



## Ways And Current Status Of Transportation Infrastructure Development In The Field Of Services

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### ABSTRACT

This article was written about developing the position of the ways and current status of transportation infrastructure development in the field of services, especially the importance of infrastructure of air transport, railway transport, and automobile transport. Moreover, here showed important problems as developing transportation infrastructure of Uzbekistan.

### KEYWORDS

Development, infrastructure, air transport, railway transport, automobile transport.

### INTRODUCTION

Growth in world tourism has also affected the growth of tourism in the Republic of Uzbekistan. From the first years of independence, Uzbekistan has boldly entered

the world tourism market and taken its place in world tourism.

In our country, foreign tourists are mainly offered cultural and acquaintance types, during which they are introduced to historical, architectural, religious monuments and shrines, the lifestyle and culture of the local population. These tours mainly visit facilities in Samarkand, Bukhara, and Khiva.

In total, about 30 types of tours are offered in the country, including entertainment, adventure, hunting, recreation, skiing, and golf in Tashkent and the Fergana Valley.

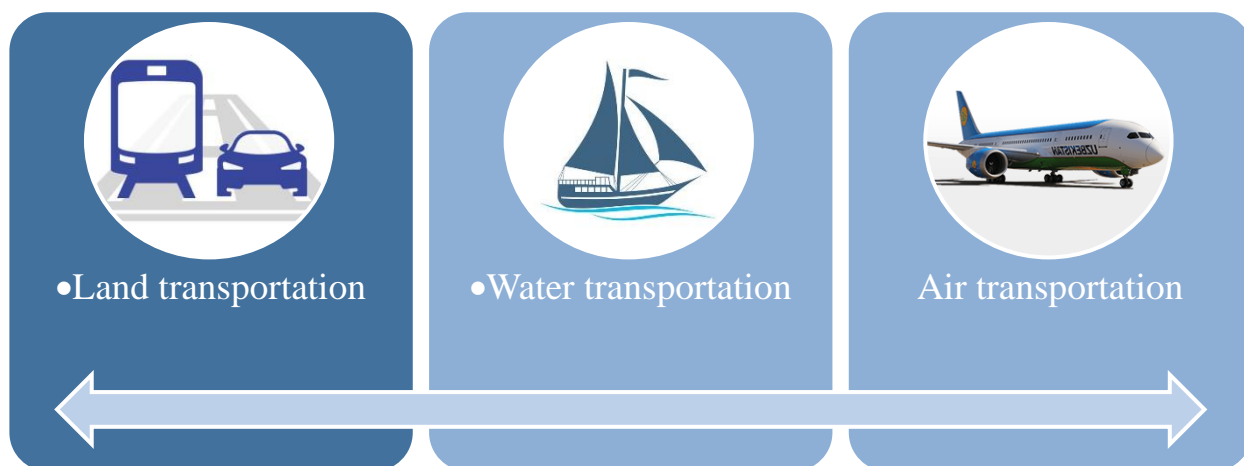
At a time when all sectors of the economy of our country are developing steadily, today everyone is surprised. The same is true, first of all, due to the deepening of structural reforms, modernization of production, acceleration of

technical and technological renewal. The rapid development of transport infrastructure in the service sector is another example.

### METHODS AND RESULTS

As a result of the special attention paid to tourism development in the country at the head of our state, all directions of tourism are developing in all regions of the country, including Bukhara, Samarkand, Khiva, and Tashkent regions. Attention to infrastructure is improving year by year.

In the process of transport infrastructure classification, the World Tourism Organization (UNWTO) has classified three types of transport used for tourism purposes. These are:



**Figure 1:** Classification of transport used by the World Tourism Organization for tourism purposes

It is preferable to use more road and rail transport for tourism purposes in the field of land transport services. Motor transport is widely used in the field of services. Because this vehicle ensures the safe and timely transportation of local and foreign tourists "from the first door to the second door". For this purpose, regular passenger flights are used by buses and non-scheduled - private transport of the tourist enterprise and personal transport of the tourist.

Rail transport allows tourists to reach medium distances quickly and conveniently at reasonable prices. In some cases, rail transport can also be used for tourist purposes.

There are submarine (excursion submarines) and surface (ships, cruise ships, sea ferries, cruise ships, yachts, boats) transport. Issues related to the supply of water transport in tourism are considered mainly on the example of regular and irregular passenger traffic for sea and river tourism purposes.

In general, transport is the main economic basis of the state and a means of bringing the population closer. Without roads, cars, railways, and air transport, the country's economy cannot be improved. At present, the economy of many developed countries is achieved through transport.

### DISCUSSIONS

Over the past period, the transport system in Uzbekistan has been developing, and the demand for it is growing from year to year. The means of increasing the flow of tourists in our country are transport (air transport, rail transport, and road transport). We will also get acquainted with the changes in the transport system of Uzbekistan.

Air transport. In the XXI century, the demand for this transport is much higher than other means of transport. We know that the fastest and most convenient means of transportation from one country to another is: air transport. After independence, Uzbekistan has 11

"international airports", including "Kharshi", "Fergana", "Termez", "Andijan", "Namangan", "Navoi", "Urgench", "Bukhara", Samarkand, Tashkent and Nukus International airports in Karakalpakstan are working day and night, bringing the country's population and foreigners closer.

The fleet of Uzbekistan Airways Boeing-757/767, Boeing-787-8 Dreamliner - "Dream liners", A-320, IL-114-100 passengers and Boeing-767-300BCF Carrier consists of modern aircraft. In addition, the training center of the airline of Uzbekistan, Boeing-757/767, A-320 simulators, as well as unique full-flight simulators A-320 and IL-114-100 are installed. Uzbekistan Airways Technics owns a simulator complex and a unique center for the repair and maintenance of aircraft components. Uzbekistan Airways employs about 15,000 people.

Table 1.

Passenger transportation and passenger turnover by Uzbekistan Air transportation

	2011	2012	2013	2014	2015	2016	2017	2018	2020 <sup>2)</sup>
<b>Passengers transported, mln. persons</b>	<b>4 507,8</b>	<b>4 763,0</b>	<b>4 909,9</b>	<b>5 169,9</b>	<b>5 380,0</b>	<b>5 560,4</b>	<b>5 679,0</b>	<b>5 951,5</b>	<b>5 240,4</b>
<b>of which by transport:</b>									
<b>air</b>	2,1	2,5	2,4	2,3	2,2	2,1	2,2	2,6	0,9
<b>Passenger turnover, bln. pass-km</b>	<b>92,4</b>	<b>100,2</b>	<b>106,9</b>	<b>113,2</b>	<b>120,1</b>	<b>126,0</b>	<b>130,0</b>	<b>135,3</b>	<b>116,7</b>
<b>of which transport:</b>									
<b>air</b>	6,2	7,0	7,2	7,0	6,8	6,7	7,5	8,8	3,0
<sup>1)</sup> <i>Date are elaborate</i>									
<sup>2)</sup> <i>Preliminary data</i>									

Source: <https://stat.uz/en/official-statistics/services>

In addition, Uzbekistan Airways operates regular flights to more than 40 cities in Europe and Asia, the United States and Japan. The airline has offices in 25 countries around the world. In the coming days, two new types of aircraft will be delivered by 2020, and Uzbekistan Airways has added two more aircraft.

Railway transport. JSC "Uzbekistan Railways" was established on November 7, 1994, based on the former Central Asian Railways, located on the territory of the Republic of Uzbekistan. The total length of the railway is 3645 km. The company has more than 54.7 thousand employees. Annual freight turnover is 90% of the freight turnover of all types of transport.

All routes of the Uzbek railways are paved. The changes that have taken place in Uzbekistan Railways over the past five years are obvious. For example, over the past 25 years, the Tashkent-Surkhandarya, Tashkent-Samarkand-Bukhara railways have been reconstructed and equipped with high-speed trains (Afrosiyob). In addition, Uzbek-Chinese companies are jointly laying the new Tashkent-Andijan railway, which currently serves the population as a fast and convenient means of transport. Let's look at the statistics of changes in Uzbekistan Railways over the past 2 years.

Table 2.

Passenger transportation and passenger turnover by Uzbekistan rail transportation

	2011	2012	2013	2014	2015	2016	2017	2018	2020 <sup>2)</sup>
<b>Passengers transported, mln. persons</b>	<b>4 507,8</b>	<b>4 763,0</b>	<b>4 909,9</b>	<b>5 169,9</b>	<b>5 380,0</b>	<b>5 560,4</b>	<b>5 679,0</b>	<b>5 951,5</b>	<b>5 240,4</b>
<b>of which by transport:</b>									
<b>railroad</b>	14,9	15,9	17,4	19,1	20,1	20,5	21,1	22,1	6,2
<b>tram</b>	15,3	14,9	14,7	14,6	11,4	2,7	2,3	4,4	1,2
<b>metro (subway)</b>	63,9	65,5	59,2	54,0	52,3	53,5	61,6	69,1	38,8
<b>Passenger turnover, bln. pass-km</b>	<b>92,4</b>	<b>100,2</b>	<b>106,9</b>	<b>113,2</b>	<b>120,1</b>	<b>126,0</b>	<b>130,0</b>	<b>135,3</b>	<b>116,7</b>
<b>of which transport:</b>									
<b>railroad</b>	3,0	3,4	3,7	3,8	3,8	4,0	4,3	4,3	1,8
<b>tram</b>	0,1	0,1	0,1	0,1	0,04	0,01	0,01	0,03	0,00
<b>metro (subway)</b>	0,5	0,4	0,4	0,4	0,4	0,4	0,5	0,5	0,3
<sup>1)</sup> <i>Date are elaborate</i>									
<sup>2)</sup> <i>Preliminary data</i>									

Source: <https://stat.uz/en/official-statistics/services>

Also, on November 6, 2015, Uzbekistan Railways and the Spanish company PATENTES TALGO, S.L.U signed an agreement on the purchase of two more high-speed electric trains. According to the agreement, the second of these modern electric trains was also delivered to our country. The new modern electric train is designed for 287 passengers. The number of economy cars is 2 times higher than in 2011 Afrosiyob. This means that it will be possible to deliver an additional 72 passengers at the same time, railway.uz reported.

At the same time, the high-speed electric train "Afrosiyob", which was brought to our country in March this year, now operates regular flights on the route Tashkent-Bukhara-Tashkent. In the coming years, JSC "Uzbekistan Railways" will provide modernized trains, lay quality railways and further improve the quality of services to the population.

Road transport. From the first years of independence, the creation of reliable and convenient transport infrastructure has been identified as one of the priorities of state policy. Highways and bridges of international importance, built in a historically short period of time, are an important factor in ensuring the economic and cultural development of our country, bringing our people closer.

To continue the creative work in the country, the adoption of the Program of Accelerated Development of Transport and Communication Infrastructure Construction in 2016-2021 is inextricably linked with the programs for the development of production, transport, and engineering-communication infrastructure of the country and regions.

**Table 3.**

**Passenger transportation and passenger turnover by Uzbekistan road transportation**

	2011	2012	2013	2014	2015	2016	2017	2018	2020 <sup>2)</sup>
<b>Passengers transported, mln. persons</b>	<b>4 507,8</b>	<b>4 763,0</b>	<b>4 909,9</b>	<b>5 169,9</b>	<b>5 380,0</b>	<b>5 560,4</b>	<b>5 679,0</b>	<b>5 951,5</b>	<b>5 240,4</b>
<b>of which by transport:</b>									
<b>automobile</b>	4410,9 <sup>1)</sup>	4663,9 <sup>1)</sup>	4815,8 <sup>1)</sup>	5079,0 <sup>1)</sup>	5293,2 <sup>1)</sup>	5480,8 <sup>1)</sup>	5 591,3	5 852,8	5 192,9
<b>trolleybus</b>	0,7	0,3	0,4	0,9	0,8	0,8	0,5	0,5	0,4
<b>Passenger turnover, bln. pass-km</b>	<b>92,4</b>	<b>100,2</b>	<b>106,9</b>	<b>113,2</b>	<b>120,1</b>	<b>126,0</b>	<b>130,0</b>	<b>135,3</b>	<b>116,7</b>
<b>of which transport:</b>									
<b>automobile</b>	82,5 <sup>1)</sup>	89,3 <sup>1)</sup>	95,5 <sup>1)</sup>	101,9 <sup>1)</sup>	109,1 <sup>1)</sup>	114,9 <sup>1)</sup>	117,7	121,6	111,6
<b>trolleybus</b>	0,02	0,01	0,01	0,02	0,02	0,02	0,01	0,02	0,01
<sup>1)</sup> <i>Date are elaborate</i>									
<sup>2)</sup> <i>Preliminary data</i>									

Source: <https://stat.uz/en/official-statistics/services>

Also, several projects and goals are currently being implemented. For example, in Tashkent, for a period of 2 years, the main roads were reconstructed and new, convenient and safe bridges were built. In the Bukhara region, the Alat-Karakol-Jondor highway is being paved with high-quality asphalt, and a new, high-quality bridge has been built to replace the collapsed bridge in the Kagan district.

We think it is necessary to further improve the transport infrastructure in Uzbekistan, improve the quality of passenger service and increase the number of contacts with foreign countries.

Problems of transport infrastructure development in Uzbekistan:

- Clear, visible, high-quality, bright, world-class road signs along the road, road sections, and tourist city centers, as well as accurate information lack of guidance;
- Problems with parking in front of hotels, restaurants, bars, state-owned enterprises, central parks and markets and lack of parking space;
- Lack of clear schedules for intercity and interregional buses, as well as poor quality of customer service;
- Lack of automatic service ATMs at railway stations, as well as the absence of a special device for queuing in front of railway ticket offices, which prevents the occurrence of irregular queues;
- Lack of special sound traffic lights on the roads in front of the visually impaired in the provinces, cities, and districts;

Here are some suggestions for solving these problems:

- Modern, electronic road signs with different types of colors, clearly visible along the road, on the carriageways, and along the road of the tourist center cities. Through the installation, both locals and foreign tourists will be able to quickly and safely reach the destination of traffic accidents, as well as a unique design of information throughout the city, starting from the historic centers of the city. Installation of indicators (to create additional conveniences for individual independent tourists);

- By installing self-service ATMs at railway stations, the emergence of several negative problems due to the emergence of irregular queues at stations, as well as the provision of modern new technologies at railway stations, local to increase the population's awareness of new technologies, to lead to the emergence of new ideas in the future;

- Organization and improvement of pedestrian and bicycle areas;

The results of the implementation of the above proposals are summarized as follows:

- Increasing the tourist reputation of the city due to the creation of additional facilities for independent travel of tourists visiting Bukhara;

- The quality of the city's tourist infrastructure will increase significantly and the attractiveness of the city will increase to some extent;

- By further improving the transport infrastructure of cities, domestic and foreign tourism is provided by providing quality services to tourists and joining the ranks of developed countries in tourism.

## CONCLUSION

In short, the transport infrastructure in Uzbekistan needs to be improved in a short period of time, through new technologies, quality roads, as well as professional development of professionals who work from morning till night, the satisfaction of the population, and the services provided to foreign tourists. I always think it is necessary. If we consider some of the above-mentioned shortcomings and adapt them to ourselves, we would be able to move a little bit away from the field of transport infrastructure.

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