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THE IMPACT AND SIGNIFICANCE OF INFRASTRUCTURE IN THE DEVELOPMENT OF THE TOURISM SECTOR

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Abstract: The article examines the essence of the concepts of infrastructure and tourism infrastructure, their role in the socio-economic development of the country, and their relationship with the development of the tourism sector. The impact and significance of infrastructure in the development of tourism in the regions are analyzed. In addition, scientific and practical recommendations for the development of tourism infrastructure are proposed.

Key words: infrastructure, tourism infrastructure, tourism potential, regional tourism development, socio-economic development, competitiveness.

Аннотация: В статье рассматриваются сущность понятий инфраструктуры и туристической инфраструктуры, их роль в социально-экономическом развитии страны, а также взаимосвязь с развитием туристической отрасли. Проанализированы влияние и значение инфраструктуры в развитии туристической сферы регионов. Кроме того, предложены научно-практические рекомендации по развитию туристической инфраструктуры.

Ключевые слова: инфраструктура, туристическая инфраструктура, туристический потенциал, развитие туризма в регионах, социально-экономическое развитие, конкурентоспособность.

INTRODUCTION

Globally, Uzbekistan is considered one of the countries with enormous tourism potential and possesses the ability to compete internationally through its rich historical and cultural heritage, unique architectural monuments, and national values. Many regions of the country, including the Ak-Saray Palace complex, Kok Gumbaz Mosque, Gumbazi Sayidon Mausoleum, Shamsiddin Kulol Mausoleum, Gur-e-Amir Mausoleum, Registan Square, Ulugh Beg Observatory and Museum, Bibi-Khanym Mosque complex, Kalon Minaret, Ark of Bukhara, Kalon Mosque, Chor Minor, Ismail Samani Mausoleum, and the Itchan Kala complex in Khiva, occupy a special place in the development of world civilization. This rich historical and cultural heritage contributes significantly to increasing Uzbekistan's attractiveness in the international tourism market.

At the same time, the development of modern tourism infrastructure is of great importance in ensuring the sustainable development of the tourism sector, strengthening the country's competitiveness in the international tourism arena, and creating more favorable conditions for both foreign and domestic tourists.

In accordance with Resolution No. PF-102 of the President of the Republic of Uzbekistan dated July 18, 2024¹, entitled "On Additional Measures Aimed at Improving Tourism Infrastructure in the Republic of Uzbekistan and Further Increasing the Flow of Foreign Tourists," special attention has been paid to the construction of new tourism industry facilities across the regions of the country, the formation of modern and convenient travel infrastructure, the introduction of effective mechanisms for promoting national tourism products in the global market, the expansion of domestic tourism opportunities, the improvement of the transport and logistics system, and the active attraction of foreign direct investment into the sector [1].

Based on this resolution, a number of effective benefits and incentives were introduced, including the development of a new national tourism brand for Uzbekistan with the involvement of marketing and branding consulting companies, the creation of a favorable entrepreneurial environment in the tourism sector, the expansion of tourism service exports, and support measures for tourism entities. In particular, resident tour operators of Uzbekistan were provided with working capital support for attracting foreign tourists; licensed tour

¹ Decree of the President of the Republic of Uzbekistan, of 18.07.2024 r. № PD-102 <https://lex.uz/en/docs/7035036>

operators were granted permission to pay customs duties and utilization fees in installments for the import of vehicles intended for organizing extreme tourism activities; imported buses and minibuses were exempted from customs duties; and a unified online platform enabling access to information and electronic tickets for air, railway, and bus transportation services was launched.

In the Explanatory Dictionary of Economic Terms, tourism infrastructure is defined as a system of buildings, engineering and communication networks, highways, tourism enterprises, and a complex of services supporting the activities of these enterprises, all of which ensure the effective use of tourism resources by tourists [2].

The tourism sector is one of the most promising and highly profitable branches of the modern economy. It plays an important role in satisfying the cultural and social needs of the population, increasing the economic activity of regions, creating new jobs, and improving the quality of life of the population. At the same time, as an export-oriented service sector, tourism effectively contributes to expanding the country's international economic relations, increasing the investment attractiveness of regions, and ensuring the sustainable development of the national economy [3].

LITERATURE REVIEW

The significance of infrastructure in the development of a country, particularly the essence and role of tourism infrastructure, occupies an important place in the studies of economists. In particular, the German scholar R. Jochimsen divides infrastructure into three structural components: material infrastructure — the entirety of facilities, equipment, and production objects used to provide energy, transport, and telecommunication systems within the national economy; institutional infrastructure — the system of economic decisions and institutional establishments; and personal infrastructure, which encompasses an individual's spiritual, entrepreneurial, professional, and other capacities.

J. Stoler, in his research, classifies infrastructure according to its technical, economic, and institutional characteristics. According to him, technical characteristics are defined by the long-term functionality of infrastructure facilities and their operation as an integrated system, while economic characteristics are explained through economic efficiency, investment orientation, a high share of fixed capital, and the existence of investment risks. Institutional characteristics are determined by the presence of various infrastructure institutions, a centralized management system, and the formation of a legislative framework related to infrastructure development.

I. Boykov and F. Ribakov classify infrastructure into production, social, scientific, technical, and market infrastructure. N. Juravlev, based on management methods and functional purposes, distinguishes energy, transport, communication, ecological, and innovative infrastructure types. A. Abaev divides infrastructure into two major groups: economic and social infrastructure. According to him, economic infrastructure includes transport, communication, energy, and water supply systems, while social infrastructure comprises educational and healthcare institutions. At the same time, the author emphasizes that certain infrastructure elements may simultaneously possess both economic and social significance. In particular, educational institutions are recognized as one of the key factors of economic growth through the development of human capital.

From this perspective, the development of tourism infrastructure is becoming an increasingly important factor in enhancing the competitiveness of tourist destinations. The advancement of tourism infrastructure positively affects not only the development of the tourism sector itself, but also the country's economic indicators, population income, living standards, and the growth of tourist flows. This, in turn, requires the continuous improvement of tourism infrastructure quality, the strengthening of regional competitive advantages in this field, and the development of modern service systems.

It is considered appropriate to identify and manage tourism regions in the country based on the following principles [8]:

- the size and significance of the travel destination, the types of products and services offered, and the level of development of integration processes;
- the presence of state or business associations, tourism agencies, and hotel infrastructure;
- the existing tourism opportunities and potential of the region, tourist flows, and the volume of accommodation services;
- the establishment of a modern and convenient infrastructure system.

In particular, A. Slashchuk and H. Bernadska emphasize that infrastructure in the tourism sector is just as important as natural and cultural attractions. In their opinion, tourism destination infrastructure should be convenient, modern, and aligned with tourists' demands. At the same time, the level of infrastructure development is considered one of the key criteria for assessing a region's readiness for tourism activities.

I. Amerta, I. Sara, and K. Bagiada argue that tourism infrastructure should contribute to the economic and socio-cultural development of local communities, improve living standards, and support sustainable

development. V. Matyunin associates the development of tourism infrastructure with the creation of new jobs, the reduction of population migration, the diversification of regional economic specialization, the expansion of transport opportunities, the development of entrepreneurship, and the active attraction of investments. According to S.I. Voytko, tourism infrastructure has a significant positive impact on the economic stability and infrastructural development of regions.

According to local economists, planning documents, particularly master plans, are highly important in modernizing the image of countries and regions, developing “smart city” concepts, and creating favorable living conditions for the population. In this regard, it is essential to develop and implement effective management mechanisms based on the spatial and resource potential of regions, growth points, and infrastructure needs [13].

In our opinion, infrastructure is one of the key factors ensuring the sustainable socio-economic development and competitiveness of tourist destinations. Therefore, tourism infrastructure can be viewed as an integrated system of services and related facilities within the tourism sector. Tourism infrastructure may consist of the following components:

- the general condition of the material and technical base;
- hotels and other accommodation complexes;
- public catering establishments;
- transport infrastructure;
- communication and telecommunication networks;
- engineering and utility infrastructure;
- production facilities related to tourism services.

RESEARCH METHODOLOGY

During the research process, methods such as logical reasoning, scientific observation, comparison, generalization of theoretical and practical materials, systematic analysis, and statistical analysis were employed in studying scientific sources, statistical data, and theoretical approaches related to the topic.

ANALYSIS AND RESULTS

In this article, the author analyzes the importance of the tourism industry in ensuring the sustainable development of socio-economic processes in the country, its role in the economy, and issues related to its current state. In addition, analytical materials prepared on the basis of data provided by the Statistics Agency under the President of the Republic of Uzbekistan, as well as scientific and practical approaches aimed at the future development of tourism infrastructure, are presented.

Uzbekistan is steadily strengthening its position as one of the most popular tourist destinations in Central Asia. In particular, in 2025, 11.7 million foreign citizens visited the country, which indicates an increase of 3.7 million people, or 46.8 percent, compared to the corresponding period of the previous year. This situation demonstrates the consistently growing interest in recreation, cultural tourism, and travel within the republic [14] (Figure 1).

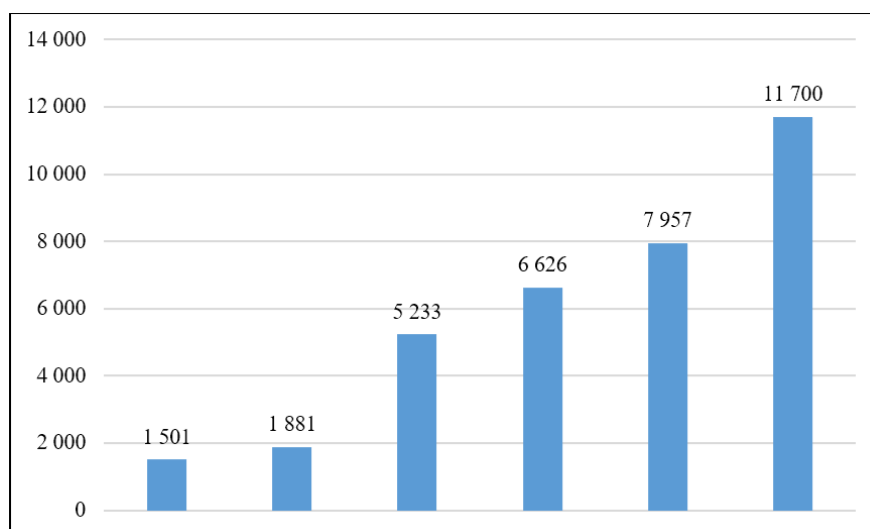


Figure 1. Dynamics of Tourists Visiting the Country in 2020–2025, thousand people

It can be observed that the largest number of tourists visiting the country came from Kyrgyzstan, Tajikistan, and Kazakhstan. In particular, 3.3 million tourists arrived from Kyrgyzstan, while 2.7 million tourists each visited from Tajikistan and Kazakhstan. In addition, it was recorded that 984 thousand tourists arrived from Russia, 477 thousand from Afghanistan, 370 thousand from Turkmenistan, 279 thousand from China, 175 thousand from Turkey, 81 thousand from India, and 46 thousand from the Republic of Korea visited the country [14] (Figure 2).

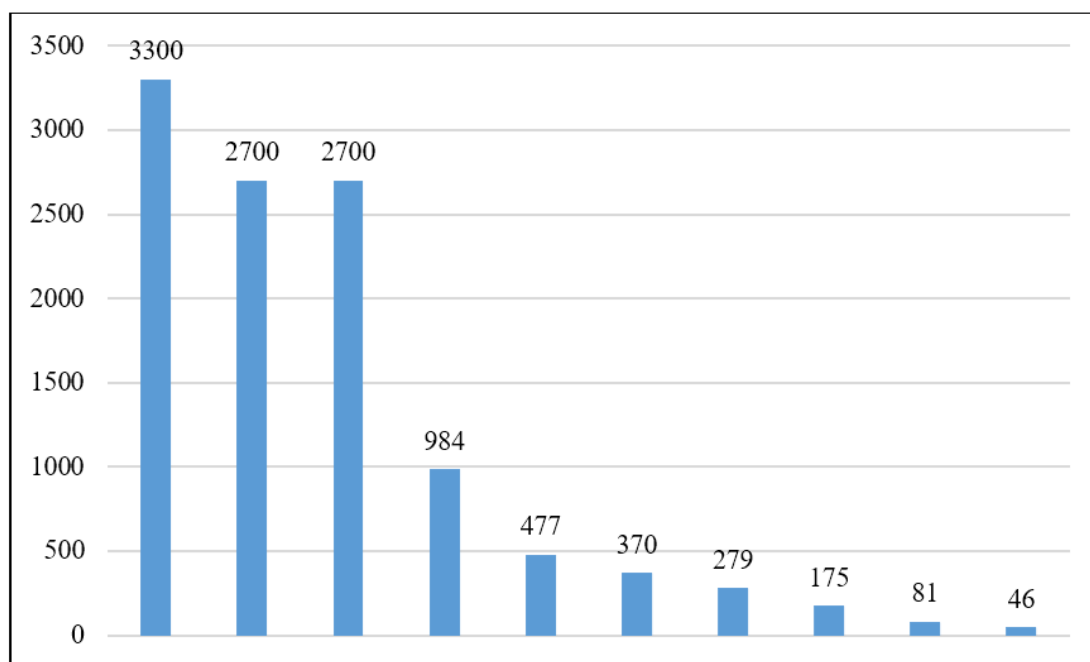


Figure 2. Dynamics of the Largest Number of Tourists Visiting the Country by Countries in 2025, thousand people

During 2020–2025, a total of 3,686 tourism enterprises provided services to tourists in Uzbekistan. Throughout the analysis period, the number of tour guides increased by 3,200. In addition, in 2025, the volume of services provided by tourism enterprises and tour operators increased by 43 percent.

The country's recreation system is also developing consistently. In particular, special attention is being paid to the effective utilization of medical and wellness tourism opportunities, the establishment of medical tourism clusters and modern hotel-type sanatoriums, as well as the creation of an additional support system for business entities operating in this field.

In accordance with Resolution No. PQ–335 of the President of the Republic of Uzbekistan dated September 23, 2024², entitled “On Additional Measures for the Further Development of Medical and Wellness Tourism in the Republic of Uzbekistan,” provisions were introduced for the implementation of the “Medical Service Hospitality” program, the establishment of a system for monitoring the quality of services provided by public and private medical institutions, sanatoriums, and boarding houses, as well as the organization and promotion of medical tourism clusters offering integrated consulting, diagnostic, treatment, tour operator, transportation, and medical interpretation services [15].

Furthermore, the development and regular international promotion of the medical and wellness tourism brand of the Republic of Uzbekistan under the name “Avicenna,” the advancement of hotel-type categorized (star-rated) sanatoriums along with the introduction of their certification system, and the establishment of sanatorium-resort zones in mountainous areas and regions possessing therapeutic mud deposits and thermal water resources have also been envisaged.

As a result, in 2025, more than 90 thousand foreign citizens visited Uzbekistan for medical treatment purposes.

Uzbekistan is strengthening its position as one of the fastest-growing markets in Central Asia in terms of international hotel networks. In particular, 1,156 hotels operated in the country in 2020, 1,167 in 2021, 1,782 in 2022, 2,383 in 2023, 5,526 in 2024, and 6,861 in 2025. During the analysis period, this indicator increased by nearly 5.9 times [14].

This situation significantly contributes to expanding modern and comfortable accommodation opportunities for tourists visiting the country (Figure 3).

² Resolution No. PQ–335 of the President of the Republic of Uzbekistan dated September 23, 2024 <https://lex.uz/uz/docs/-7111500>

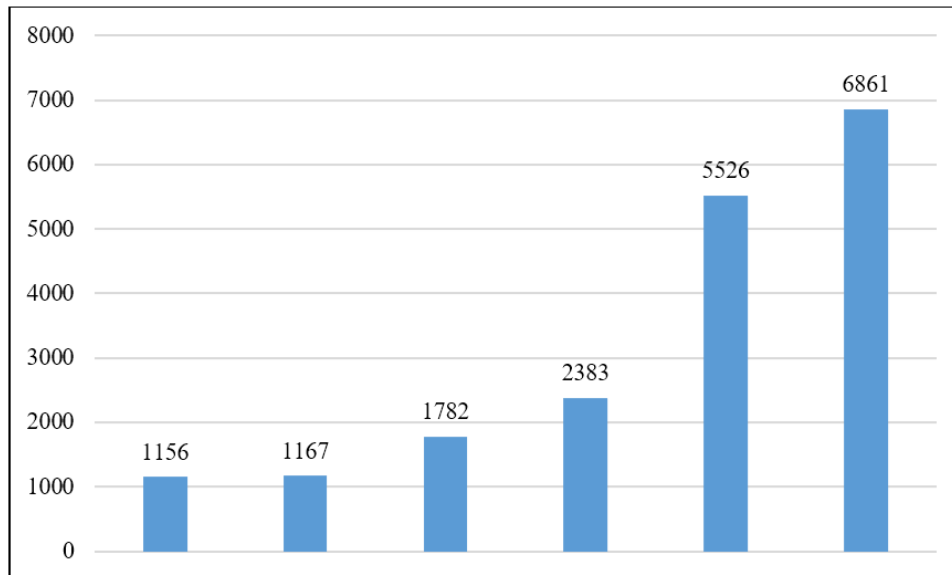


Figure 3. Dynamics of Hotels in 2020–2025, units

During 2020–2025, the reserve of hotel rooms intended for international brands in Uzbekistan doubled. By the end of 2025, a total of 682 branded hotel rooms had been put into operation in the country. In particular, Swissôtel Tashkent, Wyndham Garden Tashkent Airport, Ramada Encore by Wyndham Zomin, and J.W. Marriott Hotel Tashkent are among such facilities.

The roads of Uzbekistan also possess a rich historical heritage. In particular, the 708-kilometer highway connecting the regions of Syrdarya Region, Jizzakh Region, Samarkand Region, Kashkadarya Region, and Surkhandarya Region today was historically considered one of the important trade routes linking India with Bactria, Sogdiana, Parthia, Assyria, Byzantine Empire, and Egypt. In the 4th century BC, after defeating the Persian ruler Darius III, the Macedonian ruler Alexander the Great marched through these very roads with his army. Historical sources also record that Marco Polo traveled to China via this route during the 13th century [16].

In 2025, the total length of public roads in the country amounted to 42.9 thousand kilometers. Of these, 3.9 thousand kilometers were roads of international importance, 14 thousand kilometers were roads of national importance, and 25 thousand kilometers were roads of local importance. In terms of the total length of public roads, Uzbekistan ranked fourth among the countries of the Commonwealth of Independent States [17].

Today, infrastructure facilities located along public highways in the country are developing rapidly. In particular, the number of temporary parking areas for vehicles, recreation zones, parking facilities, fuel stations, multifunctional service centers, and other service facilities is steadily increasing [17] (Table 1).

Table 1. Information on Infrastructure Facilities Located Along Public Highways in the Republic of Uzbekistan

No.	Name of Infrastructure Facility	Number of Facilities
1	Temporary parking areas for vehicles	76
2	Recreation areas	34
3	Parking facilities	58
4	Fuel stations	533
5	Multifunctional service centers	36
6	Hotels (motels) or campgrounds	41
7	Technical service stations	173
8	Public catering facilities	406
9	Car wash stations	113
10	Shopping complexes	90

Therefore, opportunities for traveling to the remarkable regions of Tashkent Region, Samarkand Region, Kashkadarya Region, Bukhara Region, Khorezm Region, and Fergana Region, as well as picturesque and unique mountainous destinations such as Chimgan, Charvak Reservoir, Zaamin National Nature Park, and the Aral Sea coastal area of Muynak are steadily expanding. In order to promote tourism development, foreign tourists have been granted permission to enter the country by automobile for up to 90 days without customs duties.

During 2020–2025, new airlines such as Qanot Sharq, Centrum Air, Silk Avia, Asia Union Airlines, Tashkent Air, and Humo Air commenced operations. In 2025, due to the expansion of the country's flight geography, the total number of air passengers reached 15.6 million people, while the number of aircraft increased to 109. In addition, during the analysis period, regional airports were modernized and reconstructed in order to promote domestic tourism [14].

The railway network connecting the main regions of the country extends for 7.4 thousand kilometers, of which 1.3 thousand kilometers consist of electrified railways. The total length of railway lines amounts to 4.7 thousand kilometers. In 2025, passenger transportation turnover reached 4.3 billion passengers. The country's major railway hubs are located in Tashkent, Navoi, and Republic of Karakalpakstan.

Currently, six high-speed Afrosiyob trains, each designed for 218 passengers and operating over a distance of 780 kilometers, connect the regions of Tashkent, Samarkand, Kashkadarya, Bukhara, and Navoi [14].

During 2020–2025, a total of 26,390 public catering enterprises operated in Uzbekistan. In 2025, the turnover of public catering establishments in the country amounted to 237.6 trillion Uzbek soums, representing an increase of 14.7 percent compared to the corresponding period of the previous year. This situation indicates the growing activity of the restaurant business and the improvement in the quality of services provided to the population [14].

Furthermore, during 2026–2030, it is planned to establish major tourism corridors around archaeological monuments in Khorezm Region and Republic of Karakalpakstan through the development of tourism infrastructure. It is also envisaged that entrepreneurs will launch more than 3,500 new service facilities based on investments amounting to 4 billion US dollars, implement the “Uzbekistan Heritage Hotels” program, and attract prestigious international hotel chains to establish boutique hotels within cultural heritage sites under public-private partnership arrangements [18].

As a result, Uzbekistan's international hotel capacity is projected to exceed 10 thousand units, with approximately 6 thousand additional hotel rooms expected to be commissioned, while the growth rate is forecasted to reach 130 percent.

At the same time, agreements have been signed with Boeing of the United States for the delivery of 22 Boeing 787-9 Dreamliner aircraft with a capacity of 250–290 seats, as well as with Hyundai Rotem of the Republic of Korea for the purchase of six high-speed electric trains named “Jaloliddin Manguberdi,” each designed for 389 passengers and intended to operate on the Tashkent–Khiva route.

During this period, the active development of tourism infrastructure, the acceleration of regional diversification processes through projects in Beldersay, Charvak Reservoir, Chimgan, Khiva, and Miraki, as well as the growing interest of international operators, will contribute to elevating the hotel business to a new stage of development in the future.

The increasing flow of international tourists once again confirms the strong interest in Uzbekistan's historic cities such as Samarkand, Bukhara, Shahrisabz, and Khiva, as well as its national cuisine, rich cultural heritage, and modernized tourism infrastructure.

CONCLUSIONS AND RECOMMENDATIONS

Based on the above-mentioned research findings, it can be concluded that the country possesses substantial potential for the development of the tourism sector. At the same time, there are still opportunities to utilize this potential more effectively. In order to ensure the effective development of tourism in the regions and enhance its competitiveness, it is important to develop tourism transport infrastructure, expand modern transport networks connecting different regions of the republic, and create integrated tourist route maps. Furthermore, it is advisable to regularly analyze and assess the current state of tourism infrastructure, develop long-term programs for its improvement, and harmonize these programs with strategies for the development of tourism and transport sectors. In this regard, special attention should be paid to the construction of tourism infrastructure based on the combination of modern and national architectural styles.

At the same time, developing tourism infrastructure through a people- and tourist-oriented approach, including the establishment of unified service centers, would contribute to improving service quality and convenience. Strengthening the integration of tourism and transport infrastructure and forming a comprehensive system encompassing vehicles, transport facilities, service centers, information and communication technologies, and

human resources are also of significant importance. In addition, organizing festivals and championships in regions with relatively low tourism potential, as well as creating a unique “visiting card” for each region, would contribute to enhancing regional tourism attractiveness.

The modernization of existing recreational and entertainment facilities, the reconstruction of parks, and the establishment of new recreation areas in accordance with urban planning requirements would create a more comfortable environment for both residents and tourists. At the same time, improving the infrastructure of food and non-food markets in the regions, enhancing sanitary and hygienic conditions, and developing and implementing master plans for their reconstruction based on modern and national styles are of considerable importance. The development of souvenir and gift production would also contribute to demonstrating the national identity of regions and increasing tourism revenues.

Thus, based on the analysis of the impact and significance of tourism infrastructure in the regions, it can be concluded that tourism infrastructure is one of the key factors ensuring economic and social development. The formation of convenient, modern, and nationally integrated tourism infrastructure, along with its consistent improvement, contributes to the sustainable development of the tourism sector. Tourism infrastructure positively influences the development of the service sector and industrial cooperation, the creation of new jobs, the growth of population income, and the increase in revenues to local budgets.

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