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# International Conference of Economics, Finance and Accounting Studies

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## Improving Transport Infrastructure Management Mechanisms in the Context of Developing Domestic Tourism Activity in Uzbekistan

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### ABSTRACT

This article analyzes the importance of transport infrastructure in the development of domestic tourism in Uzbekistan, the need to improve its effective management mechanisms on a scientific basis. Development trends in the transport sector for 2020–2024 are reviewed based on digital data, and the main infrastructure problems affecting the flow of domestic tourism are identified. The author has developed practical proposals and recommendations, such as digitizing transport infrastructure, strengthening local governance, and connecting tourist clusters with logistics points.

**Keywords:** domestic tourism, transport infrastructure, management mechanisms, logistics, digital technologies, local transport, public-private partnerships, tourism clusters, passenger flow.

**Introduction.** In today's globalization and competition, tourism is taking a worthy place in the economies of countries around the world as one of the strategic sectors. Tourism has great potential in the areas of economic growth, job creation, infrastructure development, and cultural heritage preservation. In particular, by properly directing and effectively managing domestic tourism potential, it is possible to reduce territorial disparities within the country, activate the local economy, and improve the living standards of the population.

In the Republic of Uzbekistan, the attitude towards the tourism sector has changed radically in recent years. Through decrees and resolutions adopted by the President, the tourism sector has been identified as one of the priority areas of the national economy. In this process, special attention is paid to the expansion of not only international, but also domestic tourism. Domestic tourism is of great importance in familiarizing the population with the historical, cultural and natural landscapes of their country, appreciating the national heritage and strengthening patriotic education.

Promote tourist facilities. In addition to hotel services, catering, and information, transport infrastructure is also a decisive factor. If there is no easy, safe, and convenient access to tourist areas, the population's interest in tourism will decrease. In particular, the quality of roads, transport logistics, continuity of routes, and the effectiveness of the management system are the main foundations of domestic tourism., Uzbekistan has implemented a number of legal,

institutional and infrastructural measures to fundamentally reform the tourism sector and make it a driver of the national economy. However, when analyzing the practical results, it is clear that the tourist movement within the country has not yet been sufficiently activated. One of the main obstacles in this regard is the incompatibility of the transport infrastructure with the needs of domestic tourism.

Access to tourist areas is limited, the quality of existing roads is poor, public transport routes are intermittent and sometimes completely non-existent. In particular, convenient and efficient transport is not organized to reach natural and historical areas located far from central tourist cities such as Samarkand, Bukhara, Khiva. This situation creates inconvenience for the population and domestic tourists and prevents the full use of domestic tourism potential.

In addition, the centralized approach to managing transport infrastructure, the low level of use of digital technologies, and the lack of mechanisms for cooperation with private carriers further exacerbate the problem. However, the experience of developed countries shows that close integration between the transport and tourism sectors is crucial for the development of domestic tourism.

Another important aspect of the topic is its impact on regional development. If transport infrastructure is effectively managed and adapted to the needs of tourism, rural and remote areas will also be attracted to the tourist flow. This will lead to the creation of new jobs, the development of local entrepreneurship and an increase in overall economic activity.

From this perspective, improving scientific approaches to managing transport infrastructure, developing realistic mechanisms, and adapting them to local conditions remains one of the urgent tasks in the process of developing domestic tourism.

**Review of relevant literature.** The interrelationship between domestic tourism and transport infrastructure, their economic and management aspects have been analyzed by scholars from different countries. Although there is international and local research in this area, mechanisms adapted to the conditions of Uzbekistan and aimed at making transport infrastructure serve domestic tourism have not yet been fully developed.

Peter Hall, in his book *Urban and Regional Planning*, emphasizes that transport infrastructure is a crucial factor in urban and regional development. In his opinion, transport infrastructure is not only a driver but also a shaping factor for tourism flows.[1] However, P. Hall's approach is mainly focused on cities and agglomerations, while tourism manuals only present general strategies and do not provide in-depth coverage of specific management mechanisms.

The 2022 UNWTO report "Tourism and Transport: A Strategic Review" notes the importance of integrated transport systems in the development of tourism. In particular, the report emphasizes that issues such as connecting transport routes with tourist destinations, creating routes that are suitable for seasonality, and introducing digital technologies are very effective in practice.[2] However, this report does not provide specific strategic proposals for developing countries, especially those with uneven infrastructure development.

In his research, M. Norqobilov emphasized the role of logistics and transport services in the development of tourism infrastructure and expressed the need to expand cooperation between the private sector and the state.[3] However, the author's work focuses on the issues of creating and financing infrastructure, and its management model, in particular, management through digital solutions, is not sufficiently covered.

Sh.Umarov In his research, he proposed an innovative approach to the integration of tourism and transport. According to his analysis, it is possible to create logistic nodes in each tourist cluster, thereby systematizing regional tourism. Although the general idea is relevant, the models proposed in the study are not based on practical implementation processes and resource analysis, which limits their practical value.[4]

In their scientific article "Directions for the Development of Transport Infrastructure in Uzbekistan", T. Khusanov and A. Saidov analyze the state of the country's road network, noting the connection between the transport system and tourism. However, the study does not propose specific models for transport management mechanisms.

In general, the existing literature analyzes the relationship between tourism and transport with a general approach, but issues such as a governance mechanism suitable for local conditions, the introduction of digital solutions, and the systematization of private sector participation have not yet been sufficiently scientifically developed.

**Research methodology.** In the process of scientific analysis and development of theoretical aspects of transport infrastructure management in the development of domestic tourism in Uzbekistan, comparative analysis, statistical data study, economic comparison, logical analysis, scientific abstraction, analysis and synthesis, as well as induction and deduction methods were widely used.

**Analysis and results.** In Uzbekistan, the insufficient development of infrastructure in some tourist destinations, limited public transport, and the unhealthy system of logistics services prevent the full use of the potential of domestic tourism. This situation indicates the need not only to develop transport infrastructure, but also to develop and improve mechanisms for its proper management.

Domestic tourism is an important socio-economic process that serves to increase the cultural, spiritual and economic activity of the population in any country. It creates conditions for citizens to get acquainted with historical monuments, natural landscapes and national traditions of their country, stimulates domestic consumption and reduces socio-economic disparities between regions. In the current global economic climate, domestic tourism is becoming not only an alternative arising from necessity, but also a strategic tool serving economic stability.

### 1. Passenger transport in Uzbekistan (all types)

Years	passengers ( billion )	Passenger -transit ( % compared to 2024 )
2020	5.60	-
2021	5.95	+ 6.3 %
2022	6.17	+ 3.7 %
2023	6.45	+ 4.5 %
2024	6.51	+ 4.9 %

**Source: Compiled based on data from the Ministry of Transport of the Republic of Uzbekistan .**

According to the data in the table, in 2020–2022, transport passenger traffic showed a steady increase in the process of overcoming the impact of COVID-19. This trend continued in 2023, reaching an increase of almost 15% . In 2024, it increased by +4.9%. This indicates an increase in domestic tourism demand.

**Table 2. Organized passenger flow at airports in Uzbekistan**

Airport	2021	2022	2023	2024
Tashkent	5 hours 3 million	6.8 million	7.5 million	8.7 million
Samarkand	0.8 million	1.0 million	1.2 million	1.38 million

**Source: Compiled based on data from the Ministry of Transport of the Republic of Uzbekistan .**

Analyzing the data in the table, Tashkent Airport will show a significant increase in passenger traffic in 2021–2024 (5.3 → 8.7 million, +64%), confirming the effectiveness of infrastructure modernization. Samarkand Airport recorded a +38% increase in one year (1.01 → 1.38 million).

By metro and public transport: Tashkent Metro in 2024: 270.3 million annual passengers, an

average of 741,000 daily passengers. The metro has become an important part of the transport potential in recent years. Indicators show that it meets the social part of transport demand, which has served to develop domestic tourism.

By railway infrastructure: Total network: 4,714 km of track, 2,500 km electrified in 2019; intensive modernization in 2020-2023: the operation of the high-speed Afrosiab train between Tashkent-Bukhara-Samarkand served to integrate business and tourism sectors of transport.

Railway infrastructure has become the main transport route connecting tourism centers; this creates the opportunity to improve sanitary and logistical conditions.

In terms of roads and road transport: the volume of bus stations, gas stations, and auto repair services has partially increased; 827 new buses and minibuses were purchased in 2021. However, only 20% of gas stations fully meet “sanitary and hygienic” requirements.

Public transport is developing, but its infrastructure is still relatively poor. This limits the convenience for domestic tourists, especially on inter-provincial routes.

According to the analysis results:

- Stimulating the growth of transport infrastructure: airport and metro indicators are steadily increasing. This increases the convenience and freedom for domestic tourists.
- modernization of special structures and roads, thus adapting rail and road transport to tourism.
- issues that need attention: sanitation (gas stations), rapid modernization (buses, roads), and digital management (logistics, IoT, mobile services).

In 2020–2024, significant positive changes were observed in the transport infrastructure - from airports and metro to railways and road transport. This created a wealth and opportunities for domestic tourism.

However, to achieve high speed, it is necessary to pay increased attention to the areas of sanitation, public transport quality, and digital management in the main logistics networks. Only such an approach will pave the way for the effective development of domestic tourism .

**Conclusion.** Transport infrastructure is crucial for the effective organization and sustainable development of domestic tourism. Although Uzbekistan has seen some positive developments in this area in recent years, existing problems and constraints still prevent the full realization of the potential of domestic tourism.

#### **According to the results of the research:**

1. During 2020–2024, development was noted in the transport infrastructure (airports, metro, railways and road transport). Passenger traffic increased , high-speed trains, new airport terminals and the public transport fleet was renovated.
2. Current management mechanisms are still based on centralized, bureaucratic, and non-digitalized systems, which limits the ability to make quick decisions in response to local needs and seasonality in tourism flows.
3. Rural and remote areas have poor transport access and uneven infrastructure development, which hinders the territorial expansion of domestic tourism.
4. There is insufficient transport connectivity between tourism -friendly transport routes , logistics centers, and tourism clusters , which is causing disruptions in the tourism service chain .

Based on the above analysis, the following practical suggestions were developed:

- introduction of digital management mechanisms: it is necessary to expand the use of GPS, IoT, mobile applications and Smart Mobility systems in transport infrastructure management ;

- Special transport routes should be established for tourism logistics. Organization of buses and minibuses to special seasonal, historical or natural sites, this can be implemented on the basis of public-private partnerships.
- It is necessary to introduce integrated planning and decision-making models between khokimiyats and the private sector for planning transport infrastructure at the local level.

tourism clusters to logistics points: infrastructure elements such as a bus station, parking lot, information center, and sanitary and hygiene points should be created in each cluster.

inclusive and accessible transport services. Creating special conditions for people with disabilities, the elderly, and families with children will help make domestic tourism more active than ever.

In conclusion, in order to expand domestic tourism in Uzbekistan and fully utilize its economic potential, it is necessary to review , digitize, and localize the transport infrastructure and its management mechanisms based on modern requirements . Only then can domestic tourism become a real tool for ensuring socio-economic stability.

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