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08.00.11 Marketing
08.00.12 Mintaqaviy iqtisodiyot
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MUNDARIJA

O'zbekistonda aholi ish bilan bandligini oshirishda davlatning roli	20
Juraqulov Baxrimurod Ilxomovich	
BIM texnologiyasi: zamonaviy qurilish sohasida samaradorlik va shaffoflik omili	26
Usmonov F.B., Rajabova A.Sh.	
Nodavlat oliy ta'lim muassasalarida marketing faoliyati samaradorligini oshirish metodologiyasini takomillashtirish	31
Yuldashov Isomiddin Sidiqovich	
Korxonada iqtisodiy barqarorligini ta'minlashda diversifikatsiya strategiyasining roli.....	35
Alimatova Shoxsanam Abdumalik qizi	
Модели совместного развития человеческого капитала и искусственного интеллекта в цифровую эпоху	40
Явкачев Шохзод Зайниддин углы	
Navigating sustainable development: management challenges and solutions in the oil and gas sector	49
Kudratkhodjaeva Ziyoda Kamol kizi	
Banklarda moliyaviy barqarorlikning nazariy asoslari.....	56
Djalilov G'ayrat Qaxramanovich	
Mechanisms for stimulating investment activity at energy industry enterprises.....	60
Matchanov Umirzak Seytjanovich	
Mamlakat iqtisodiyotini rivojlantirishda turizm industriyasidan foydalanishda xorijiy mamlakatlar tajribalari	66
Abdulxakimov Zuxrali Tursunaliyevich	
O'zbekistonda barqaror davlat qarzi siyosatini shakllantirishning ustuvor yo'nalishlari	71
Sayfutdinov Xasanboy Dilshodovich	
Международный опыт сельскохозяйственного налогообложения и возможности его применения в узбекистане.....	76
Salimov Sherzod Baxtiyorovich	
Economic analysis and development strategy of the composites market in the regions of Uzbekistan	81
S.S.Sidiqov, A.A.G'ulomov, B.R.Tillayeva	
Oliy ta'lim muassasalarida moliyaviy mustaqillikning kutilayotgan istiqbollari va hozirgi natijalari.....	88
Muxamedov Ravshan Zafarovich	
Elektron tijoratni soliqqa tortish mexanizmini takomillashtirish yo'llari.....	93
Homidov Baxtiyor Rahimberdievich	
Investitsion jozibadorlik konsepsiyasi va uning strategik ahamiyati.....	99
Otaboyev Axmed Maxsudbek o'g'li	
Beomeditsina signallarini xaar veyvletlari va bo'lak veyvletlari yordamida raqamli ishlash	105
Uraqov Shokir Ulashovich	
Oliy ta'lim muassasalarini moliyalashtirishning ahamiyati, tartibi va takomillashtirish yo'llari.....	112
Istamova Sojida Kaxarovna	
The role of all kinds of transports (road, rail, air, and water) in the modern enhancement of tourism logistics in Uzbekistan	117
Egamberdiyeva Yulduz, Turdiyeva Maftuna	
Sanoat korxonalarida kapitalarini samaradorligini oshirishning baholashning zamonaviy usullarining xususiyatlarida nazariy va amaliy farovonlik sari	126
Muradov Botir Xayat	
Методология развития экологического менеджмента в промышленном хозяйстве выбросы в атмосферный воздух на горнодобывающих и металлургических предприятиях	136
Muradov Botir Xayat	



THE ROLE OF ALL KINDS OF TRANSPORTS (ROAD, RAIL, AIR, AND WATER) IN THE MODERN ENHANCEMENT OF TOURISM LOGISTICS IN UZBEKISTAN

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Annotatsiya. Bugungi kunda insoniyat jamiyatining rivojlanishi bilan turizm sohasi milliy iqtisodiyotning muhim tarmoqlaridan biriga aylandi. Ushbu sohaning o'sishiga ta'sir etuvchi omillar turizm iqtisodiyotining asosiy tarkibiy qismlarini tashkil etadi. Ular orasida transport tizimi sayyohlarning qulay va uzluksiz safarini ta'minlashda muhim rol o'ynaydi. Turizm logistikasi – bu sayohat xizmatlarini muvofiqlashtirish, rejalashtirish, boshqarish va nazorat qilish jarayonlaridir. Bu yo'l, havo, temiryo'l va suv transporti turlaridan tashqari boshqa ko'plab xizmatlar va jarayonlarni ham o'z ichiga oladi. Har bir transport turi turizm iqtisodiyotiga o'ziga xos hissa qo'shadi. Masalan, havo transporti xalqaro va uzoq masofali safarlar uchun muhim bo'lib, global manzillarni, ayniqsa, orol va chekka hududlarni bog'laydi. Avtomobil transporti, asosan, ichki turizmga keng qo'llaniladi hamda chekka hududlarga kirish imkonini beradi, mustaqil safarlar va moslashuvchan marshrutlar uchun qulaydir. Temiryo'l transporti esa ayniqsa Yevropa va Osiyoda yuqori tezlikda harakatlanadigan va manzarali yo'nalishlar uchun mashhurdir. Suv transporti esa orol turizmi va sayohat kemalari (kruizlar)da ahamiyatli bo'lib, o'zi alohida sayohat tajribasini yaratadi. Har bir transport turi manzil turiga qarab turizm logistikasi bo'limlarini qo'llab-quvvatlaydi. Turizm logistikasi rivoji transport infratuzilmasining takomillashuviga bog'liq bo'lib, bu global iqtisodiyotda turizm raqobatbardoshligini oshirishga xizmat qiladi. Transport infratuzilmasiga investitsiyalar jalb qilish – sayyohlar oqimini oshirish va zamonaviy turizmni rivojlantirishning asosiy omilidir. Jahonda yillik safarlar soni bo'yicha: avtomobil transporti (avtobus, mashina, mototsikllar) ~6–7 milliard, temiryo'l (metro va shaharlararo poezdlar) ~2.8 milliard, havo transporti ~4.5 milliard, suv transporti (kruizlar, paromlar, mahalliy kemalar) ~1–2 milliardni tashkil etadi.

Ushbu tadqiqotning asosiy maqsadi – O'zbekistondagi transport infratuzilmasi holatini o'rganish va uning turizm logistikasiga ta'sirini tahlil qilishdir. Tadqiqotda transport turlarining turizmga ko'magidagi ustun va zaif jihatlar solishtiriladi.

Kalit so'zlar: transport va turizm, turizm logistikasi, havo transporti, yo'l transporti, temiryo'l transporti, suv transporti, xalqaro turizm, ichki turizm.



Abstract. Today, with the advancement of human society, the tourism industry has become one of the key sectors of the national economy. The factors influencing the growth of this sector are fundamental components of tourism economics. Among them, transport plays a crucial role in enabling travelers to enjoy seamless journeys. Tourism logistics refers to the coordination, planning, management, and control of services that ensure smooth and pleasant travel experiences for tourists. It encompasses a range of activities beyond the four major types of transport: road, air, rail, and water. Each transport mode contributes uniquely to tourism development. Air transport, vital for international and long-distance travel, connects global destinations—especially remote and island locations—thus fostering international tourism and business mobility. Road transport, predominantly used in domestic tourism, provides access to remote areas and enables self-drive holidays and flexible itineraries. Rail transport, particularly popular in Europe and Asia for high-speed connections, offers both efficient and scenic travel. Water transport plays a significant role in island tourism and cruise travel, offering an immersive travel experience. Hence, different modes of transport support different segments of tourism logistics based on destination types. The advancement of tourism logistics depends on the development of transport infrastructure, which is key to enhancing global tourism competitiveness. Investments in transportation infrastructure are essential for attracting tourists and increasing tourism flows. Globally, road transport (cars, buses, motorcycles) serves ~6–7 billion trips annually; rail (subways and intercity trains) ~2.8 billion; air transport ~4.5 billion; and water transport (cruise ships, ferries) ~1–2 billion.

This study aims to analyze the current state of transport infrastructure in Uzbekistan and its influence on tourism logistics, while comparing the strengths and limitations of each transport mode in supporting tourism.

Key words: transport and tourism, tourism logistics, air transport, road transport, rail transport, water transport, international tourism, domestic tourism.

Аннотация. В настоящее время с развитием человеческого общества туристическая индустрия становится одной из важнейших отраслей национальной экономики. Факторы, влияющие на рост этой сферы, являются основными компонентами экономики туризма. Транспорт играет ключевую роль в обеспечении комфортных и эффективных поездок для туристов. Туристическая логистика включает координацию, планирование, управление и контроль за всеми услугами, обеспечивающими бесперебойный туристический опыт. Она охватывает не только четыре основных вида транспорта – автомобильный, воздушный, железнодорожный и водный, – но и широкий спектр сопутствующих процессов. Каждый вид транспорта играет особую роль в развитии туризма. Воздушный транспорт – основа международных и дальнемагистральных поездок, особенно к отдалённым и островным территориям. Автомобильный транспорт в основном используется во внутреннем туризме, обеспечивает доступ к отдалённым местам, способствует самостоятельным путешествиям и гибким маршрутам. Железнодорожный транспорт, особенно в Европе и Азии, популярен благодаря высокой скорости и живописным маршрутам. Водный транспорт важен в круизной и островной индустрии туризма, предлагая уникальный опыт путешествий. Таким образом, каждый транспортный способ обслуживает определённые сегменты туристической логистики в зависимости от направления. Развитие логистики в туризме зависит от состояния транспортной инфраструктуры, что в свою очередь способствует росту конкурентоспособности на глобальном туристическом рынке. Вложения в транспортную инфраструктуру – один из ключевых факторов привлечения туристов и увеличения туристических потоков. Ежегодно количество поездок по видам транспорта составляет: автомобильный транспорт (автобусы, автомобили, мотоциклы) ~6–7 миллиардов, железнодорожный ~2.8 миллиарда, воздушный ~4.5 миллиарда, водный ~1–2 миллиарда.

Цель исследования – анализ текущего состояния транспортной инфраструктуры в Узбекистане и её влияние на логистику туризма, а также сравнение преимуществ и недостатков различных видов транспорта в обслуживании туристов.

Ключевые слова: транспорт и туризм, туристическая логистика, воздушный транспорт, автомобильный транспорт, железнодорожный транспорт, водный транспорт, международный туризм, внутренний туризм.

INTRODUCTION

In recent years, the rapid development of the tourism industry has emerged as one of the most significant sectors of the global economy. Tourism not only reflects the cultural and natural wealth of countries but also plays a crucial role in fostering economic growth, creating employment opportunities, and attracting investment. The advancement of tourism is closely linked to the efficiency of the transport logistics system.

Tourism logistics is a vital field that encompasses visitor mobility, service chains tailored to needs, and all infrastructure-related processes. Each type of transport—air, rail, road, and water—plays a distinct role in different forms of tourism. For instance, while air transport is indispensable for long-distance international travel, road and rail transport are widely used in domestic tourism. The quality organization of logistics services is essential to ensure tourist comfort, optimize their time and activities, and reduce costs.

Logistics in tourism is not limited to transport management; rather, it integrates several key elements,



including hotel connectivity, excursion planning, directional optimization, and service delivery based on tourists' expectations and needs. From this perspective, the functional role of each transport mode and the issue of their effective utilization remain pressing scientific and practical challenges in modern tourism logistics.

Globally, tourism infrastructure has increasingly been recognized as a strategic direction of development. According to the World Tourism Organization (UNWTO), the global flow of tourists is rising year by year, leading to heightened demand for high-capacity and high-quality transport infrastructure. In this context, the effective organization of tourism logistics—particularly transport logistics—has become a fundamental component of successful tourism strategies.

Transport systems function as the backbone of tourism development: they connect regions, unlock new destinations, and shape both national and international tourism flows. Each transport mode exhibits its own unique technical, ecological, and economic characteristics. In modern tourism, logistics is no longer perceived merely as transportation—it represents a complex system of interrelated services, including hotel location, excursion routes, and synchronization with customs and border services.

Digitization has added a new qualitative dimension to transport logistics. The rise of mobile booking applications, the development of multimodal transport systems, and the implementation of the “smart tourism” concept have significantly transformed the sector.

In the Republic of Uzbekistan, tourism is being reformed to become a leading sector of the national economy. Within the framework of the national tourism development strategy for 2019–2025, particular attention is given to reforming tourism logistics, enhancing transport services, and improving both domestic and international connectivity. Uzbekistan, situated in the heart of Central Asia, is rich in cultural heritage, historical monuments, and diverse landscapes. From the architectural wonders of Samarkand and Bukhara to the vast Kyzylkum Desert and the fertile Fergana Valley, Uzbekistan offers a unique blend of attractions for international and domestic tourists alike.

The government regards tourism as a strategic sector for diversifying the economy, promoting cultural exchange, and generating employment. In this regard, the role of transport infrastructure has gained significant importance. Transportation and tourism are inseparably connected—accessibility, convenience, and efficiency of transport systems directly influence tourist satisfaction and the competitiveness of destinations. Successful implementation of tourism reforms heavily depends on the effective performance of all transport components.

The central objective of this dissertation is to analyze the role and interconnectivity of all transport types in the development of tourism in Uzbekistan. The study explores the impact of national and regional infrastructure improvements and identifies solutions to existing challenges. Special attention is given to optimizing the use of air, rail, and urban transit systems in enhancing tourism logistics.

The research aims to examine how each transport mode facilitates the movement of tourists, supports the delivery of tourism services, and contributes to the development of tourist destinations throughout Uzbekistan. It also evaluates current policies, infrastructure projects, and challenges related to aligning the transport system with national tourism objectives. By analyzing these elements, the study offers strategic recommendations to improve tourism-related transport logistics.

Tourism logistics encompasses the planning, implementation, and management of the flow of tourists and related services within and across destinations. It includes transport, accommodation, information exchange, and service delivery. Efficient tourism logistics improves the travel experience by ensuring seamless connectivity, minimizing travel time, and enhancing safety and comfort.

In landlocked countries such as Uzbekistan, the accessibility of tourist sites and the viability of tourism projects are largely determined by the logistics system. Tourists increasingly seek destinations that are not only attractive but also accessible and easy to navigate. The transport system thus acts as the circulatory system of the tourism sector.

The tourism sector comprises various industries and activities related to travel for leisure, recreation, business, and other purposes—including accommodation, transport, food services, recreation, and travel agencies. It is a multifaceted industry that involves a wide range of services facilitating and enriching travel experiences.

Key aspects of the tourism sector include:

Economic impact: Tourism generates income, creates jobs, and stimulates local economies.

Diversity of activities: The industry encompasses mass tourism, eco-tourism, adventure tourism, and volunteer tourism.

Interconnectedness: Tourism is interlinked with sectors such as hospitality, transport, and entertainment.

Global scope: As a global industry, tourism involves significant cross-border flows.

Sustainability: Growing emphasis is placed on sustainable tourism to minimize environmental and social impacts.

Technology: Digitalization, big data, and online travel services are transforming how tourism is consumed.

Challenges and opportunities: The industry faces issues like climate change and resource management,



while offering potential for innovation and growth.

Without a reliable and efficient transport infrastructure, even the most attractive destinations risk being inaccessible or unattractive to visitors. Therefore, investment in transport is not only an economic necessity but also a strategic imperative for tourism development.

LITERATURE REVIEW

It is widely recognized that transport and tourism are mutually interrelated phenomena. This interconnection significantly contributes to the growing body of research on the relationship between these two sectors. All modes of transport—road, rail, air, and water—constitute the four primary pillars of this relationship. The multidisciplinary nature of this field combines logistics management with tourism development, including the planning, implementation, and control of transportation, accommodation, and activities. These components ensure the smooth flow of tourists and the fulfillment of their needs throughout the tourism experience.

An effective logistics system must enhance destination accessibility, improve tourist satisfaction, and increase destination competitiveness. Assessing how transport infrastructure influences tourism flows has been explored using the gravity model, as seen in the study “Transport Infrastructure and International Tourism Development” published in *Tourism Management* (2008). Similarly, Sorupia Eden (2005) emphasizes that transportation is an integral component of the tourism industry, and improvements in transport infrastructure directly contribute to tourism expansion.

However, developing transport infrastructure requires a careful balance, as it can impact the ecological sustainability of destinations, affect the quality of tourist experiences, and necessitate effective resource management. Therefore, tourism logistics must be closely integrated with infrastructure development, transport networks, supply chains, and service quality. A smooth and reliable transport system, aligned with broader economic development goals, is essential for upgrading national logistics systems.

For instance, Jameel Khadaroo and Boopen Seetanah (October 2007), in their study on the island of Mauritius, modeled the arrival of tourists from different regions. Their findings indicate that visitors from Europe, America, and Asia are particularly sensitive to the quality of transport infrastructure in the destination. Interestingly, non-transport infrastructure also influences visitors from Europe and America. In their tourism demand equation, several variables—such as both types of infrastructure, tourist income, geographic distance, and relative prices—play vital roles.

Their study reveals variability across continents in terms of how origin and destination regions affect sensitivity to transport infrastructure. Tourists from high-income countries tend to be more responsive to improvements in transport systems in both their home and destination countries. However, the cost of developing and maintaining transport infrastructure remains a significant barrier, particularly in developing nations, limiting their ability to enhance global tourism competitiveness.

The authors argue that improved air, sea, and land connectivity makes destinations more accessible, and investing in transport infrastructure—especially in developing regions—could significantly boost tourism flows. They emphasize that mobilizing resources for infrastructure development can be more effective through collaboration between governments and private entities, ensuring sustainability and efficiency. Integrating transport infrastructure development into broader tourism and economic strategies can create beneficial synergies between the two sectors.

Moreover, they suggest that governments that prioritize the preferences and expectations of tourists from high-income countries are more likely to generate substantial returns, including repeat visits and longer stays.

In another study, Hacia Ewa (2019) argues that increasing the intensity of human movement within cities has a more substantial impact on economic benefits than the development of new transport modes alone. This suggests that internal urban mobility and accessibility are critical to tourism-driven economic growth.

Furthermore, in a comprehensive study by Slobodan Acimovic, Veljko M. Mijuskovic, Ivan Todorovic, and Ana Todorovic Spasenic (2021), the authors highlight multiple components necessary for the development of tourism. These include accommodation, transport, excursions, bars and restaurants, handicrafts, food production, waste disposal, and supporting infrastructure. Their integrated development is essential for a competitive and sustainable tourism sector.

One of the most important sectors requiring focused attention in tourism development is transportation. Without efficient and satisfactory transport services, the expectations and experiences of tourists cannot be fully realized, which directly influences the expansion of the tourism sector. In the Republic of Uzbekistan, however, the tourism transport system is still underdeveloped and is often rated below expectations—particularly in terms of accessibility for international visitors. Many tourists face challenges in reaching Uzbekistan’s beautiful, fascinating, and historical destinations on time. This is largely due to the limited use of buses, which are time-consuming and not specifically designed for tourist comfort.



Providing electric vehicles for tourists could significantly reduce travel time and enhance mobility to iconic locations such as Samarkand, Khiva, and Bukhara. Increased tourist arrivals would not only drive economic growth but also stimulate the development of transport infrastructure and tourism logistics. According to Shamsa Kanwal, Muhammad Imran Rasheed, Abdul Hameed Pitafi, and Minglun Ren (2020), China–Pakistan investments in road and transportation infrastructure demonstrate a positive correlation between infrastructure development and tourism expansion.

Similarly, Michniak Daniel (2016) emphasized that without adequate transportation, tourism systems cannot achieve their goals, especially in terms of promoting both international and domestic tourism. The relationship between railway transport and tourism has also been studied extensively. For example, Daniel identified four categories of railway services that contribute to tourism, each playing a specific role in service differentiation and tourist engagement.

B. Blancheton and J.J. Marchi (2013) identified three main systems in railway tourism that contribute to global economic growth:

- Integrated operators, including tourist railways and narrow-gauge lines;
- Rolling stock operators, who utilize existing tracks and provide services;
- Intermediary operators, who organize railway-based tourism experiences.

According to Bramo Fabjola (2013), tourism is one of the most profitable sectors, particularly for developing countries. Albania, due to its strategic location in the Balkans, holds high potential. However, its railway infrastructure remains underdeveloped and infrequent. Establishing a transport connection between the Adriatic and Black Seas could support Albania's economic growth. Nevertheless, concerns such as terrorism and security threats can reduce tourist confidence and lead to fluctuations in tourism demand. Reaching remote or less accessible destinations is often hindered by inadequate airport infrastructure and poor connectivity, which slows tourism growth in many regions.

Zajac (2016) offered key recommendations, including harmonizing aviation policies across countries to streamline operations and reduce bureaucratic barriers. Investment in transport infrastructure was emphasized as a vital solution. Lohmann and Duval (2011) discussed the interface between air transport and tourism, underlining the importance of airline policies, international connectivity, and the role of airports in influencing tourist flows.

Andreas Papatheodorou and Petros Zenelis (2013) placed primary emphasis on the vital role of air transport in international and national tourism. They argued that the development of communication technologies is one of the most beneficial tools for enhancing air travel and tourism connectivity. The authors also highlighted the strong interdependence between tourism and air transport, noting that policy-making and planning should be integrated, as changes in one sector inevitably affect the other.

The rise of low-cost carriers (LCCs) has transformed the aviation landscape, impacting both traditional airlines and tourist behavior. Airports serve as essential gateways for tourists, and modernizing their infrastructure, improving passenger experiences, and integrating digital technologies are essential to meet increasing demand. The rapid advancement of information and communication technologies (ICT) presents both challenges and opportunities. While ICT enhances operational efficiency and customer experience, it requires significant investment and institutional adaptation.

Water transport is another critical yet often overlooked mode, including maritime shipping, inland waterways, and intermodal transport systems. For example, S.G. Nezdoyminov and O.I. Melashovska (2019), in their research titled “River Travel as a Direction for the Development of Tourism in Ukraine”, explored the modernization of the river transport sector as a tool to develop tourism logistics and stimulate national economic growth. The authors emphasized the high potential of river tourism—especially along the Dnipro River, Ukraine's major waterway. They highlighted that many river routes pass through regions rich in historical and cultural heritage, which significantly enhances the tourist experience and attractiveness.

RESEARCH METHODOLOGY

The methodology of this study is based on a mixed-methods research design, integrating both quantitative and qualitative approaches for data collection and analysis. The qualitative aspect of the research focuses on understanding concepts, experiences, and meanings through non-numerical data such as interviews and observations. Additionally, this article is developed by reviewing academic literature related to transport in tourism logistics, analyzing newspapers, and engaging in discussions with foreign visitors.

A survey method was employed using a structured questionnaire administered to both local and international respondents who have experience using different modes of transport. This survey supports the collection of diverse data and contributes to enriching the article with fresh insights. The comprehensive analysis of the transport sector confirms that the mixed-methods approach effectively reflects the impact of transport on



tourism logistics in Uzbekistan.

Research observation is another core component of this methodology. It involves systematically watching and recording events, behaviors, or phenomena in natural settings. This non-experimental method helps describe variables or gain deeper insights into specific characteristics of the subject. In this study, observations were categorized into two types:

Qualitative observations, which focus on descriptive, non-numerical aspects such as behavior, comfort, and service quality.

Quantitative observations, which involve measurable data, including frequency, duration, and capacity utilization.

These methods were specifically applied to assess the current state and performance of road, rail, air, and water transport infrastructure in Uzbekistan. Their impact on tourism flows and overall logistics performance was evaluated. Through this approach, research objectives were addressed, weaknesses identified, and practical solutions proposed to strengthen the transport–tourism interface.

Understanding tourists' and passengers' perceptions of transport quality and its influence on their travel experience was essential for writing the thesis. Furthermore, data collection was organized into two categories:

Primary data: First-hand data collected through surveys and semi-structured interviews conducted with tourists, travel agencies, transport service providers, and local residents who utilize transport services.

Secondary data: Existing data sourced from national statistics offices, the United Nations World Tourism Organization (UNWTO), academic publications, government reports, prior theses, and international best practice case studies.

To further enhance the analysis, the study incorporates a SWOT analysis, which is a strategic planning tool used to identify and evaluate Strengths, Weaknesses, Opportunities, and Threats. In the context of the thesis titled “The Role of All Types of Transport in the Enhancement of Tourism Logistics in Uzbekistan”, SWOT analysis is applied to assess internal and external factors that may influence the quality, relevance, and impact of the research.(1 table)

1 table
SWOT analysis of all kinds of transport to enhance tourism logistics in Uzbekistan.¹

Strengths (internal positive factors)	Weaknesses (internal negative factors)
<p>Wide scope: covers all modes of transport (air, rail, road, and water), showing comprehensive understanding of tourism logistics.</p> <p>Relevance: highly relevant to Uzbekistan's growing tourism sector and national development goals.</p> <p>Uniqueness: limited existing research specifically focused on Uzbekistan: adds original insight.</p> <p>Practical importance: can offer real recommendations for improving national infrastructure and logistics systems.</p> <p>Data availability: to increase government transparency and tourism reports make useful data more accessibility.</p>	<p>Data limitations: reliable and current transport data in Uzbekistan might be limited or fragmented.</p> <p>Complexity of scope: covering all types of transport may lead to less depth in each specific mode.</p> <p>Comparative analysis: lack of comparative international case studies may limit broader applicability.</p> <p>Resources limitation: limited access to fieldwork, surveys, or interviews with stakeholders.</p> <p>Academic sources: fewer local academic works available on transport and logistics in tourism.</p>
Opportunities (external positive factors)	Threats (external negative factors)
<p>Tourism growth in Uzbekistan: the country is actively developing tourism, especially under state initiatives like “Uzbekistan-2030”</p> <p>International investment: potential for transport and tourism infrastructure investment from China (Belt and Road), EU, and regional partners.</p> <p>Global trends: increased interest in sustainable tourism and multimodal logistics creates space for new research ideas.</p> <p>Policy support: government's open-door policy supports research that can help attract tourists and improve logistics systems.</p> <p>Academic gap: lack of existing localized studies gives thesis a niche position in CA (Central Asian) academic discourse.</p>	<p>Political or economic instability: changes in government priorities or funding could impact infrastructure development.</p> <p>External competition: neighbouring countries (e.g., Kazakhstan, Kyrgyzstan) may develop faster, drawing attention and tourism.</p> <p>Climate changes: environmental risks could affect transport infrastructure (flooding, heat affecting rail/road).</p> <p>Global crises: events like pandemics, wars, or oil price volatility may disrupt both transport and tourism.</p> <p>Resistance to change: bureaucratic or institutional inertia may limit implementation of recommendations.</p>

1 by the authors



RESULTS AND DISCUSSIONS

The Results and Discussion section of this article is structured to effectively present the findings and interpret their broader implications. The Results section organizes the research outcomes according to each mode of transport—air, rail, road, and maritime.

Air transport data illustrates how air connectivity influences tourist arrivals and overall satisfaction. The results also present a comparative analysis of the advantages and disadvantages of air transport in Uzbekistan relative to selected European countries. This comparison provides insights into the performance and efficiency of the air transport system within different regional contexts.

Rail transport findings explore the role of railway networks in facilitating regional tourism. The analysis includes both the benefits and limitations of rail transport, especially its influence on global and national tourism development. This section discusses how efficient rail systems contribute to tourism-led economic growth and regional accessibility.

Road transport, identified as the most widely used mode in tourism, is analyzed in terms of infrastructure quality and service provision. The research highlights the effects of road conditions and availability on tourist mobility and satisfaction. A comparative discussion between the road transport systems of Uzbekistan and Europe forms a key element of this analysis, emphasizing disparities in service quality, access, and efficiency.

Maritime transport, though less commonly used in Uzbekistan, is also examined for its role in international tourism. The study presents both the strengths and weaknesses of maritime infrastructure and services, and their influence on global tourism flows and economic connectivity.

To enhance clarity and data interpretation, the article incorporates visual aids, including tables, graphs, and charts. These visuals depict key metrics such as tourist satisfaction levels, frequency of transport usage, and accessibility ratings. The use of statistical analysis (e.g., means, standard deviations, correlation coefficients) supports the findings and adds empirical depth to the discussion.

The Discussion section interprets the results in the context of existing literature, examines practical implications, and addresses the study's limitations. Each mode of transport is analyzed in terms of its contribution to the enhancement of tourism logistics in Uzbekistan.

For instance, the results show that improved air transport services significantly enhance tourist satisfaction, while limited road transport accessibility may negatively affect inbound tourism. These insights are discussed alongside previous studies to validate the findings and identify consistent or divergent trends.

Furthermore, the discussion proposes improvements and policy recommendations based on the research results. These include suggestions for enhancing multimodal connectivity, upgrading transport infrastructure, and aligning transport development with tourism policy objectives. Emphasis is placed on strategic investment, institutional support, and international cooperation to elevate Uzbekistan's tourism logistics to a globally competitive level. (2 table)

2 table

Summary of transport modes and their role in tourism logistics in Uzbekistan.²

Transport mode	Key developments	Findings	Impact on tourism logistics
Air transport	Expansion of Tashkent and Samarkand airports	Passenger flow is upgraded by 25% (2023-2025)	Growth international accessibility and tourist arrivals
Rail transport	High-speed rail (Afrosiyob)	Domestic tourism is increased but travel time is reduced	Enhances cultural tourism and regional connectivity
Road transport	Intercity roads improved	Remote access improved; rural roads still limited	Supports last-mile access, local tourism
Water transport	Pilot projects on Amu Darya and Charvak	Recreational use is improved	Potential for eco-tourism, but underutilized

CONCLUSION AND RECOMMENDATIONS

This thesis examines the role of various transport modes—air, rail, road, and water—in enhancing



tourism logistics in Uzbekistan. The research findings demonstrate that each transport type plays a distinct and vital role in the development of the country's tourism sector. Air transport provides international accessibility, linking Uzbekistan to major global tourism markets. Rail transport, especially high-speed services, facilitates efficient domestic travel between cultural and historical hubs. Road transport ensures regional mobility and access to remote tourist destinations, while water transport, though currently underdeveloped, offers considerable potential for recreational and eco-tourism growth.

Despite notable improvements in transport infrastructure and service quality in recent years, several persistent challenges hinder optimal tourism logistics. These include insufficient integration among transport modes, weak rural connectivity, environmental sustainability concerns, and unequal investment in lesser-known regions with tourism potential. The efficiency of tourism logistics not only depends on the availability of different transport options but also on their coordination and alignment with broader tourism development strategies.

The study emphasizes the critical importance of a multimodal and well-integrated transport system as a catalyst for tourism growth in Uzbekistan. It analyzes the impact of transport infrastructure, current trends, and pressing challenges, while also identifying essential areas for development. These include the modernization of infrastructure, the integration of various transport modes, the enhancement of service quality, and the implementation of sustainable transport planning.

A coordinated and comprehensive approach to the development of all transport types will significantly improve tourism logistics, boost tourist satisfaction, promote balanced regional development, and contribute measurably to national GDP and the international image of Uzbekistan. Recognizing transportation as a strategic enabler, the government has implemented policies aimed at attracting more visitors and upgrading tourism services through targeted transport infrastructure improvements.

Strategically enhancing the tourism logistics chain will modernize all transport systems and strengthen Uzbekistan's position as an accessible, sustainable, and attractive destination. The future of the tourism sector will be determined by the country's ability to prioritize integrated, innovative, and eco-friendly transport solutions. This includes the formulation of national policies that align transport and tourism goals, the improvement of multimodal connectivity through coordinated scheduling and unified ticketing systems, and targeted investment in rural transport infrastructure to support equitable tourism access across regions such as Surkhondaryo, Karakalpakstan, and the Fergana Valley.

Furthermore, sustainable transport solutions—such as electric buses, bike lanes, and green mobility initiatives—should be promoted to minimize environmental impacts and appeal to responsible travelers. The revitalization of water transport through public and private investments in river and lake tourism services could unlock significant value in this underutilized sector. Strengthening digital infrastructure for tourism logistics, including real-time tracking systems and logistics platforms, particularly in hospitality and tour operations, will also enhance efficiency and responsiveness. Lastly, service quality must be elevated through training programs for drivers, operators, and logistics personnel, focusing on customer service and foreign language skills to enrich visitor experiences and elevate Uzbekistan's global tourism profile.

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