



## Transport as a Factor in the Development of Tourism Services in the Context of the Development of the Digital Economy

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**Abstract:** This article highlights the essence of the transport infrastructure of tourism, the scientific approaches of modern scientists to determine its role in the development of tourism and the structure of the classification.

**Keywords:** tourism, transport, infrastructure, economy, resource, corona virus, business, company, tourist, politics, social, nature, ecology, culture, guide, tour, globalization.

Tourism is called a phenomenon, a phenomenon, a system, a new way of social and cultural interaction and knowledge, a complex intersectoral complex. According to the World Tourism Organization in 2019, the World Tourism Organization registered 1.5 billion international tourist trips worldwide. A four percent year-on-year growth, also projected for 2020, confirms that tourism is a leading and resilient economic sector, especially amid current global uncertainty. At the same time, this requires the responsible management of current growth in order to make the best use of the opportunities that tourism can create for people around the world.

Due to the catastrophic impact of the corona virus pandemic on international tourism, the global economy could lose more than four trillion dollars in 2020 and 2021. In 2020, international tourism and closely related industries have already suffered losses of \$2.4 trillion. From January to December 2020, the number of foreign tourists in the world decreased by about one billion people, or 73 percent. In the first quarter of 2021, the data obtained indicate a decrease in this indicator by 88 percent, the recovery of the tourism sector will largely depend on the degree of availability of vaccines against COVID-19. The number of foreign tourists in Uzbekistan in 2020 decreased by more than four times against the backdrop of a new type of coronavirus pandemic. In 2020, 1.5 million tourists visited Uzbekistan, which is significantly lower than last year's figure.

Uzbekistan has excellent opportunities for the development of domestic and inbound tourism, although so far the contribution of this intersectoral industry to the country's GDP is only 3.4%. According to the UNWTO, the work done in Uzbekistan to turn tourism into one of the strategic sectors of the economy is reflected in various ratings and nominations. In particular, in recent years, Uzbekistan has been recognized as the world's best travel destination by The Guardian, the fastest growing country in the eyes of Wanderlust, and the best emerging travel destination according to Grandvoyage. As a result of consistently implemented measures, Uzbekistan has risen by 10 positions (22 places) in the Global Muslim Tourism Index compiled by CrescentRating. In addition, the World Tourism Organization ranked Uzbekistan 4th in the list of the fastest growing countries in tourism.

However, there are many problems in the industry that need to be addressed. High transport costs compared to neighboring countries, the lack of diversification of air routes, as well as the poor

quality of roads, sanitary and information infrastructure, an acute shortage of guides and guides are among the factors that reduce the tourist attractiveness of Uzbekistan. Despite the fact that the Ministry of Economic Development does not consider the development of the tourism industry an exclusive priority for the country, its significant impact on the economic growth of individual regions is not ruled out. Almost all regions of Uzbekistan have resources that can be used for tourism purposes, however, each has its own potential.

It can be concluded that tourism has become an integral part of the life of modern society. The role of tourism in the global economy is constantly growing. In many ways, these facts are explained by the transport accessibility of remote continents, the increase in the mobility of the inhabitants of the whole world, the political and economic measures taken by individual countries to attract tourist flows to them, and the development of transport. A tourist trip is defined by movement in time and space, with appropriate purposes and duration of stay. Without changing the place of residence, it makes no sense to talk about tourism. Tourist resources are tied to certain territories, and the degree of their popularity and use is determined by the transport accessibility of such regions. This means that tourism cannot be considered outside of its connection with the transport system. Despite the fact that, basically, transport solves the problem of meeting needs by changing the geographical location of goods and people, and the level of development of the transport infrastructure of a tourist region determines the degree of satisfaction of tourists from visiting it, the importance of transport and transport infrastructure of tourism in the tourism system is constantly growing. This is partly due to the history of the development of tourism and transport. In the modern world, the mobility of the population is increasing, economic ties are taking on a planetary character. Transport corridors have connected countries and continents and opened up new destinations for travelers.

There are several stages in the transformation of the planet into a single system:

- the first stage - XV-XVI centuries - the development of navigation and great geographical discoveries;
- the second stage - the progress of transport and communications at the turn of the 19th and 20th centuries;
- The third stage, the current one, is economic, industrial and informational globalization.

The fourth stage is expected to be the stage of social globalization. At each of the stages, the role of transport was decisive in the formation of various kinds of domestic and international relations - trade, cultural, economic. The expansion of connections leads to an increase in contacts, trips for business, educational and entertainment purposes.

It is obvious that the development of transport ensured the development of tourism, access to previously unknown areas of the world appeared, it became possible to move faster and farther. Walker D. identifies 5 eras of tourism development, and 4 of them are associated with the emergence of new vehicles (the pre-industrial period, the age of railways, the age of the car, the age of jet airliners, the age of cruises on sea liners) [1]. Thus, the history of tourism development is inextricably linked with the development of transport. Transport, being a powerful engine of progress, has become the engine of tourism. Modern tourists do not experience the restrictions on movement around the globe that could be encountered a few decades ago: Americans easily go to Europe and Asia, and Asians go to America and Europe.

Globalization has changed the volume and pattern of freight and passenger traffic and increased demands on international and national transport systems. Large companies consider the entire planet as a zone of their activity, which means that their employees and representatives are forced to move more often and faster in the global space. The number of people for whom daily business trips and travels are becoming the norm of everyday life is rapidly increasing. Business tourism, being one of the most profitable types of tourism, shows annual growth. [2]. According to Birzhakov M.B., means of transportation can not only serve to transport tourists and travelers and their luggage from one place to another, but also be a means of entertainment, sports, museum collections, modeling, trade. Transportation can be the essence of the tourism business or be an important component.

Transportation costs in the structure of the tour package, according to various sources, are estimated at 30-70%. Specialized types of tourism have appeared, differing in the type of vehicles used: bus tours, sea and river cruises, auto travel, rail tours, space tourism, etc. Despite the fact that space travel will not become available to most people in the near future, already now many activities (eg training, testing) associated with space tourism are available on Earth. Transport costs, both temporary and monetary, determine the value of the transport component in each particular tour. In connection with this criterion, it is possible to formulate the definition of a transport tour, in which means of transport become not only a means of transportation, but a means of accommodation, a place of food and leisure. A transport tour is an organized trip in which the stay in vehicles is more than 50% of the trip. The very existence of transport tours confirms the ever-increasing influence of transport on the development of tourist services.

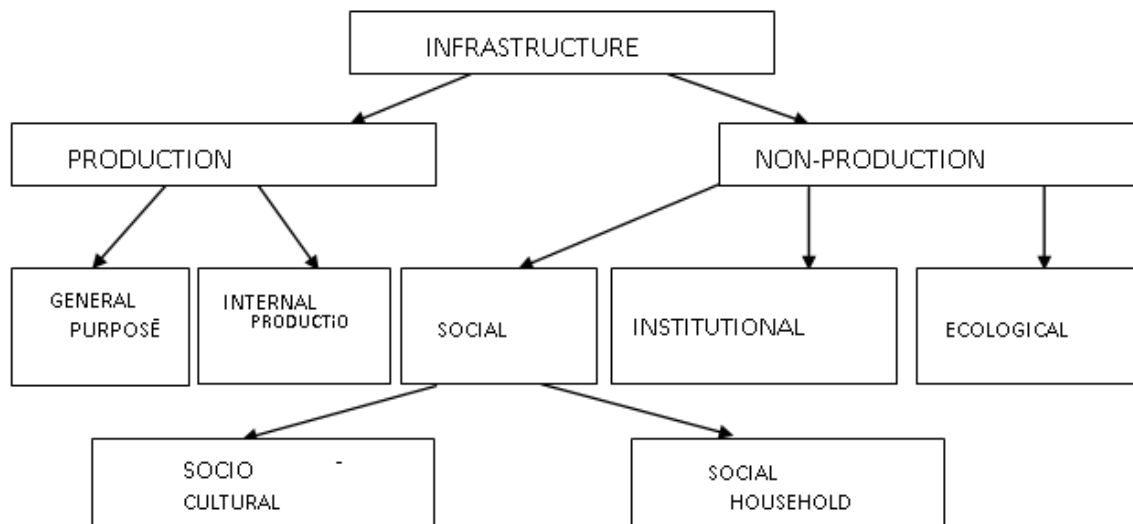
Tourism, being an intersectoral industry, depends on the development of many other sectors of the economy. But transport has a special influence on the development of tourism, and it continues to grow. Transport, as a large inter-industry complex, has similar features with tourism and is able to develop successfully only with the effective management of related industries. The transport infrastructure of tourism covers the tourism and transport industries and is experiencing a tremendous cross-influence of both, at the same time, influencing them.

The significance of the study of tourism transport infrastructure (TIT) is determined by the fact that the role of transport in tourism is changing, transport is becoming not only a means of transportation, ensuring the availability of tourist resources, a factor in the development of the industry, but also acquiring the features of a tourist resource. The study of TIT is a new direction in the field of scientific research. Among the authors who have studied the elements of TIT, there is no consensus on its role in tourism, its definition and structure. Most often, the object of research was transport, tourist transport, tourist transportation, transport support for tourism and management of transport services.

Most scientific papers, both in Uzbekistan and abroad, are devoted to the forms of transport travel, and a limited number of studies cover transport infrastructure. The largest number of scientific papers is devoted to air travel, and in infrastructure research, airports are the leader. However, the role of other elements of TIT remains underestimated and requires special studies. Consider the existing definitions that can be used to disclose the essence and definition of TIT.

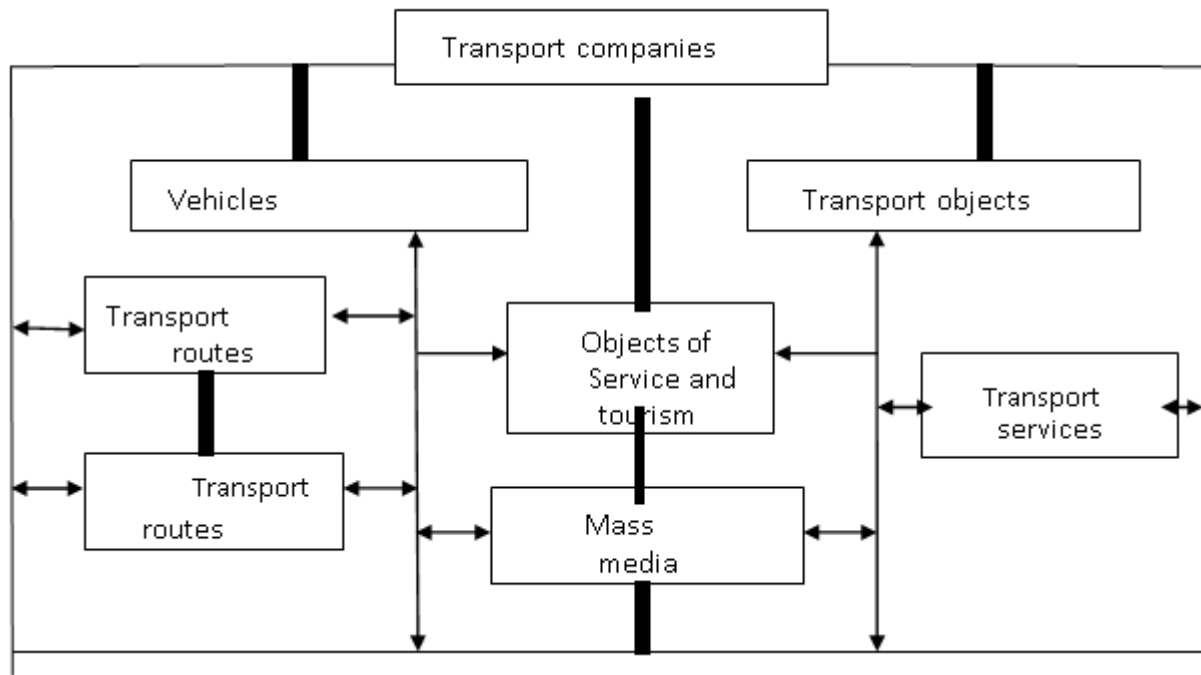
According to Klyuchnikov A.V., infrastructure is a set of industries and activities that serve the organization and create a common foundation for it, support. This is the part of the business environment that provides the organization with financial, human resources, transport services, consulting, auditing and other services. [3]. Senin V.S., like Gulyaev V.G., singles out the tourism infrastructure and the tourism industry. Tourism infrastructure is a set of means of communication (roads, access roads, stations, airports, marinas, etc.), communications (water, electricity and gas networks, heating systems, sewerage, communications, etc.), tourist resources, objects of tourist display, accommodation and food facilities, objects of trade, household and medical and preventive services, sports facilities, as well as other objects necessary for the provision and development of the tourism industry, and the tourism industry, firstly, is a combination of hotels and other means accommodation, means of transport, objects of entertainment, trade and public catering, objects of educational, business and other purposes, organizations engaged in travel agency and tour operator activities, organizations providing excursion services and services of guide interpreters and other services necessary for organizing and making trips (trips); secondly, the activities of tourist enterprises that produce and sell standard service packages on the tourist market on a massive scale [4]. According to Kuskov A.S. and Jaladyan Yu.A., the transport infrastructure is the basis of the transport complex and is a real transport network that is used to transport goods and passengers, as well as an organizational structure that ensures the efficient use of vehicles and permanent devices [5]. Page, the main task of the transport infrastructure is to create the conditions necessary for the free movement of tourist flows [6]. And in the opinion of Ovcharov A.O., transport infrastructure in some cases can act as an independent subject of tourism activities, providing tourist and excursion services (cruises and boat trips, bus tours, car tourism, etc.). Transport support is part of the main

range of services that make up the tourism product, and transport enterprises are considered as specific tourism enterprises that form the tourism industry. Thus, tourism is closely related to the process of organizing transportation and the use of technical means. And here we can talk about the importance of infrastructure, because the infrastructure support of tourism affects the volume of tourist flows and the economic performance of the tourism and transport industries. Morozov M.A. in his dissertation for the doctoral degree "Infrastructural support of entrepreneurial activity in tourism: Theory and methodology, formation and development" highlights the infrastructure of tourism, the infrastructure of the tourism industry, the infrastructure of the tourism market, the infrastructure of enterprises in tourism. He notes that at present there are 2 methodological approaches to determining the content of infrastructure: sectoral and functional, and defines tourism infrastructure as a set (complex) of interrelated structures and tourism resources aimed at creating general conditions for the implementation of tourism and serving (providing) tourism activities [7]. Such a general definition is the most acceptable, in the opinion of the dissertator. And we can conclude that transport and transport infrastructure, according to scientists, are an integral part of both the tourism industry and tourism infrastructure, namely: TIT can be attributed to the infrastructure of tourism, to the infrastructure of transport and to the infrastructure of enterprises in tourism. Consequently, there is a need to study exactly TIT as a subsystem of tourism and transport, as a conductor of transport and tourist services and a system for solving important socio-economic problems.



**Fig.1 - General scheme of infrastructure**

Morozov M.A. notes that the tourism infrastructure unites enterprises that produce both tangible and intangible products and services, but the main product is the intangible component. There is a mutual influence of infrastructure and tourism: the development of infrastructure increases tourist flows, and the growth in the number of tourists attracts investors who invest in infrastructure. These relationships are especially clearly seen in the interaction of tourism and transport. In general, the infrastructure is intersectoral in nature and ensures the integration of industries, regions and states. According to the general infrastructure scheme (Fig. 1.), it is divided into production (general purpose and intra-production) and non-production (institutional, social, environmental).



**Fig. 2 - Tourism transport infrastructure**

The peculiarity of TIT is that in most cases it is used not only by tourists, but also by ordinary citizens to solve daily socio-economic problems: private trips, transportation of goods and other purposes. Although it is impossible not to say about the special tourist transport and tourist routes.

For a more detailed study of TIT, it is necessary to formulate its definition and develop a system of classifications. Based on the existing scientific definitions and practice of tourism, we will give a definition of TIT.

The transport infrastructure of tourism is a complex that includes vehicles, transport facilities, transport routes, routes and services, service and tourism facilities at facilities and in means of transport, information media.

Schematically, TIT is shown in Figure 1.2. In order to better understand TIT, it is necessary to develop its classification on several grounds:

According to accessories:

- ✓ international (located on the territory of several states);
- ✓ national (located within the borders of one state); - regional (located within the same region).

By type of ownership:

- ✓ state (the sole owner is the state);
- ✓ private (private structures are the owner);
- ✓ private-public (the owners are the state and private structures).

By type of use:

- ✓ for mass tourism (charter flights of planes, buses, trains, cruise ships, tourist buses, etc.);
- ✓ for individual tourism (private planes, individual moorings, yachts, castles, etc.);
- ✓ for public use and tourism (public transport, trains, regular flights, airports, railway stations, etc.).

According to the degree of development:

- developed (there are enough international, regional, local airports, railway junctions and stations, bus stations for the development of tourism, a developed route network of high-quality roads and roadside facilities);

- developing (there are, but in insufficient quantities for the development of tourism, international, regional, local airports, railway junctions and stations, bus stations, a route network of roads and roadside facilities are developing);
- undeveloped (there are no airports, railway junctions and stations, bus stations in sufficient quantity for the development of tourism, the route network of roads and roadside facilities are not developed).

By functional purpose:

- ✓ means of transport (buses, cars, trains, river and sea vessels, other means of transportation);
- ✓ objects of transport (bus stations, airports, railway stations, ports, marinas, stopping points);
- ✓ transport routes (air, river, sea, rail, road);
- ✓ transport routes (river, sea, rail, road, bicycle, pedestrian);
- ✓ transport services;
- ✓ mass media;
- ✓ objects of service and tourism at transport facilities and in means of transport and near transport routes.

Tourism and transport have many similarities. These are large intersectoral complexes with a branched multi-link structure, which are of great importance for the world economy, dependent on the external environment (political, economic, social and natural phenomena) and the seasonality factor, which have a significant impact on the external environment (ecology, geographical development, regional economy) , which depend on infrastructure and are strongly influenced by the human factor. The factors influencing the development of tourism and tourist services deserve special attention.

The internationalization of business and industry in the future will support the growth of world trade and tourism, and the improvement of transport infrastructure management methods, the amount of public and private investment in transport as the most important factor in the development of tourism, the development of tourism transport infrastructure will determine which countries can successfully develop in the face of global competition . The role of transport in tourism is constantly growing, the transport infrastructure of tourism is becoming not only a means of ensuring the availability of tourist resources, but also acquiring the features of a tourist resource. In this regard, there is an increasing need to study TIT and search for optimal ways for its development and effective methods for managing this subsystem.

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