

THE RELEVANCE OF TRANSIT TOURISM SERVICES IN UZBEKISTAN

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ANNOTATION: This article emphasizes that the country is located in a very stable and balanced region. The article discusses and analyzes general information about transport routes and transit tourists.

KEYWORDS: Economy, tourism, transit corridors, transit tourists, infrastructure, services.

Introduction

Today, tourism occupies one of the most profitable income sectors of the economy, provides employment for a large number of able-bodied people and high socio-economic indicators. considered developing [1]. As tourism strengthens in the world economy, the number of vacancies is growing, since the human factor is the most important factor in tourism. In the context of globalization, tourism has become one of the most important social, economic and cultural factors. The total income in this sector of the economy is trillions of dollars, with more than one billion people traveling the world every year. [2] Tourism is not only a form of trade, but today it is also possible to create jobs and develop related industries in the sustainable development of tourism markets.

Uzbekistan is one of the most developed tourist destinations, and historical tourism is the main tourist destination. There is another type of tourism, with a large flow, but with limited service capabilities. This tourist flow is considered a transit tourist flow.

The Republic of Uzbekistan is one of two countries in the world, separated from the world by at least two states. However, our country is very convenient and well organized in terms of geographical location. It is well known that only a country with high-quality transport infrastructure can achieve sustainable development and ensure the well-being of its people.

Wide and flat roads, modern highways, magnificent bridges with all the latest technological advances are part of the infrastructure. That is why from the first years of

independence in our country, special attention is paid to the repair and construction of all types of roads.

Uzbekistan is a party to more than 30 international conventions, agreements and treaties, including ESCAP, the United Nations Economic Commission for Europe, the International Road Federation, the Shanghai Cooperation Organization, TRACECA and the International Development Corridor, trans-Afghan collaborates with authoritative organizations such as the Interstate Coordinating Council and regional integration structures . [3] Such cooperation will contribute to the development of the country as an important transit region.

Currently, foreign trade of the Republic of Uzbekistan is carried out along the following main transport routes:

Route 1 - Ports of the Baltic countries (transit through Kazakhstan and Russia) - Klaipeda (Lithuania), Riga, Liepaja, Ventspils (Latvia), Tallinn (Estonia);

Route 2 - the European Union (EU), Belarus and Ukraine (transit through Kazakhstan and Russia) - the border of Chop (Ukraine) and Brest (Belarus);

Route 3 - to the Illichivsk port of Ukraine (transit through Kazakhstan and Russia), with access to the Black Sea;

Route 4 - along the Transcaucasian road, known as TRACECA (in transit from Turkmenistan, Kazakhstan and Azerbaijan), through the Black Sea;

Route 5- Iranian port of Bandar Abbas (transit through Turkmenistan) to the Persian Gulf;

Route 6- to the east of China through the Kazakh-Chinese border (Dostyk / Alalshankou) to the eastern ports of China, as well as to Nakhodka, Vladivostok and other ports in the Far East;

Route 7- Access to Chinese ports (transit through Kyrgyzstan) to the Yellow, East China and South China Seas;

Route 8- Southern alternative transport to Afghanistan and the ports of Bandar Abbas, Chahbahar (Islamic Republic of Iran, Iran), Gwadar and Karachi (Islamic Republic of Pakistan, PIR) transit from Afghanistan in connection with the settlement of the Afghan problem. New perspectives for the development of varnishes [4]

One of these transport routes is TRACECA:

TRACECA (TRACECA - Transport Corridor Europe Caucasus Asia) Attention is drawn to the fact that the Eurasian transport corridor has many routes to Europe from west to east through the Black Sea, the Caucasus and the Caspian Sea. Based on the development of trade relations between Europe and Asia and the location of the main producers in Asia and consumers in Europe, it can be concluded that there is a TRACECA trend in the analysis of cargo flows of major major cargo owners. The delivery of goods to Europe through the TRACECA transport corridor looks very attractive: the distance from the main trans-ocean

to Yokohama to the largest Western European ports is at least twice as long as the TRACECA route. Navigation in Uzbekistan is carried out in the sequence Bukhara - Navoi - Samarkand - Jizzakh - Tashkent - Gishtkuprik with a distance of 672 km.

As mentioned above, only a country with a high-quality transport infrastructure can achieve sustainable development and ensure the well-being of its people. Wide and flat roads, modern highways, magnificent bridges with all the latest technological advances are part of the infrastructure. Based on the data analyzed, we can say that the number of transit tourists in Uzbekistan exceeds the number of tourist destinations. This shows that transport infrastructure is one of the most important factors in the tourism sector.

Motel (Latin motel, engine - motor and hotel) is a hotel for caravans. Motels are built on highways, in major cities, resorts and near attractions. Motels will consist of several units (hotels, restaurants, maintenance, gas stations, garages and other auxiliary facilities), which can accommodate up to 10 0-200 people during the year. [5]

According to the data, the number of transit tourists arriving in Uzbekistan from the CIS countries is significantly higher than the number of transit destinations in foreign countries. A large number of transit destinations means that visitors are rarely in the country and have limited access to a wide range of services. It should be noted that transit tourists are also the main advertising tool. In these conditions, the ability to serve transit tourists is important. Not only road infrastructure is misunderstood, but also roadside service companies.

The Decree of the Cabinet of Ministers of the Republic of Uzbekistan dated September 30, 2019 No. 828 "On additional measures for the effective use and development of the tourism potential of the Samarkand region", a number of measures were taken to increase the tourism potential of several villages. One of these settlements is the village of Kuk-Ota, Narpaysky District. We would like to offer a motel with a national design on the main highway M37 in the village of Cook Ota. The passage of large transport corridors through the country, resulting in large transit flows, reflects the constant need for low-cost service companies.

This proposed hotel has the appearance of the Uzbek national skullcap, and will be organized on the main highways in the form of national scenery of the regions and will be combined into a single concept. It is expected that the proposed motel will become a new brand in the tourism industry of Uzbekistan. Based on the fact that there is an increase in transit tourists, it can be assumed that the transport infrastructure with a national brand can serve as a good advertisement for our country.

Despite the unusual appearance, the proposed project of a new motel will be able to offer a wide range of services to both local residents and foreign tourists; it will not depend on seasonal income, all services will be provided on the territory of the motel, ample

opportunities to create a unified concept of the hotel system in the country, all parts of the motel can be used efficiently.

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