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CHALLENGES AND SOLUTIONS FOR DEVELOPING TOURISM TRANSPORT INFRASTRUCTURE IN UZBEKISTAN

Narzullayeva Charos Baxriddin qizi

ПРОБЛЕМЫ И ПУТИ РАЗВИТИЯ ТУРИСТСКОЙ ТРАНСПОРТНОЙ ИНФРАСТРУКТУРЫ В УЗБЕКИСТАНЕ

Нарзуллаева Чарос Бахриддин кизи

O‘ZBEKISTONDA TURIZM TRANSPORT INFRASTRUKTURASINI RIVOJLANTIRISH MUAMMOLARI VA YECHIMLARI

Narzullayeva Charos Baxriddin qizi

Abstract. This article analyzes the state of development of tourism transport infrastructure in Uzbekistan, its economic and social significance, existing challenges, and directions for improvement. It examines the role of road, rail, and air transport in facilitating tourist movement, while addressing issues related to interregional travel, the quality of transport services, digital information systems, and eco-friendly transport. Based on statistical data and systematic analysis, the article develops proposals for improving the transport connectivity of tourist regions, strengthening the integration of various modes of transport, and advancing digital services.

Keywords: tourism, transport infrastructure, tourist region, road transport, rail transport, air transport, transport service, logistics, tourist route, digital technologies.

Аннотация. В статье анализируется состояние развития туристской транспортной инфраструктуры в Узбекистане, ее экономическая и социальная значимость, существующие проблемы и направления совершенствования. Рассматривается роль автомобильного, железнодорожного и воздушного транспорта в обеспечении передвижения туристов, а также затрагиваются вопросы, связанные с межрегиональными перевозками, качеством транспортных услуг, цифровыми информационными системами и экологически безопасным транспортом. На основе статистических данных и системного анализа в статье сформулированы предложения по улучшению транспортной связности туристских регионов, усилению интеграции различных видов транспорта и развитию цифровых сервисов.

Ключевые слова: туризм, транспортная инфраструктура, туристский регион, автомобильный транспорт, железнодорожный транспорт, воздушный транспорт, транспортные услуги, логистика, туристский маршрут, цифровые технологии.

Annotatsiya. Ushbu maqolada O‘zbekistonda turizm transport infratuzilmasining rivojlanish holati, uning iqtisodiy va ijtimoiy ahamiyati, mavjud muammolar hamda uni takomillashtirish yo‘nalishlari tahlil qilinadi. Unda sayyohlar harakatini ta’minlashda avtomobil, temir yo‘l va havo transportining o‘rni o‘rganilib, mintaqalararo qatnovlar, transport xizmatlari sifati, raqamli axborot tizimlari va ekologik toza transportga oid masalalar yoritiladi. Statistik ma’lumotlar va tizimli tahlilga asoslanib, maqolada turistik hududlarning transport bog‘liqligini yaxshilash, turli transport turlari integratsiyasini kuchaytirish hamda raqamli xizmatlarni rivojlantirish bo‘yicha takliflar ishlab chiqilgan.

Kalit so‘zlar: turizm, transport infratuzilmasi, turistik hudud, avtomobil transporti, temir yo‘l transporti, havo transporti, transport xizmati, logistika, sayyohlik yo‘nalishi, raqamli texnologiyalar.

INTRODUCTION

Tourism is a vital sector of the global economy; it contributes to attracting foreign currency, creating new jobs, stimulating the socio-economic development of regions, and promoting national cultural heritage on an international scale. The sustainable development of tourism depends directly on various factors, most notably the accessibility of tourist destinations, as well as the quality, safety, efficiency, and cost of transport services.

With its rich historical and cultural heritage, ancient cities, architectural monuments, and natural tourism resources, Uzbekistan possesses significant

potential in the international tourism market. Samarkand, Bukhara, Khiva, Shahrisabz, Tashkent, Termez, and other regions serve as key destinations for both domestic and international tourists. To effectively harness this potential, it is essential to connect not only major tourism hubs but also remote areas through well-developed transport networks.

Transport infrastructure encompasses a complex of roads, railways, airports, railway stations, bus terminals, stops, and various supporting facilities. In the context of tourism, this infrastructure facilitates the arrival of tourists into the country, their movement between different regions, and their access to specific tourist sites. Therefore, the level of development of transport infrastructure influences the attractiveness and competitiveness of a tourism product.

The objective of this study is to analyze the current state of tourism-related transport infrastructure in Uzbekistan, identify the challenges hindering its development, and formulate scientific and practical proposals for its improvement. To achieve this objective, the following tasks were defined: characterizing the roles of various modes of transport within the tourism sector, examining existing statistical indicators, identifying key infrastructural and organizational challenges, and substantiating approaches to address and resolve these issues.

RESEARCH METHODOLOGY

This study employs a systems approach, descriptive-statistical analysis, comparative analysis, and generalization methods to examine the state of development of tourism transport infrastructure in Uzbekistan. The systems approach allows for the conceptualization of transport infrastructure as an integrated system-encompassing road, rail, and air transport, transport terminals, information services, and tourist destinations-where all components are interconnected.

Through descriptive-statistical analysis, and based on data from the National Statistical Committee presented in this article, the volume of transport services and the respective shares of different transport modes from January to November 2025 were examined. Comparative analysis was used to characterize the roles of various transport modes in facilitating tourist movement, as well as to highlight disparities in transport accessibility between major tourist hubs and remote regions. The generalization method was applied to categorize identified issues and formulate recommendations for improvement.

The information base for this research consists of official data from the National Statistical Committee and the Tourism Committee of the Republic of Uzbekistan, regulatory and legal documents, and materials from international organizations concerning transport infrastructure. The article analyzes data derived from these available sources. There is no information available regarding the conduct of a separate survey or field experiment [3].

LITERATURE ANALYSIS

The connection between tourism and transport infrastructure is explained in foreign scientific literature by the attractiveness of the tourist destination, regional development and costs of tourist movement. B. Prideaux evaluates the transport system as an important factor connecting tourist areas with the markets from which tourists come. In his opinion, inefficiency in the transport system and difficulties in reaching the destination may lead tourists to choose other routes. The scientist emphasizes the relationship between transportation costs and the choice of a tourist destination [8].

S. J. Page studies the relationship between transport and tourism based on a comprehensive approach, analyzing the interrelated issues of transport services, infrastructure, public policy, tourist demand and environmental sustainability. The author shows the need to take into account the quality of services, safety, management and the impact on the environment in addition to the availability of transport types in the planning of tourist transport [9].

In an empirical study conducted by J. Khadaroo and B. Seetanah, it was estimated based on the gravity model that transport infrastructure is one of the important factors determining international tourist flows. The authors analyzed tourist flows in 28 countries and found that the development of transport infrastructure has a significant impact on the destination's potential to attract tourists [10].

The development of transport infrastructure in the conditions of Uzbekistan is closely related to realizing the tourist potential of regions, connecting large tourist centers with remote destinations and reducing differences in the quality of services. National strategic documents, official statistics and information on the tourism sector show the need for coordinated development of transport and tourism in the country[1-3]. The projects of the World Bank aimed at the modernization of transport infrastructure in Uzbekistan also confirm the impact of road networks on regional economic activity and access to services [4].

The analysis of the literature shows that the influence of transport infrastructure on tourist flows and destination attractiveness is sufficiently based in existing scientific works. However, there is a need to jointly consider the integration of transport modes, digital information services, ecological transport and the possibilities of reaching remote destinations in the tourist regions of Uzbekistan. This article is directed to the systematic analysis of these issues in the national context.

RESULT AND DISCUSSION

Within Uzbekistan’s transport system, road, rail, and air transport are of primary importance for tourism. Road transport is convenient for transporting tourists directly to tourist sites and for facilitating short-distance travel. Rail transport provides regular, relatively safe, and comfortable connections between major tourist hubs. Air transport plays a crucial role in expanding international tourism ties and improving accessibility to the country for travelers arriving from long distances [9].

In recent years, efforts have been underway to modernize international airports, expand rail services, reconstruct highways, and introduce new transport services. The operation of high-speed "Afrosiyob" electric trains between major centers such as Tashkent,

Samarkand, and Bukhara has helped to reduce travel time [3].

According to data from the National Statistical Committee cited in the article, the volume of transport services exceeded 168.4 trillion soums during the period from January to November 2025. Within the composition of transport services, road transport accounted for 50.2 percent, air transport for 16 percent, and rail transport for 8.2 percent[2].

The table shows that road transport accounts for the largest share of transport services, highlighting its significance for domestic tourism routes. Air transport plays a key role in international travel, while rail transport is essential for journeys between major cities. Together, these three categories represent 74.4% of the total; therefore, the table does not encompass the full spectrum of transport services but rather reflects specific types for which data is available in the article.

Table 1.

Selected indicators of the composition of transport services in Uzbekistan (January–November 2025)

Mode of transport	Share in the total volume, %
Road transport	50.2
Air transport	16.0
Rail transport	8.2

The article also notes that 10.5 million passengers were transported via rail in 2025, underscoring the importance of rail transport within the domestic passenger transport system. However, it is necessary to verify the specific time period covered by this figure and its precise statistical definition through an official source.

The analysis identified the following issues affecting the development of transport infrastructure for tourism: the poor quality of roads leading to certain remote and mountainous areas; limited regular public transport services to tourist attractions; the lack of a unified digital platform consolidating information on transport schedules, fares, and routes; the insufficient use of eco-friendly transport vehicles; and regional disparities in the quality of transport services and the standard of customer care. ...poor transport integration between airports, railway stations, bus terminals, and tourist sites [9]. The identified issues indicate that the development of tourism transport infrastructure should not be limited merely to repairing roads or increasing the number of vehicles. The overall quality of a tourist's trip depends on the seamless coordination of all stages-from the moment the tourist enters the country, through their arrival at their destination, to their movement between various tourist sites. Therefore, it is advisable to implement a combination of infrastructural, organizational, digital, and environmental measures.

First, it is necessary to develop regular transport routes connecting major tourism hubs with smaller, promising tourist areas. For routes such as Samarkand–Shahrisabz, Bukhara–Navoi, and Tashkent–Chorvoq, bus or shuttle services could be organized, taking into account tourist flow and seasonal demand. In this process, schedules should be aligned with the operating hours of tourist sites and coordinated with other modes of transport.

Second, it is proposed to establish a unified digital information platform for tourist transport services. The platform could consolidate information on bus and rail services, flights, routes, fares, electronic ticket purchasing, payment options, and maps for accessing tourist sites. The use of GPS and geoinformation systems helps tourists plan their routes, track the location of transport vehicles, and facilitates convenient transfers between different modes of transport.

Thirdly, it is necessary to expand the use of eco-friendly transport-such as electric vehicles, electric buses, and bicycles-within historical cities, natural parks, and ecological tourism zones. This approach can help preserve the environmental appeal of tourist areas while simultaneously reducing the negative impact of transport operations on the environment.

Fourthly, improving the quality of transport services is essential. This includes enhancing the technical and sanitary condition of vehicles, providing information signage in Uzbek, Russian, and English, upgrading the professional and communication skills of staff, and developing services tailored to the needs of tourists with disabilities.

Fifthly, public-private partnership mechanisms can be utilized to finance transport infrastructure. Engaging the private sector in areas such as tourist transfers, the renewal of bus fleets, and the establishment of transport stops and service centers will enable the expansion of infrastructure-related services. In this regard, it is necessary to take into account the economic efficiency of the projects, the affordability of service prices, and regional needs [1].

To evaluate the practical effectiveness of the proposals, it is appropriate to use indicators such as travel time to tourist sites, the frequency of scheduled services, user satisfaction with transport services, the level of adoption of digital platforms, the share of eco-friendly transport, and the extent of transport coverage in remote areas. Implementing a regional monitoring system based on these indicators will establish the necessary information base for decision-making.

CONCLUSION

The research findings indicate that tourism transport infrastructure in Uzbekistan is a key factor determining the country's tourism appeal, regional economic development, and the competitiveness of its tourism services. While road, rail, and air transport facilitate various stages of tourist travel, there is a need to further strengthen their integration and connectivity with remote tourist destinations.

The analysis identifies several primary challenges: the quality of roads, limited interregional connectivity, the lack of a fully developed unified digital information system, the limited use of eco-friendly

transport, and disparities in the quality of services. To address these issues, it is recommended to modernize roads leading to tourist areas, establish regular transport services between major hubs and smaller destinations, develop a digital transport platform, promote eco-friendly transport, improve service quality, and attract investment through public-private partnerships[1].

Consistent implementation of these measures is expected to expand mobility options for tourists, simplify travel planning, enable more effective utilization of the tourism potential in remote areas, and boost local entrepreneurial activity. Future research should focus on quantitatively assessing transport accessibility across different regions, evaluating service quality based on tourist surveys, and calculating the economic efficiency of the proposed solutions.

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