflections proved to exist in Uzbek transport terms.

It usually indicates the features of the Genitive case. Interestingly, in most of cases, this indicator is added to borrowed words forming a syntagmatic relationship. Pure borrowings in Uzbek make up the least, which can be explained by the fact that at least one component in an abbreviation has an alternative. By contrast, borrowings of simple terms account for more considerable figures than abbreviations. Some abbreviations tend to be explained as a multi-component term rather than simply borrowing. It is important to note that in some cases we found that English transport abbreviations are not considered an abbreviation in Uzbek. According to our research, the main reason is abbreviations becoming multi-component terms.

In general, through our research, we found out that there are both similarities and discrepancies regarding syntactic and semantic features of English and Uzbek transport-related abbreviations. Without a doubt, in the development of linguistics, it has been paid great attention to compile thematic dictionaries and it is essential in order to develop every language.

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