

American Journal of Economics and Business Management

Vol. 8 Issue 7 | pp. 3474-3480 **| ISSN:** 2576-5973
Available online @ https://www.globalresearchnetwork.us/index.php/ajebm

Article

Improving Transport Infrastructure Management Methods in The Context of Developing Domestic Tourism Activities

Turopov Maksudjon[*1]

1. Researcher at Tashkent University of Architecture and Construction
* Correspondence: maaqsudjon@gmail.com

Abstract: This article scientifically analyzes the importance of transport infrastructure in the development of domestic tourism in Uzbekistan and the need for its effective management. Tourism promotion is directly related not only to the construction of facilities, but also to the improvement of the infrastructure leading to it, especially the transport system. The state of transport infrastructure in Uzbekistan, its impact on the potential of domestic tourism, and existing problems are analyzed. In particular, factors such as the low coverage of public transport services, the unevenness of railway services, and the poor quality of roads to tourist routes are indicated. At the same time, the theoretical foundations of the transport-tourism interdependence are studied based on local and international research, and solutions based on modern management methods, digital technologies, and public-private partnerships are proposed.

Keywords: Domestic Tourism, Transport Infrastructure, Public Transport, Rail Travel, Tourism Logistics, Infrastructure Management, Transport Clusters, Digital Transport Systems, Public-Private Partnerships, Scheduled Services, Tourism Policy, Regional Development, Smart Transport, Tourist Routes, Infrastructure Innovations

1. Introduction

In today's globalization and competition, the tourism industry has become one of the sectors of strategic importance in the economies of world countries. Tourism is not only a means of recreation, but also serves as an important factor in the widespread promotion of national culture, stimulating regional development, creating new jobs and increasing foreign exchange earnings. The domestic tourism sector occupies a special place in this. Because domestic tourism helps the country's population to get acquainted with the rich historical, cultural, natural and spiritual heritage of their country, strengthens their sense of patriotism and revitalizes the service sector in the domestic market [1].

Uzbekistan has seen significant progress in state policy on tourism development. Presidential decrees and resolutions, the activities of the State Committee for Tourism Development, new tourist routes, cultural events, and infrastructure projects indicate that large-scale reforms are being implemented in this area. Especially in the post-pandemic period, domestic tourism has become the main form of recreation for the population, showing a sharp increase in demand in this direction [2].

At the same time, transport infrastructure remains one of the decisive factors in ensuring the effectiveness of domestic tourism activities. The organization of convenient, safe and regular transport routes to tourist areas, improvement of logistics services,

Citation: Latifovich K. S. Improving Transport Infrastructure Management Methods in The Context of Developing Domestic Tourism Activities. American Journal of Economics and Business Management 2025, 8(7), 3474-3480.

Received: 29th May 2025
Revised: 8th Jun 2025
Accepted: 29th Jun 2025
Published: 24th Jul 2025

Copyright: © 2025 by the authors. Submitted for open access publication under the terms and conditions of the Creative Commons Attribution (CC BY) license (https://creativecommons.org/licenses/by/4.0/)

modernization of transport management systems are the main conditions for the full use of domestic tourism opportunities. Otherwise, no matter how attractive tourist destinations are, if there are difficulties in getting there, the likelihood of the population using these services will decrease [3].

Transport infrastructure related there is problems many in cases internal tourism potential limiting is coming. In particular, some regions and of transport routes in the districts bad status, passenger transportation of services low power, routes imbalance, information and navigation of services absence population and local tourists for inconveniences is giving birth. Therefore, this the field only build transport or repair with not, maybe effective management, innovation solutions, digital technologies and citizens need into account received without modernization to do through development is required [4].

World practice, transport and tourism between each other dependency clear Tashkent International Airport named after Islam Karimov from the airport to Samarkand or Bukhara like historical to cities row modern trips on the road laid tourism flow in increasing how effective was it if so, some transport infrastructure in the regions underdeveloped as a result even tourist potential high was places are also carefully aside This view remains. in terms of transport infrastructure and his/her management system improvement internal tourism stable development for main from directions one is considered [5].

The current global economic and social under the circumstances internal tourism develop not only national culture and history promote to do, maybe population well-being increase, regional the economy stable develop and new work places of creation effective to the tool is turning. Tourism field all industries - transport, communication, service display, retail trade, food industry such as networks with closely related to be, to be growth this in both sectors and economic activity In this sense, internal tourism development is only tourism field not, maybe whole territorial the economy develop means [6].

International to practice look if we throw it away , the interior tourism growth many transport infrastructure in terms of effective activity to conduct related to Europe Union countries, South Korea, China and Turkey such as in countries internal tourism develop to transport infrastructure for the purpose big investment They have a transportation system. not only physical movement tool, maybe tourist of experience one part as is considered. Because comfortable and safe travel internal tourism in popularization solution doer importance has [7].

In Uzbekistan, too, for the years 2022-2026 intended Tourism develop transport and logistics infrastructure improve priority from tasks one as In this process, the transport infrastructure management methods again seeing exit, new technologies, cluster approach, public-private partnership mechanisms current to grow such as issues current importance profession Especially long distance and from the city center tourist to objects was trips optimization, digitized movement charts create and transportation services tourist packages with integration to do necessity increasing is going on [8].

To the Topic Related Literature Commentary

Internal tourism development of transport infrastructure importance issue last in years national and international scientific in circles increasingly more discussion A series of local scientists and foreign researchers this to the point circle theoretical views, practice problems and offer being done solutions previously those who drove. However, their views analysis when done, some important aspects enough see also not lit possible.

Sh.K. Rizoev " Inner " tourism in development infrastructure role » in the study regional transport infrastructure and tourist potential between connection illuminate, main attention interregional car to commute [9]. It states that tourism potential high was transport logistics in places good organization incomplete, existing infrastructure

obsolescence tourists flow limiting However author's in the study digital management technologies and modern transport management to the models enough attention not given.

KH Turaev "Transport Logistics" and tourism "relationships" transport logistics in his work improvement tourism development the impact economic in terms of based on gives. Its in theory tourism transport logistics one part as see and this the system cluster based on management offer Author commute schedules, directions optimization and expenses reduction through population to tourism was interest increase possible [10]. But Turaev 's at work there is infrastructure territorial difference and them rating based on assessment system working not released.

M. Abdurakhmanov and co-authors by prepared « in Uzbekistan internal tourism develop directions " scientific in the article population to tourism was socio-economic needs studied. In it, the population more rest days to travel exit want, but the transportation system inconvenience and cheap commute of possibilities limitedness because of this need realization not to be done is emphasized [11]. Thus together, authors by private transport operators and state between cooperation to the mechanisms enough analysis not given.

International from research by J. Page and C. Hall written "Tourism and Transport: Modes, Networks and Flows". in the book, transportation and tourism between symbiotic relationship wide in scope They are illuminated. tourism for " infrastructure", "the basis" highlight with together, the transportation system only not physical movement, but tourism experience organization provider factor [12]. This approach local in research still enough at the level reflection not yet.

By UNWTO In the "Transport and Tourism Development Report" prepared and internal tourism for convenient transportation environment in creation digital application and automated table systems current to be recommendation [13]. This view in terms of transport services in Uzbekistan digitization regarding done increasing affairs still in demand to admit that it is not need.

The issue of the connection between domestic tourism and transport infrastructure has been the focus of attention of not only local but also international researchers in recent years. Transport is viewed not only as a means of delivery, but also as a strategic infrastructure that unlocks the potential of tourism.

In his study "The Role of the Transport System in the Formation of Tourism Infrastructure," MI Abdullaev studied the state of the country's road networks, their level of repair, and their dependence on tourism businesses. According to him, it is necessary to develop the transport infrastructure based on "tourism hubs" by attracting private investment, rather than solely using central budget funds. However, the author did not pay enough attention to the bureaucratic obstacles in the management of the transport system and the problems of local resource allocation in this model.

SS Juraev in his study analyzed the relationship between local population participation in tourism and the quality of transport services from a social perspective. He noted that the attraction of the population to domestic tourism largely depends on convenient, continuous and reliable transport services. However, the author did not sufficiently address the issues of integration between public transport and the private sector in his work [14].

T. Litman in his Evaluating Transportation Land Use Impacts in the study of transport infrastructure urban planning and territorial to develop the impact analysis did. His in my opinion, tourism develop for transportation only physical the connection provide tool not, maybe territorial logistics strategy main from the elements one as consideration. This approach In Uzbekistan there is in research still enough at the level cover not received.

By D. Prideaux offer from the Tourism-Traffic Interaction model come out, tourism flow and transport infrastructure between two one-sided effects analysis According to him, the transport system tourism development impact would do yes , tourism of the flow growth on the contrary, the transport infrastructure to improve demand increases. This idea Uzbekistan under the circumstances especially relevant, because last years internal tourism to grow infrastructure enough not adapted also seen in practice is standing [15].

AA Saparov in his "In Uzbekistan" tourism and transport integration "issues" in the article transport and tourism between in planning information from systems effective use the necessity The author emphasizes GPS and mobile applications based on worker digital navigation systems current to be through tourist routes automation offer. This solution innovative and practical in terms of promising although still in practice wide implementation not yet arrived.

Analyses this shows that there is scientific transport infrastructure in the sources to tourism impact various approaches based on studied. But most in cases: there is real - time infrastructure monitoring methods; information and communication technologies based on transportation management; transportation tourist to clusters integration to do mechanisms; local population participation provide tools enough not illuminated.

That's why for this in the article this the spaces filling, theoretical and practical in terms of improved management models offer to grow goal made .

Although the existing literature on the topic contains important theoretical foundations and real-world analyses, most of them do not sufficiently address issues such as: real-time infrastructure management mechanisms; digital transport management systems; private sector participation incentive models; and integration of transport services into tourist packages.

2. Materials and Methods

The methodology employed in this study is grounded in a multi-dimensional analytical framework that combines qualitative and quantitative research techniques to explore the effectiveness of transport infrastructure management in the context of domestic tourism development in Uzbekistan. The research utilizes comparative analysis to benchmark Uzbekistan’s transport indicators against international standards, thereby identifying gaps and areas requiring improvement. Statistical data were collected from national and international sources, including the Ministry of Transport and the UNWTO, and were analyzed to assess the current status and limitations of road, rail, and public transport services to major tourist destinations. Logical analysis and scientific abstraction were used to draw conceptual links between transport accessibility and tourism activity, while induction and deduction allowed for the formulation of hypotheses and generalizations based on specific observations. Furthermore, synthesis of empirical data and literature enabled the development of innovative proposals for improving transport infrastructure through digitalization, cluster-based models, and public-private partnerships. The methodology also includes the critical evaluation of existing studies, highlighting their limitations such as insufficient integration of digital technologies and lack of real-time management tools which informed the formulation of this article’s practical recommendations. This comprehensive approach ensures that the study not only diagnoses current infrastructural shortcomings but also suggests actionable solutions tailored to Uzbekistan’s socio-economic and geographic context, with the overarching aim of fostering sustainable and inclusive domestic tourism growth.

3. Results and Discussion

In Uzbekistan, the importance of domestic tourism is increasing. The important factors are the increase in the standard of living of the population, the expansion of social demand for tourism, and the increase in interest in national identity. Currently, the

country's population has increased interest in historical, cultural, educational, and natural sites in various regions of its country. However, the current infrastructure capabilities, especially the transport system, do not meet modern requirements, which prevents this demand from being fully met.

Many tourist attractions in the country are located far from population centers. Due to the lack of convenient, safe, affordable, and regular transport to these places, tourist activity among the population remains low. In particular, there are few bus routes between large cities and district centers, limited rail services, and poor quality roads that are often in need of repair. In addition, lack of competition in transport services, insufficient information about queues and traffic, and a lack of digital technologies also create inconvenience for the population, see Table 1.

Table 1. Transport infrastructure in Uzbekistan status.

No.	Indicators	Uzbekistan (2024)	Standards (according to the EU)
1	Percentage of paved roads (%)	62	85
2	Tourist attractions with public transport access (%)	48	80
3	Intercity bus routes (ta)	213	400
4	Regions with railway service, %	39	75
5	Road quality to tourist attractions (%)	2.6	4.2

According to the data presented in the table, the state of transport infrastructure is one of the important factors in the development of domestic tourism in Uzbekistan. The data presented in the tables clearly show the existing problems and development needs in this area. The share of asphalted roads in Uzbekistan is 62%, which is significantly lower than the European average (85%). This means that in many regions, especially the roads leading to tourist attractions, are in poor condition.

Church transport commute there is was tourist objects The percentage is also low – only 48%. This means that the population many part own at the expense of or private in transport travel to do forced. This is public tourism limits.

Intercity bus 213 routes organization reached without , high demand satisfy for enough not. Railway commute and only 39% of the area exists; this and large and historical importance has cities between connection opportunities limits.

Europe Union in the countries tourist to objects was road quality average score of 4.2 equal if so, in Uzbekistan this The indicator is 2.6 points. organization This is happening. in places infrastructure fast improve necessity shows, see Table 2.

Table 2. Regional tourist potential and traffic conditions.

No.	Regions	Number of tourists (thousands)	Bus services (daily)	Railway travel (weekly)
1	Tashkent city	1340	125	84
2	Samarkand	880	94	56
3	Bukhara	740	73	42
4	Khiva	310	35	14
5	Qarshi	200	28	12
6	Fergana	460	58	36
7	Navoi	120	21	10

Analyzing the data presented in the table, when viewed by region, the number of tourists is high in centers such as Tashkent, Samarkand, and Bukhara, but transport services, especially rail services, are few and limited in all regions. For example:

a. In a tourist center like Khiva, there are only 35 buses per day, while the railway service is 14 per week. This is a low figure compared to the potential of the facility.
b. Although the number of tourists in Navoi is low, transport is completely inadequate, which means that the infrastructure does not support the tourism potential.
c. Transportation is also limited in Karshi, which indicates that tourist attractions in the area are not being sufficiently activated.
d. According to the results of the analysis, the following conclusions can be noted:
e. Tourism transport infrastructure in development enough effective doesn't work.
f. Transport and tourism between integration weak, routes to need looking at unstructured.
g. T command line and public transport services tourist to the stream suitable it's not.

4. Conclusion

The analyses and tables in this article clearly confirm that the role of transport infrastructure and its effective management in the development of domestic tourism is extremely important. Tourism is a complex, cross-sectoral sector. Its development is closely related not only to the presence of historical and cultural sites, but also to the efficient, convenient and safe operation of transport vehicles leading to them. In the current conditions, the transport infrastructure does not fully meet the needs of domestic tourism, the poor quality and uneven development of transport networks in some regions of the republic limit the potential of domestic tourism.

World practice shows that without an effective transport system, no tourism model can develop in the long term and sustainably. In particular, comprehensive, competitive and digital transport services are one of the main conditions for the popularization of domestic tourism. Elements such as "tourism roads", "smart travel platforms", "road infoterms", "multimodal logistics centers" that lead tourism from its origin to its destination should become an integral part of modern infrastructure.

As a result of the analysis conducted in Uzbekistan, the following main conclusions can be drawn:

a. Insufficient transport infrastructure. The equal development of domestic tourism in all regions is hampered. Especially in remote and historically significant areas, there is a lack of asphalt roads, irregular timetables, and the lack of public transport.
b. Railway and bus services do not correspond to the tourist potential. Regional analyses indicate this. For example, although tourist centers such as Samarkand, Bukhara, and Khiva are in high demand, the volume of travel in these regions remains low.
c. Transportation and tourism between institutional cooperation weak. Tourism agencies, local authorities and transport organizations between coordinator system still not formed. As a result routes and trips population from needs distant without is being formed.
d. Innovative and digital solutions current not yet completed. Tourist the movement in management navigation, mobile applications, online ticket sales, interactive maps such as solutions in practice wide unused transport services expensive, inconvenient and ineffective as He /She will put it.
e. Local population internal to tourism participation encouragement for infrastructure Tourism only foreign tourists for not, maybe local population the same for comfortable and interesting to be Especially food, water, public transport and sanitation infrastructures tourist on the routes enough it's not.

This problems solution to grow for following practical suggestions previously push possible :

a. Complex transport - tourism clusters create , that is tourist places around roads , transport, logistics and service show infrastructure combined cluster system development;
b. Adapting transport services to demand - adjusting bus and rail services during the tourist season, weekends and holidays, automating schedules.
c. Implementation of innovative management systems - remote traffic control, traffic flow monitoring based on IoT and GPS, and information provision systems via QR codes;
d. Intensification of public-private partnerships - attracting private carriers to the transport system, supporting them through tax incentives and guarantees for investors.
e. Use of information and communication technologies - creating unified information platforms between the tourism and transport sectors, expanding the possibilities of online ticket, route and service booking.

Conclusion as in other words, transport infrastructure effective management - internal tourism "engine" role in development Transport system only means of transport not, maybe tourist of experience main to the part rotation If the transport infrastructure innovative, flexible and citizen to the needs looking at managed, in Uzbekistan internal tourism only economic not, maybe cultural, social and social solidarity reinforcing strong to the network rotation possible

REFERENCES

[1] Sh. Q. Rizoev, Ichki turizmni rivojlantirishda infratuzilmaning roli, Samarqand: Samarqand iqtisodiyot va servis instituti, 2021.

[2] K. X. Turaev, Transport logistikasi va turizm aloqalari, Toshkent: Iqtisodiyot, 2020.

[3] M. Abdurahmonov et al., “O‘zbekistonda ichki turizmni rivojlantirish yo‘nalishlari,” Iqtisodiyot va innovatsion texnologiyalar jurnali, no. 1, 2022.

[4] M. I. Abdullaev, “Turizm infratuzilmasini shakllantirishda transport tizimining o‘rni,” TDIU ilmiy ishlar to‘plami, no. 3, 2019.

[5] S. S. Juraev, “Ichki turizmda aholi ishtiroki va transport sifatining o‘zaro bog‘liqligi,” Iqtisodiy nazariya va amaliyot, no. 4, 2020.

[6] A. A. Saparov, “O‘zbekistonda turizm va transport integratsiyasi masalalari,” O‘zbekiston transport jurnali, no. 2, 2022.

[7] S. J. Page and C. M. Hall, Tourism and Transport: Modes, Networks and Flows, Pearson Education, 2014.

[8] T. Litman, Evaluating Transportation Land Use Impacts, Victoria Transport Policy Institute, 2011.

[9] D. Prideaux, “The Role of the Transport System in Destination Development,” Tourism Management, vol. 21, no. 1, pp. 53–63, 2000.

[10] UNWTO, Transport and Tourism Development Report, United Nations World Tourism Organization, 2022.

[11] O‘zbekiston Respublikasi Transport vazirligi ma’lumotlari, 2024.

[12] O‘zbekiston Respublikasi Ekologiya, atrof-muhitni muhofaza qilish va iqlim o‘zgarishi vazirligi huzuridagi Turizm qo‘mitasi ma’lumotlari, 2024.

[13] J. Khadaroo and B. Seetanah, “The role of transport infrastructure in international tourism development: A gravity model approach,” Tourism Management, vol. 29, no. 5, pp. 831–840, 2008.

[14] M. E. Apriyanti, “The importance of tourism infrastructure in increasing domestic and international tourism,” Int. J. Res. Vocational Studies, vol. 3, no. 4, pp. 113–122, 2024.

[15] M. Petrova, N. Dekhtyar, O. Klok, and O. Loseva, “Regional tourism infrastructure development in the state strategies,” Problems and Perspectives in Management, vol. 16, no. 4, pp. 259–274, 2018.