

**Czech University of Life Sciences Prague**

**Faculty of Economics and Management**

**Department of Economy**



**Bachelor Thesis**

**The role of the Great Silk Road in development of cities,  
tourism and economy in Uzbekistan**

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# CZECH UNIVERSITY OF LIFE SCIENCES PRAGUE

Faculty of Economics and Management

## BACHELOR THESIS ASSIGNMENT

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Economics Policy and Administration  
Business Administration

Thesis title

**The role of the Great Silk Road in the development of cities, tourism and economy in Uzbekistan.**

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### Objectives of thesis

The object of research is the Great Silk Road and its role in the development of the economy and tourism of Uzbekistan.

The subject of the study is the role and place of Uzbekistan in the revival of the Great Silk Road in modern conditions.

The purpose of the study is to study the role of the Great Silk Road for the development of the economy and tourism of Uzbekistan in modern conditions.

Research problem:

- study the history of the Great Silk Road;
- reveal the significance of the revival of the Great Silk Road.
- determine the role and place of Uzbekistan in the revival of the Great Silk Road.
- to analyze the current state of development of the economy and tourism of Uzbekistan;
- to justify the importance of the Great Silk Road for the development of the economy and tourism of Uzbekistan in modern conditions.

### Methodology

The research methods were historical-comparative, problem-chronological and retrospective methods. In preparing this topic, special importance was attached to understanding the problem from the conceptual positions of the new historical thinking.

## **The proposed extent of the thesis**

35 – 40 pages

## **Keywords**

The Great Silk Road, Uzbekistan, economy, tourism, wealth, caravan, transport hub, highway, infrastructure, regulation, GDP indicator.

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## **Recommended information sources**

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Treasures of the Great Silk Road By Edgar Knobloch ISBN: 9780752471174

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### **Declaration**

I declare that I have worked on my bachelor thesis titled "The role of the Great Silk Road in development of cities, tourism and economy in Uzbekistan " by myself and I have used only the sources mentioned at the end of the thesis. As the author of the bachelor thesis, I declare that the thesis does not break copyrights of any their person.

In Prague on 23.03.2020

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# **The role of the Great Silk Road in development of cities, tourism and economy in Uzbekistan**

## **Abstract**

Uzbekistan is the birthplace of the "Tourism on the Great Silk Road" project. Since 1994, more than 20 countries have joined this project. The country's leadership encourages the development of tourism on the Great Silk Road and sees the prospects for its development for the economy and tourism of modern Uzbekistan. The question of the revival of the Great Silk Road is very relevant today, and therefore a lot of attention is paid to this issue by many authors. The revival of the Great Silk Road has an important place in the life of Uzbekistan, since Uzbekistan is not surrounded by either the sea or the ocean. It is convenient and cheaper to transport your goods to other countries via the Great Silk Road than by sea. The Great Silk Road has served for many centuries to bring different peoples closer together, exchange ideas and knowledge, and enrich languages and cultures. Of course, even in those distant times there were political conflicts, wars broke out, but the Great Silk Road was always revived. An ineradicable desire for communication, for reasonable profit, and for higher well-being constantly prevailed over political and religious confrontation.

Thus, for the further development of the economy and tourism of Uzbekistan, it is necessary to look for new ways of cooperation, or restore forgotten ones, covered by the Sands of time. A comprehensive, comprehensive study and restoration of the Great Silk Road as a "path of dialogue" fully corresponds to this need.

**Keywords:** The Great Silk Road, Uzbekistan, economy, tourism, wealth, caravan, transport hub, highway, infrastructure, regulation, GDP indicator.

# **Role Velké hedvábné stezky v rozvoji měst, cestovního ruchu a ekonomiky v Uzbekistánu**

## **Abstrakt**

Uzbekistán je rodištěm projektu „Turistika na Velké hedvábné stezce“. Od roku 1994 se k tomuto projektu připojilo více než 20 zemí. Vedení země podporuje rozvoj cestovního ruchu na Velké hedvábné stezce a vidí vyhlídky na jeho rozvoj pro ekonomiku a cestovní ruch moderního Uzbekistánu. Otázka oživení Velké hedvábné stezky je dnes velmi důležitá, a proto je této otázce věnována velká pozornost mnoha autorů. Oživení Velké hedvábné stezky má v Uzbekistánu důležité místo, protože Uzbekistán není obklopen mořem ani oceánem. Přeprava zboží do Velké Británie je přes Velkou hedvábnou stezku pohodlnější a levnější než po moři. Velká hedvábná stezka slouží po mnoho staletí k přiblížení různých národů, výměně myšlenek a znalostí a obohacení jazyků a kultur. Samozřejmě, dokonce i v těch vzdálených dobách došlo k politickým konfliktům, vypukly války, ale Velká hedvábná stezka byla vždy oživena. Nad politickou a náboženskou konfrontací neustále převládala nepřijatelná touha po komunikaci, po přiměřeném zisku a po větší pohodě.

Pro další rozvoj hospodářství a cestovního ruchu Uzbekistánu je tedy nutné hledat nové způsoby spolupráce. Této potřebě plně odpovídá komplexní studie a obnova Velké hedvábné stezky jako „cesty dialogu“.

**Klíčová slova:** Velká hedvábná stezka, Uzbekistán, ekonomika, cestovní ruch, bohatství, karavan, dopravní uzel, dálnice, infrastruktura, regulace, indikátor HDP.

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### **List of abbreviations**

AD - Anno Domini

BC - before Christ

CIS -Commonwealth of Independent States

SCO - Shanghai Cooperation Organization

ECO -economic cooperation organization

EU - European Union

GSR - Great Silk Road

GDP - Gross Domestic Product

NATO - North Atlantic Treaty Organization

TRACECA - Transport Corridor Europe-Caucasus-Asia

UN -United Nations

UNESCO - United Nations Educational, Scientific and Cultural Organization

UNWTO -United Nations World Tourism Organization

USD - United States dollar

OSCE -Organization for Security and Co-operation in Europe

# 1 Introduction

The relevance of the topic is that the Great Silk Road had a huge impact on the formation of the political, economic, and cultural structure of the countries through which it passed. There were many wars of conquest and internecine warfare, great powers and small States were created and collapsed, and former capitals gave way to new ones. The peoples of many countries today seek to study the roots of their history, to understand the origins of spirituality, their national involvement in world culture. This opportunity is provided by the decision to revive the Great Silk Road in all its versatility as the most important channel for in-depth international cooperation in the fields of diplomacy, culture, science, trade, and tourism. It was adopted in 1993 at the UN General Assembly held in Indonesia. The international community attaches great importance to this process. In 1988, UNESCO launched a ten - year project "Integral study of the silk road-the path of dialogue". Currently, UNWTO is implementing 5 programs in the main regions of the world, including the transcontinental project "the Great Silk Road". Uzbekistan is the birthplace of the "Tourism on the Great Silk Road" project. Since 1994, more than 20 countries have joined this project. The country's leadership encourages the development of tourism on the Great Silk Road and sees the prospects for its development for the economy and tourism of modern Uzbekistan. The question of the revival of the Great Silk Road is very relevant today, and therefore a lot of attention is paid to this issue by many authors. The revival of the Great Silk Road has an important place in the life of Uzbekistan, since Uzbekistan is not surrounded by either the sea or the ocean. It is convenient and cheaper to transport your goods to other countries via the Great Silk Road than by sea. Because of this, Uzbekistan attaches great importance to the revival of the Great Silk Road. Uzbekistan also joined the international transport corridor Europe-Caucasus-Asia-TRACECA. Such authors as:Radkevich B. A.,Ozerova N. G.,Petrov a.m., Rtveldze E. V. , Petrov L. M. , Lubo-lesnichenko E. I. ,Grigoriev V. V. and many others worked on this topic.Directly studying the revival of The Great Silk Road(GSR)in Uzbekistan has found its place in the works of the President of the Republic of Uzbekistan I. A. Karimov and such authors as Akhmetshin N. H., Kobzeva O. P., Kusanbayev B. M., as well as a lot of information we can learn from the Internet materials. This determines the choice of the

research topic: «The role of the Great Silk Road in the development of cities and tourism in Uzbekistan».

## **2 Objectives and Methodology**

### **2.1 Objectives**

The object of research is the Great Silk Road and its role in the development of the economy and tourism of Uzbekistan.

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### **2.2 Methodology**

The research methods were historical-comparative, problem-chronological and retrospective methods. In preparing this topic, special importance was attached to understanding the problem from the conceptual positions of the new historical thinking.

### 3 Literature Review

#### 3.1 History of the Great Silk Road

##### 3.1.1 Emergence and formation of the Great Silk Road

The origin of the Great Silk Road dates back to the second century BC. And the term "Great Silk Road" was introduced into historical science by scientists of the XIX century, after in 1877, the German traveler and historian K. Richthofen wrote his work "China", in which he first defined this trade route in Eastern countries with the name "silk road". Map of ancient Silk Road with modern cities and countries (pic 1.)



Picture. 1 . Map of ancient Silk Road with modern cities and countries

It should be noted that long before the formation of the Great Silk Road in Central Asia and the Ancient East, there were ways that served the purposes of war and peace. Large armies and small detachments moved along them, bloody battles broke out, and cities along them were attacked; in times of peace, these routes served as the connecting

threads of political, commercial, and cultural life. This is their function that people have always valued.

One of the oldest routes — "lazurite" - was formed in 3-2 millennia BC. It began in the Pamir mountains, passed through Iran to the Front Asia and Egypt. The semiprecious lapis lazuli stone, extracted in the upper Amu Darya region of the Pamir (in Badakhshan), was highly valued by jewellers of the ancient Eastern States, such as Sumer (two rivers) and Egypt. During the excavation of the tombs, products from Badakhshan lapis lazuli were found in them.(1, p. 85)

Another way — the famous "Royal road" of the Achaemenids-connected the cities of Ephesus and Sardis on the Mediterranean coast with one of the capitals of Iran and the city of Susa in the VI—IV centuries BC. Another route led from Iran through Bactria, Sogdiana, the Tashkent oasis and the territory of Kazakhstan to the Altai.

In the IV century BC, Alexander the great defeated the army of the last Achaemenid king Darius and in the spring of 329 BC appeared on the border of Central Asia. Despite strong resistance, Alexander of Macedon whisker Tenafly, highlighting their dominance. He founded a large number of Alexandrias, the most distant of which was located on the banks of the Syr Darya, where the city of Khojent is now located. The great historical significance of the campaigns of Alexander the great and the Seleucids lies mainly in the active penetration of Western culture into Central Asia. If the political subjugation of Margiana, Bactria, and Sogd by the Greek conquerors was short-lived, the process of Hellenization, i.e. the merging of Greek and Central Asian cultures, contributed to the intensive rise of spiritual and material culture.

During this period, links between Central Asia and the cultures of India and the Eastern Mediterranean were maintained. Around the third century BC, contacts with China began to be established.

It is known That the Chinese Emperor woody in 138 BC sent his Ambassador Zhang Qian in search of allies in the fight against the warlike nomadic tribes of the Huns, who were ravaging the Northern outskirts of China. While traveling, the Ambassador was captured by the Huns for ten years. He managed to escape and reach Issyk - Kul through the high passes of the Central Tien Shan. After passing along the Bank of the Naryn river, it enters the Ferghana valley. It was a surprise to him that there were many cities in the valley, United in one state. He tried to negotiate with the ruler of the Ferghana valley, but he only agreed to establish trade relations, and Zhang Qian went further South. Returning

from a journey, he was again captured by the Huns, but this time escaped two years later. Zhang Qian presented them to the emperor a detailed report on his stay in Central Asia, indicated convenient ways for trade, which later became the basis of the Great Silk Road. The Emperor gave him the title of "Great traveller"(10, p. 56).

Information about the exchange between China and Central Asia is mainly contained in Chinese Chronicles from the 1st century BC to the VII-VIII centuries AD. Early evidence tells of donations sent from countries in the Central Asian region to the Imperial Palace. Gifts were also sent from here if China wanted to win over any of the lords there. Of the Central Asian gifts, the famous Davani horses, swift-footed steeds that the Chinese called "heavenly" and "winged", were especially valued. And they were valued because in China there was a legend: to assert their divinity and achieve immortality, the Emperor had to ascend to heaven with the help of a team of unearthly horses. It was Zhang Qian who brought the "heavenly" horses to China. This adventurous traveler brought not only horses from Central Asia, but also food for them — alfalfa seeds. Soon alfalfa crops spread throughout China

Gradually, trade relations between Central Asia and China are strengthening. Every year, the Imperial court sent at least five missions to the West, accompanied by several hundred guards. They brought with them silk and metal from Delia, which they exchanged for horses, jade, coral, and other goods from Central Asia.

Chinese products were intended not only for Central Asia. There is a significant need for unique silk "fabrics" in Persia and in the States to the West of it.

In Europe, it was believed that silk grows on trees and that only the Chinese know the secret of this culture. During the reign of Augustus, Rome paid for Chinese silk with woolen goods, spices, and glass products.

The Chinese, on the other hand, had no intention of refuting legends of this kind, thereby securing a monopoly and exporting this expensive fabric. The Parthians, through whose territory trade was carried out, similarly saw no reason to spread anything about the technical aspects of silk production, but they received a significant profit from the trade in it, as did many subsequent dynasties, through whose lands the silk roads passed.

The first meeting of the Romans with this fabric was not crowned with special glory. Marcus Licinius Crassus, a member of the triumvirate, Consul and Roman Governor in Syria, dreamed of following in the footsteps of Alexander the Great and repeating his victories in the East. In 53 BC, he led seven legions across the Euphrates into



battle against the Parthians. However, it was not the news of victory or the confusion over defeat that created a furor in Rome, but a completely random event, namely the discovery of silk. It was connected with the defeat of the legions. (6, p. 46)

The Parthians, during the battle, took to flight for the sake of visibility, in order to then turn around in the saddle with lightning speed and shower the pursuing legionaries with a rain of arrows — this was the famous Parthian shot. In addition, they suddenly unfurled huge, glowing and shimmering banners in the sun, scaring the soldiers so much that they surrendered. This was one of the worst defeats of Rome. And the gold-embroidered banners were the first silks the Romans had ever seen.

Seen once, this fabric in the following centuries plunged Rome into a real "silk fever": this cool fabric, "light as a cloud" and "transparent as ice", the Romans called - "Chinese veil".

Caravans leaving China went to the Northern Tien Shan mountains, crossed the territory of Central Asia, and then through Khorasan (West of the Amu Darya) got to Mesopotamia and the Mediterranean.

The Length of the Great Silk Road was 12 thousand kilometres, so few traders passed the entire silk road completely. Mostly they tried to travel in shifts and exchange goods somewhere in the middle.

Throughout the Great Silk Road, caravanserais (Inns) were located in the cities and villages through which caravans passed. They had hujras ("rest rooms") for merchants and caravan staff, rooms for camels, horses, mules and donkeys, and the necessary forage and provisions.

Caravanserais were a place where you could sell and buy wholesale interesting goods for the merchant, and most importantly-to learn the latest commercial news and, above all, the prices of goods.

In the exchange of goods between East and West, goods went mainly from East to West.

The silk road contributed to the development of trade and many institutions ("rules") of the market economy.

The functioning of the Great Silk Road required the creation of a developed system of international division of labour in the production of goods for export and in the provision of transport communications infrastructure.

The main goods on the Great Silk Road were silk fabrics and raw silk. They were the most convenient for transportation over long distances, because silk is light and very valuable – in Europe it was sold more expensive than gold. China, the birthplace of sericulture, maintained a monopoly on silk products until about the 5th-6th centuries ad, but even after that it remained one of the centre's of silk production and export along with Central Asia. In the middle ages, China also exported porcelain and tea. The countries of the Middle East and Central Asia specialized in the manufacture of wool and cotton fabrics that went along the silk road to the East, to China. From the countries of South and South-East Asia, merchants brought spices to Europe (pepper, nutmeg, cinnamon, cloves, etc.), which were used by Europeans for preserving products and making medicines. In the Roman Empire during its heyday, silk fabrics and other Oriental goods were in great demand"(19, p. 56).

In General, Khorezm, Sogdiana and Ferghana have become successful shopping centres. The silk road stimulated the demand for Central Asian goods, such as horses and forage crops, as well as grapes and cotton. In cities, artisans have mastered new types of craft: the production of metal products, adopted from the East, and glass products - from the West.

### **3.1.2 Historical periods of the Great Silk Road development**

In the history of the silk road there were three short periods when it is almost fully controlled by one state: Turkic khanate in the last third of the 6th century, the Empire of Genghis Khan in the second quarter of the 13th century and the Empire of Timur (Tamerlane) in the last third of the 14th century, But due to the high extent of ways to combine them under one control was extremely difficult. More often there was a "division of the world" between several large countries.

Until the 3rd century ad, almost all of Eurasia was controlled by four regional empires – the Roman (Mediterranean), Parthian (middle East), Kushan (India, Afghanistan, Central Asia), and Han (China). Although there was a struggle between them for control of key points of trade routes (for example, for Armenia between the Romans and the Parthians), in General, this "Quartet of empires" managed to ensure the stability of caravan routes. Then this system collapsed: only Byzantium remained of the Roman Empire, the Parthian Empire was replaced by the Sassanid state, and the Kushan and Han empires split

into many warring States. The period of deterioration of the Functioning of the Great Silk Road lasted until the 6th century, when strong regional powers began to form again in Eurasia "(20, p. 16).

Taking advantage of the temporary weakening of agricultural civilizations, different sections of the silk road were controlled for several centuries by various nomadic tribes (Huns, Avars, Oguz, etc.). In the second half of the 6th century, the most powerful of them, the Turki tribe, tried to capture the entire silk road. In 570-600, the Turkic Khaganate United the territory of Central Asia and all the Eurasian steppes, from the black sea region to Northern China. As a result of the Turkic expansion, Sogdian merchants began to play a leading role in trade. However, this period of centralization was short. The wreckage of the collapsed Turkic khanate was formed a number of nomadic States (Khazar khanate, Western Turkic khanate, the Eastern Turkic khanate, Uighur khanate, etc.), which controlled only local path segments.

For the next century and a half, the Tang Empire of China played a dominant role in controlling the Central Asian routes of the Great Silk Road. Waging wars with varying success with nomadic tribes, the Chinese took control of almost all of Central Asia, as far as Samarkand and Bukhara. This period (7 – the first half of the 8th centuries) is called by many as the period of the highest flourishing of TRANS-Eurasian trade.

In the first half of the 8th century, all Western routes Of the Great Silk Road came under the control of the Arab Caliphate. The Chinese attempt to maintain control of Central Asia failed: in the battle of Talas, 751 Arabs defeated the Chinese army. From that time until the end of the silk road, the caravan trade was almost completely monopolized by Muslim and Jewish merchants. China has not been able to keep control over the Eastern section of the route, first taken over by Tibetans (late 8th century), and in the 9th century captured by nomads kitanami. The fragmentation of control over trade routes and frequent wars over its redistribution led to the weakening of the trade route. The last rise of the Silk Road occurred in the 13th and 14th centuries Conquered at 1210-1250-e countries from China to Russia and Iran, the Mongols managed a half century to provide common mode control for almost all over the Eurasian trade routes. Although Genghis Khan's Empire quickly collapsed after his death, the genghisid States formed a "Quartet of empires". The silk road was again controlled by four empires – the yuan Empire in China, the Central Asian Empire (Jagatai ulus), the Iranian Hulagid Empire, and the Golden Horde in the Caspian and black sea regions. These States disputed certain sections of trade routes from

each other (for example, Transcaucasia became the scene of a constant struggle between the khans of the Golden Horde and the Il-khans of Iran). In General, the rulers usually sought to ensure the safety of merchants, regardless of their faith and nationality "(21, p. 54).

In the second half of the 14th century, The Great Silk Road entered a state of decline. The "Quartet" of the Mongol empires broke up into many warring States. Timur's (Tamerlan's) attempt to re-unite the main Eurasian trade routes within the framework of his state gave only a temporary effect. In the 1370s-1380s Timur Empire, merchants following the southern road again received reliable protection. However, during the campaigns against the Golden Horde in 1389-1395, Timur practically wiped out all the commercial cities of the Caspian and black sea regions, as a result of which the Northern road was abandoned. Timur's descendants were not able to maintain a centralized Central Asian state later, so the southern road also almost ceased to function.

The decline of the Great Silk Road is associated primarily with the development of commercial navigation along the coasts of the Middle East, South and South-East Asia. In the 14th and 15th centuries, sea trade became more attractive than the dangerous land caravan routes: the sea route from the Persian Gulf to China took about 150 days, while the caravan route from Tana (Azov) to Hanbalyk (Beijing) took about 300; one ship carried as much cargo as a very large caravan of 1 thousand pack animals.

Thus, as a result of these geopolitical and geo-economic factors, the Great Silk Road finally ceased to exist by the 16th century. However, local segments of the silk road continued to function for a long time (for example, the caravan trade between Central Asia and China stopped only in the 18th century) (13, p. 36).

Thus, the history of the Great Silk Road is a history of broad cultural interaction and interchange between the peoples of the East and the West. It proves that only close cooperation and mutual enrichment of cultures are the basis of peace and progress for all mankind.

### **3.2 Conditions for the revival of the Great Silk Road**

The end of the XX century was a unique geopolitical significance and scale of changes in the world. The whole world has become a coherent and interdependent system. The twenty-first century is marked by a great level of globalization in international

relations. In these conditions, the process of integration of Central Asian States and expanding participation in international programs must be considered not only as a historical inevitability, but also as a powerful factor of stability, stability of individual regions and the entire planet.

One of the indispensable conditions for the development of society is the active exchange of information between peoples and civilizations. Cultural achievements were spread through contacts between peoples — through trade, conquest, and migration. Entire cultural strata were transplanted to fertile soil, and here a new cycle of development began in the conditions of a new historical reality: change, adaptation, acquisition of local features, addition of new content, development of new forms. A special role in this process was played by caravan roads, in particular The Great Silk Road, which connected China, India, Central Asia, the Middle and middle East, and the Mediterranean in the ancient and early middle ages (20, p. 36).

In the light of this concept, the revival of the traditions of the Great Silk Road is important not only for Central Asia, but also for the whole world.

Uzbekistan has been a member of the world tourism organization since 1993. since 2004, the UNWTO Regional center for The Great Silk Road has been operating in Samarkand. At the UNWTO General Assembly held in the Republic of Korea in October 2011, Uzbekistan was elected for the second time as a member of the Executive Board of the organization.

Uzbekistan and UNWTO signed an agreement on strengthening mutual relations, cooperation in the further development of tourism, training and professional development of specialists in the field, and promotion of tourism on the Great Silk Road.

There are more than 7 thousand historical monuments in Uzbekistan, many of which are included in the UNESCO world heritage List. Among them are such pearls of the East as the cities of Samarkand, Bukhara, Khiva, Shahrisabz, Tashkent, Kokand and Termez.

In October 2014, a meeting of the 99th session of the UNWTO Executive Council was held in Samarkand, which was evidence of the recognition by the international community of the role of Uzbekistan in the development of tourism and strengthening international cooperation in this area.

Currently, UNWTO is implementing 5 programs in the main regions of the world, including the transcontinental project "the Great Silk Road". One of the important

directions of this large-scale project is the annual holding of the Tashkent international tourism fair since 1994. For 20 years, the fair has become the largest professional forum in Central Asia in the field of tourism.

Consistently developing air and rail transport allows you to organize travel quickly, comfortably and safely. In particular, in 2011, the Afrosiyob high-speed train started running between Tashkent and Samarkand.

UzbekistanHavoYullari national airline occupies a worthy place in the international air transportation market. Today, there are eleven international airports in Uzbekistan.

To promote the potential of Uzbekistan in the field of tourism abroad, domestic tourism organizations regularly participate in major international tourism exhibitions in Istanbul, Madrid, Berlin, London, Paris, etc.(12, p. 76).

The activities of tourist organizations in the Republic are coordinated by the national company "Uzbektourism", established in 1992.

In order to further promote the tourism potential of Uzbekistan, every year, Uzbek tourism, together with the Association of private travel agencies of Uzbekistan, implements the "Mega-info-tours" program for representatives of foreign tourist organizations and the media.

A separate program is prepared for each group, including visits to the main tourist centers-the cities of Tashkent, Samarkand, Bukhara, Khiva and Shahrisabz. Presentations of the country's tourism potential and investment opportunities in the tourism sector are organized.

Along with international tourism, much attention is paid to the development of domestic tourism. All regions of Uzbekistan are implementing targeted programs for the development of tourism, including new types of tourism, such as ecotourism, mountaineering, traveling on horses, camels, cars, rafting, geo-tourism, and cultural and educational tourism.

Much attention is paid to the training of professional personnel for this field. Specialists are trained at Tashkent state economic University, Samarkand Institute of Economics and service, the Singapore Institute of management development in Tashkent, colleges of tourism in the capital, Samarkand, Bukhara and Khiva.

On September 8, 1998, President of our Republic Islam Karimov took part in an international conference dedicated to the revival of the Great Silk Road, which was held in the capital of Azerbaijan. The conference was attended by representatives of 32 countries,

as well as representatives of the UN, the European Bank for reconstruction and development, and the world Bank. At the Baku conference, the participants approved the proposal to create a Commission for the implementation of the TRACECA project and establish a permanent Secretariat with its main residence in Baku. Along with the construction of Railways, Uzbekistan is involved in the construction and reconstruction of Andijan - Osh - Irkashtam - Kashgar highways that provide access to China and Pakistan, as well as Bukhara - Serakhs - Mashhad — Tehran (21, p. 68).

Uzbekistan is the birthplace of the "Tourism on the Great Silk Road" project. Since 1994, more than 20 countries have joined this project.

The country's leadership encourages the development of tourism on the Great Silk Road, as evidenced by the Decree of President I. Karimov "on measures to enhance the participation of the Republic of Uzbekistan in the revival of the Great Silk Road and the development of international tourism in the Republic".

A dozen and a half scientific seminars were held at the key points of the Great Silk Road. The response of Uzbek scientists to the UNESCO program was the collection "On the Central Asian routes Of the Great Silk Road. Essays on history and culture", published in 1990. The final conference of the Great Silk Road program was held in Paris in 1997. There was also a unique exhibition that showed the cultural achievements of Asian peoples of different centuries. Two years earlier, in "1995, the Stuttgart Linden—Museum, then in Berlin and Rotterdam, organized the exhibition "Heirs of the silk road-Uzbekistan", which contributed to a closer acquaintance with the history and traditions of Uzbekistan.

In November 1998, the final session of the 155 session of the UNESCO Executive Board was held in Tashkent. It was addressed by the President of our Republic I. A. Karimov, who expressed his sincere gratitude to the leadership of UNESCO for their assistance and support in restoring historical memory and, in particular, noted that "the result of the UNESCO program" silk road-the path of dialogue" was the creation Of the international Institute of Central Asian studies in Samarkand, which is designed to contribute to the study of the history of Central Asian civilization..."(People's word-November 7, 1998).

The Great Silk Road undoubtedly had an important economic and political significance in the life of the peoples of Asia and Europe. It served as a kind of bridge between the East and the West, thanks to which the interaction and cooperation of peoples took place both in the commercial and cultural fields. It also shows that the most beautiful

way of contacts and communication of peoples is the way of trade, culture and science. And that is why in our time, on the threshold of the XXI century, the process of restoring the traditions of the Great Silk Road has become relevant. It should be emphasized that our Republic is taking practical steps to implement this process. Uzbekistan is taking part in the implementation of the UN program "Expanding trade through cooperation in transit transport", which develops joint steps of the Central Asian countries in the field of creating transit transport corridors that will provide them with access to sea ports and will contribute to the revival of the Great Silk Road.

Taking into account the unique role of the Great Silk Road in the history of civilization, the international organization UNESCO adopted the program "the Great Silk Road-the path of dialogue" (17, p. 63).

The main idea of the program is to show how, along with wars, the processes of communication between countries and peoples have been going on for many centuries, and the main factors of this process were trade relations and cultural exchange carried out along the routes of the Great Silk Road. International groups made up of a wide variety of specialists took up the task of performing it. The most important place in the implementation of the program is given to the republics of Central Asia, in monuments whose cultures are intertwined with both local and foreign traditions.

A dozen and a half scientific seminar and many expeditions were held at the key points of the Great Silk Road. Among the eleven expeditions conducted: "In the footsteps of Marco Polo" (June-August 1987, Istanbul-Beijing); "Sea" (October 23, 1990-February 23, 1991); "On the republics of Central Asia", which ended in Khiva with a special scientific seminar in 1991; "Expedition along the routes of nomadic culture" (June-August 1992, Mongolia); "European silk road" (1995, Istanbul-Lyon), etc.

Among the large number of scientific international conferences devoted to the Great Silk Road, we can name "Formation and development of the Great Silk Road routes in Central Asia in the ancient and middle ages" (Samarkand, October 1990); "Epos of States along the silk road" (Turku, Finland, June 3-7, 1993); "Languages and writings along the silk road" (Cyprus, September 30 - October 1, 1994); "Revival of the silk road: cultural tourism and heritage revival in Uzbekistan" (Bukhara, February 21-22, 1996.);

In some countries of the East (India, China, Uzbekistan, Sri Lanka, Japan), special scientific institutes for the study of the Great Silk Road have been established.



Thus, in Uzbekistan, the international Institute of Central Asian studies (Micai) was founded in the city of Samarkand by the decision of the UN and UNESCO. One of the projects of his work involves the study of cities and routes of the Great Silk Road. The response of Uzbek scientists to the UNESCO program was the collection "On the Central Asian routes of the Great Silk Road". "Essays on history and culture", published in 1990.

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The United Nations was the first to propose and promote the revival of the Great Silk Road. In 1988, the UNESCO project "Integral study of the silk road — the path of dialogue" was adopted for ten years. This project was intended for a broad and detailed study of the history of the ancient route, the formation and development of cultural ties between East and West, and the improvement of relations between the peoples of the Eurasian continent. However, in 1993 the UN General Assembly decided to revive the Great Silk Road as an important channel for international cooperation in the fields of

diplomacy, culture, science, trade, and tourism. Transport links and tourism have become the most important components of the Current stage of development of the Great Silk Road.

The Great Silk Road has served for many centuries to bring different peoples closer together, exchange ideas and knowledge, and enrich languages and cultures. Of course, even in those distant times there were political conflicts, wars broke out, but the Great Silk Road was always revived. An ineradicable desire for communication, for reasonable profit, and for higher well-being constantly prevailed over political and religious confrontation.

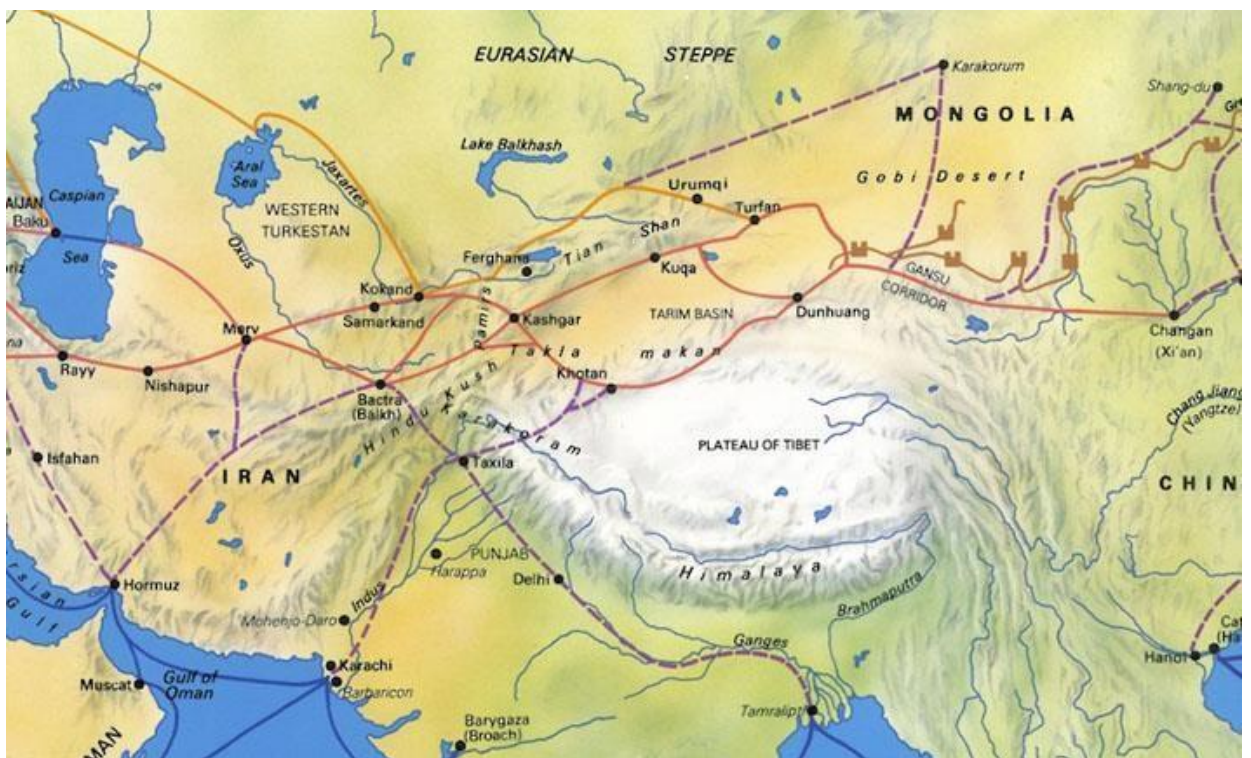
Therefore, when creating a model of future relations between peoples and cooperation, it is necessary to use such a convincing example. The history of the Great Silk Road is a history of broad cultural interaction and interchange between the peoples of the East and the West. It proves that only close cooperation and mutual enrichment of cultures are the basis of peace and progress for all mankind.

## 4 Practical Part

### 4.1 Economic and tourism development trends in Uzbekistan

#### 4.1.1 Modern development of the economy of Uzbekistan

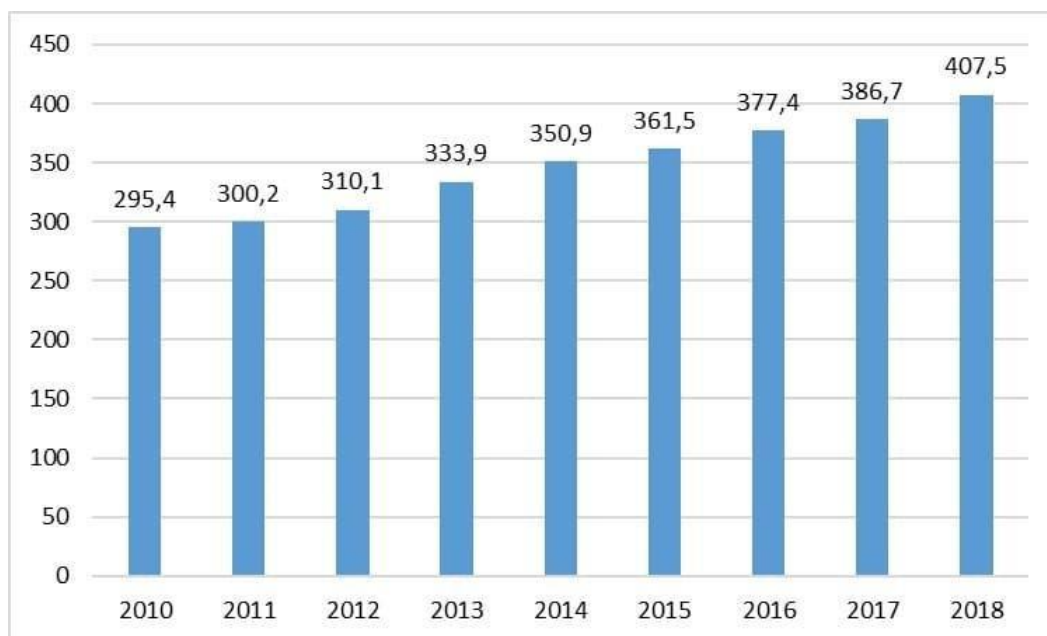
Uzbekistan is a Republic in the heart of Central Asia with desert, steppe and mountain terrain, large oil and gas reserves, and production of high-quality cotton and Karakul. Map of the New Silk Road (Pic. 2)



Picture 2 . Map of the New Silk Road

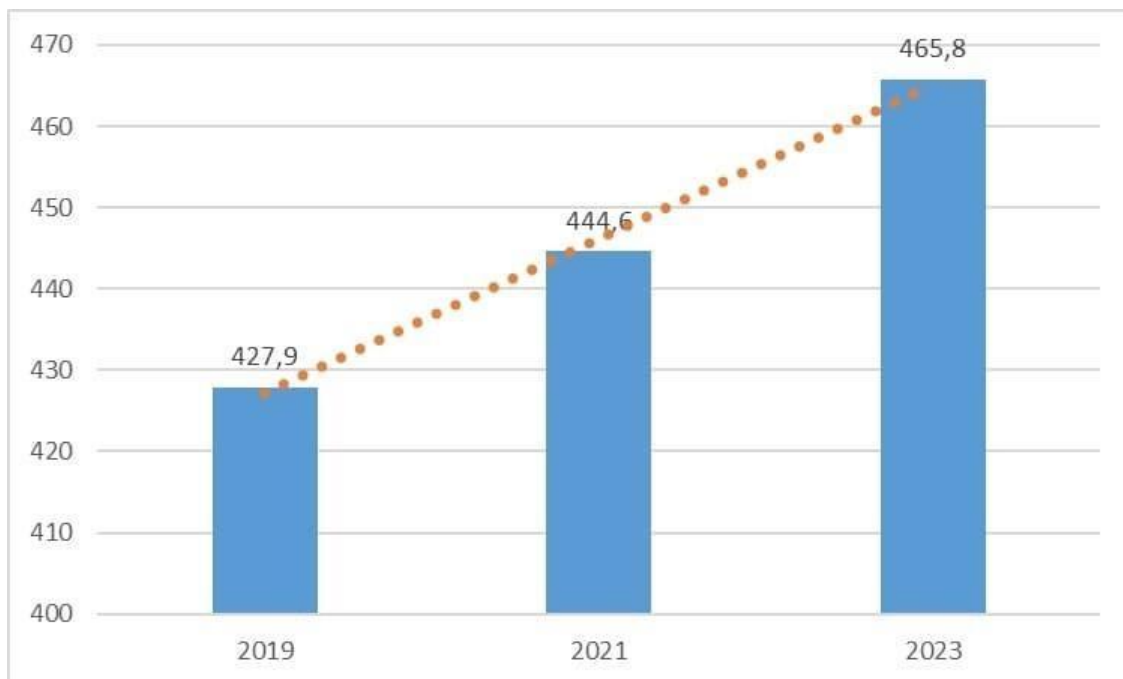
The modern economy of Uzbekistan is characterized by the fact that in 2018, inflation in Uzbekistan amounted to 16.5%. The average salary in 2019 is 1.548 million soums (12,112 rubles). The UN ranked the Republic 44th among 158 countries in terms of well-being. When compiling the list, we took into account the growth rate of GDP, per capita income, peace and tranquility in the country, the level of attention of the authorities to the social sphere, measures to combat corruption, the level of crime, tolerance, and well-being of the population. The country's annual GDP growth is 2.6-5.1%. Its dynamics are

determined by the volume of mining and weather conditions that determine the results of the agricultural sector (Pic. 3.).



Picture 3 . Dynamics of the GDP of the Uzbek Republic in 2010-2018, trillion soums

In 2018, the value of GDP per capita in RUSSIA amounted to 12 million 365.6 thousand soums or \$ 1,483. This figure increased by 3.3% over the year. In 2019-2022, the gross domestic product is projected to grow by 5-6. 3%. The increase in growth rates is due to the activation of foreign trade activities, improvement of the balance of payments and the development of tourism. (Pic. 4)



Picture 4 . Forecast of GDP of the Uzbek Republic dynamics in 2019-2023, trillion soums

In 2018, more than 2.6 million Uzbek citizens or 18% of the working-age population worked outside the Republic: mostly in Russia. Over the year, they sent \$ 4.8 billion in remittances to the country. The income of labor migrants sent to support their families provides 24.9% of Uzbekistan's GDP.

The main sectors of the economy of Uzbekistan are presented in table 1.

Table 1. Main sectors of the economy of Uzbekistan

Industry	share of GDP, %
Mining industry	22
Electric power industry	9
Agriculture	36
Light and food industries	8
Service sector	13
Automotive industry	12

Agriculture continues to occupy first place in the economy of Uzbekistan. But the mining, engineering, and energy industries continue to develop. More than 40% of Uzbek citizens are employed in agricultural production. This industry provides the most significant investment in the country's GDP. Cotton, rice, grapes, figs, and numerous varieties of fruits, nuts, and melons are grown in Uzbekistan. The Republic ranks 6th in the world in terms of cotton production, and second in terms of its exports.

The main branch of animal husbandry is sheep farming. In the Soviet years, it was in the farms of the Uzbek SSR that the famous Karakul breed of sheep was bred.

The development of agriculture on arid soils requires adequate irrigation. This is why Uzbekistan buys water from neighboring Kyrgyzstan, which is rich in water resources.

Extractive industry. Uzbekistan has significant oil and gas reserves: they form 97% of the country's fuel resources. Hydrocarbons are exported to neighboring countries via the "China and Central Asia" gas and oil pipelines. Uzbek deposits also produce coal, uranium, gold, antimony, and tungsten.

The largest enterprises of the mining industry of the Republic of Uzbekistan are presented in table 2. (table. 2) .

Table 2. Largest mining companies in Uzbekistan in 2019

№	Mining industry	Number of fields	of the Enterprise
1	Oil and gas	40	UzTransGaz
2	Coal	25	Uzbekugol
3	Uranium	27	Navoi mining and metallurgical plant, joint venture Uz-China Uran
4	Ferrous metals	10	Uzmetkombinat
5	Copper and silver	11	Almalyk mining and metallurgical plant
6	Tungsten	3	UzKTZhM
7	Gold	41	Navoi mining and metallurgical plant

Uzbekistan ranks 9th in the world in gold production. Its territory contains 4% of the world's uranium reserves. The country's power plants generate more than 12.5 thousand MW of energy. The energy sector is based on thermal power plants, the largest of which are Syrdarya, Angren, Novo Angren, Navoi, and Talimarjan thermal power plants"(20, p. 26).

The presence of mountainous terrain in the country creates opportunities for the construction of hydroelectric power stations. The largest Uzbek hydroelectric plant, Hissar, Farkhad and CharvakChirchik-Bozsuyskiy HPP cascade. Uzbekistan uses 74% of the generated electricity for its own needs. The rest is exported to neighboring countries.

Automotive and electrical industry. Uzbekistan produces cars, trucks, passenger buses, tractors and tractor trailers. 36% of all products are exported. Uzbek designers created special trailers for tractors that allow transporting cotton without packaging over long distances.

There are enterprises in the country that produce household appliances, video and photo equipment, electric tools and cables.

Light and food industries. Small and medium-sized companies make thread and fabric from cotton raw materials. Natural dyes are often used for painting fabrics. Sewing workshops sew clothes, household items, and bed linen from them, more than 50% of which is exported. Dried fruits, jams, wine, and rice are made from agricultural raw materials. Products made from the fur of Karakul sheep are highly valued.

Service sector. Companies providing financial and educational services are represented in the industry. There are 28 banks, 4 stock exchanges, and 27 insurance companies operating in the country. There are 80 universities in the Republic, where the cost of training is low. However, the Internet does not work well in the country, which significantly reduces the demand for training from foreign students.

Tourism. Tourism is becoming a promising industry for Uzbekistan. In 2019, more than 850 tour operators worked in the country. The main tourist destinations are visiting monuments of Muslim architecture (80% of the tourist flow) and the Chimgan ski resort (less than 10%).

In General, the foreign trade turnover of the Republic of Uzbekistan in 2018 amounted to \$ 15.8 billion., of which 72% were in the CIS countries and 12% in China and India. (table. 3.).

Table 3. Export and import of the Republic

Export	Import
Cotton. Gold. Uranium ore. Natural gas. Mineral fertilizer. Metals. Textile and food industry products. Cars. Mineral oils. Chemical raw material.	Machinery. Equipment. Grain crop. Irrigation water. Chemical products. Plastic products. Fertilizers. Paper and cardboard. Metal products.
2018: \$ 14.257 billion	2018: \$ 19.557 billion

The Republic of Uzbekistan trades with countries such as China, Russia, Kazakhstan, Tajikistan, Kyrgyzstan, Turkmenistan, Belarus, Turkey, South Korea, Germany, Japan, Afghanistan, Latvia, the United States, Iran, France, Italy, Lithuania, and India.

Thus, Uzbekistan's external debt amounted to \$ 17.3 billion in 2018. US, which is equal to 35.8% of the country's GDP. In 2020-2025, experts predict its increase, as the country actively attracts loans for economic development from abroad.

So, the strengths of the economy of Uzbekistan: reserves of oil, gas, coal, uranium, ferrous and non-ferrous metals, a hot climate that allows you to shoot up to 3 crops a year, cheap skilled labor.

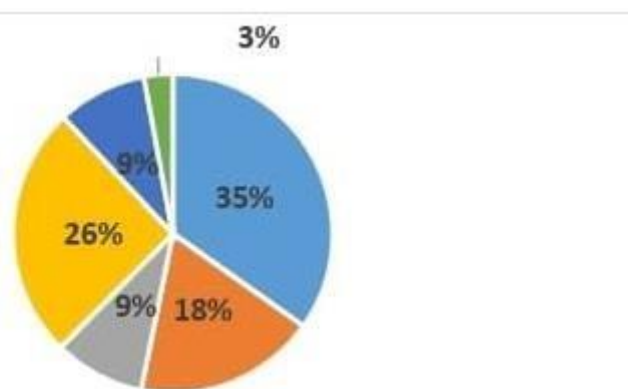
Weak points of the Uzbek economy: outdated technological base of industrial production, lack of water for soil irrigation, import of 75% of grain crops, rigidity of national legislative norms.

#### 4.1.2 Tourism development trends in Uzbekistan

Uzbekistan has a huge tourist and recreational potential, which includes 7.4 thousand cultural heritage sites, 209 of them are included in the list of UNESCO world heritage sites as part of the four cities-museums "Ichan Kala in Khiva", "Historical center of Bukhara", "Historical center of Shahrisabz" and "city of Samarkand".

During the period 2010 — 2017, the export of tourist services doubled and amounted to 546.9 million US dollars in 2017, and in 2018 — 1,041 million US dollars.

The average annual growth rate of foreign visitors before 2016 was 8 percent, in 2017 — 7 percent and exceeded 2.69 million people.



Picture 5. Structure of Uzbekistan's foreign trade in 2018 by country



By the end of 2018, about 5.3 million foreign tourists visited the Republic. The measures taken to support and protect the private sector contributed to an increase in the number of tourist organizations from 398 in 2015 to 950 by the end of 2018, and hotels from 661 to 900 units.

In recent years, major investment projects have been implemented to develop tourist infrastructure, including the opening of branded hotels "Hyatt Regency Tashkent" and "Lotte City Hotel Tashkent Palace" in the city of Tashkent, the creation of cultural and entertainment parks in the cities of Andijan, Urgench, Tashkent, the opening of the Angren-PAP railway line, electrified high — speed train lines to the cities of Bukhara, Karshi, Shakhrisabz and Khiva.

The 2018-2019 indicators are presented in table 4.

Table 4-Tourism development Indicators in the Republic of Uzbekistan in2018-2019

N	Name of indicators	2018 r.	2019 r.
1.	Number of foreign tourists who visited Uzbekistan (thousand people)	5 346	6 041
2.	Export of tourist services (USD million) USA)	1 041	1 180
3.	Number of domestic tourists (thousand trips)	15 493	16 100
4.	Number of hotels and similar accommodation facilities (units))	914	1 100
5.	Number of rooms in accommodation facilities (thousand)	20,2	24
6.	Number of places in accommodation facilities (thousand)	41	49
7.	Number of tour operators (units))	983	1 100

The state policy in the field of tourism is aimed at transforming the tourism industry in the future into one of the locomotives of accelerated integrated development of regions and their infrastructure, solving the most important social and economic problems, increasing jobs, ensuring the diversification and development of regions, increasing incomes, the level and quality of life of the population, improving the image and investment attractiveness of the country" (9, p. 86).

Important factors contributing to a doubling of the number of arriving foreign tourists in 2018, began the simplification of the visa regime, rules of stay in Uzbekistan

and doing business, infrastructure development in tourism and promotion of tourist potential, including:

- additional establishment of a visa-free regime for 9 countries (18 in total), increasing the number of countries for whose citizens the simplified regime for obtaining entry visas is applied, from 12 to 50;

- the beginning of the system of registration and issuance of electronic entry visas and the introduction of the procedure for visa-free entry, temporary stay and exit from Uzbekistan through the checkpoints of citizens of 101 countries in transit through the territory of Uzbekistan.

- simplification of the procedure for temporary registration of foreign citizens on the territory of the Republic, which is fully translated into electronic format through the "E-MEINMON" system»;

- cancellation of certification for the organization of guest houses.

- introduction of a new certification mechanism for tourist-class vehicles imported to the Republic, intended for the transportation of 8 or more people, as a result of which, by the end of 2018, the fleet of tourist-class vehicles was replenished with 128 units (47 buses and 81 minibuses).

According to statistics, 6,748,500 tourists visited Uzbekistan in 2019, while in 2018 this figure was 5,346,200, an increase of 26.2% compared to the same period in 2018. The largest number of tourists came from the region of Central Asia – 5 764 500 people. 495,600 tourists came from the CIS countries. The number of visitors from foreign countries amounted to 488 400 people. Most of the tourists came from Kazakhstan, Tajikistan, Kyrgyzstan, Turkmenistan, the Russian Federation, Turkey, Afghanistan, China, the Republic of Korea and India. By the end of 2019, the volume of exports of travel services amounted to 1 032 313 USD. Us \$ 1,041,089 in 2018, an increase of 26.1% over the same period in 2018. The Total number of accommodation facilities reached 1,188 units, including 833 hotels, 214 hostels, and 141 other types of similar facilities. In addition, the number of placements with a number Fund in 2019 reached 26,147 units. The number of tour operators in 2019 reached 1482 units, compared to 983 units in 2018.

The total number of countries for whose citizens Uzbekistan introduced a visa-free regime in 2019 reached 65, compared to 18 countries in 2018, and from January 1,2020, the number of countries with a visa-free regime in Uzbekistan will reach 86. At the same time, citizens of 77 countries were able to obtain electronic visas, and citizens of 109

countries were issued a residence permit in the Republic of Uzbekistan. Implemented a system for the issuance of double and multiple entry e-visas introduced five new categories of visas for certain groups of foreign citizens ("Vatandosh", "Student visa", "Academic visa, Medical visa, Pilgrim visa"). In order to promote the country's tourism potential among the world community, 160 representatives and 30 media outlets from the United States, Japan, Germany, Italy, China, Indonesia, Russia and other countries visited Uzbekistan.

#### **4.2. Modern transport routes of The Great Silk Road in Eurasia**

The modern independent States of Central Asia have become active participants in various projects for the revival of the Great Silk Road, which stimulate economic and political cooperation between the young States of Central Asia and the developed countries of Europe and the Asia-Pacific region. One of the most priority issues for the Central Asian States is the development of transport corridors to seaports, international markets, and the construction of new alternative oil and gas pipelines.

As you know, the leading countries of the region-Kazakhstan, Turkmenistan, and Uzbekistan-have large reserves of hydrocarbons, and diversification of energy supplies to the world market is very important. In recent decades, the geostrategic importance of Central Asia in international relations has increased dramatically, also due to the actualization of a number of international and regional processes, including security issues and the Greater Middle East. It is also important to conduct international military and humanitarian operations in Afghanistan, which use the military and civilian infrastructure of the Central Asian countries, which has caused the high interest of the world community in maintaining stability in this region. However, the complexity of geopolitical processes in Central Asia is also affected by the current complex of international relations, which is characterized by uncertainty and instability. The past of the bipolar system calls for a review of the activities of all international institutions established in the last century. International relations of the late twentieth and early twenty-first century are also characterized by the acceleration of economic and political regionalization in different parts of the world. It should be noted that the integration of Central Asia into the world economy, finding their own place in the international arena, including in regional and world politics occurs in the context of globalization of the world economy and politics.

Globalization has an increasingly profound impact on the socio-economic, military-political and other spheres of human life, including the nature of international life. By linking all new countries, regions, and entire continents into a single network, the global economy influences the nature, intensity, and duration of bilateral and multilateral relations. However, the global financial crisis of 2008 had a significant negative impact on the world economic system, which indicates the need for some regulation of the market economy. Trends in the broader international and regional cooperation is consistent with the project of reviving the Great Silk Road, providing new opportunities for the development of trade relations between Asia and Europe, uniting the efforts of many countries at different levels of economic development differ in their political structure. At the same time, the development of the Great Silk Road strategy must necessarily take into account the experience of the economic crises of the last decade. Currently, the Great Silk Road has become a global brand, the name of which has been used in many national and international documents and programs. In particular, we can mention the "silk Road strategy Act" of the us Congress, adopted in March 1999, on the development of regional cooperation in Central Asia and the South Caucasus (28, p. 43).

Various economic and energy projects of China for the revival of the "Great Silk Road", the NATO Virtual Silk Highway project aimed at the revival of the "Great Silk Road", the Japanese foreign policy strategy "silk Road" and many others. It should be noted that in the late 90's of the last century, in order to accelerate the development of the communication strategy of the Great Silk Road, the "Concept of forming a regional space of trust "was developed. However, now there is a need for a new concept within the framework of international (UN) and regional (SCO) organizations, which we would call "the Concept of broad partnership on the Great Silk Road". This concept could be a logical extension of the concept of creating a regional space of trust and a wider range of cooperation between countries on the Great Silk Road, including cooperation in the communication, economic, political, educational and cultural fields. As noted above, the development of transport communications is extremely important for the Central Asian States from an economic, geographical and strategic point of view. The geostrategic significance of Central Asia should be particularly noted, due to the presence of significant raw materials and energy resources, the strategic interests of the leading powers, and, of course, the problem of stabilizing Afghanistan. [2] These factors contribute to increasing the attention and activation of large States-Russia, the United States, China, India, as well

as major international and regional organizations. At present, Central Asia has a large transport and transit potential. The length of modern highways exceeds 320 thousand kilometers, Railways-20 thousand, oil and gas highways-40 thousand kilometers. There are more than 100 airports in our region, 20 of them are considered international. However, the region does not have direct access to the world's largest sea and ocean ports. Central Asian countries are involved in a number of transport projects. In particular, the Tejen-Serakhs-Mashhad railway line (Iran, Turkmenistan, Uzbekistan) with a length of 295 km, the construction of which was started in 1993 and completed in 1996. It should be noted that most of the work was carried out by Uzbekistan, which led to docking with the Iranian branch line and access to the sea terminals of the Persian Gulf. Another project is a railway link Tashkent-Almaty-Taldykurgan-Druzhba-Ala-Shankou-Urumqi and then to Chinese ports (Lianyungang — Qingdao-Shanghai). With the completion of the Tejen — Serakhs — Mashhad railway line in May 1996, this line was granted the status of the Eurasian one and is considered as an addition to the TRANS-Siberian one, linking China with Europe through the Central Asian republics and the ECO sub-region. [7] Another project is Andijan-Osh-ARPA-Torugart-Kashgar (Uzbekistan-Kyrgyzstan-China). This transport corridor is a historically developed route along a 315 km long highway, of which only 40 km (a-373 road) passes through the territory of Uzbekistan, the rest of the way is part of the M-41 road belonging to Kyrgyzstan.

In 2003, in Tehran, the presidents of Uzbekistan, Iran and Afghanistan signed the "Agreement on international transport routes for the creation of the TRANS-Afghan corridor". This project makes it possible to go along the Tashkent — Termez — Mazar — Sharif-Herat route to the Iranian ports of Bender Abbas and Chahbahar. If the military and political situation in Afghanistan is stabilized, road transport to Pakistan can be carried out on the following routes: Termez-Kabul-Karachi (2.600 km); Termez — Herat — Kandahar — Karachi (2.380 km); Osh-Kashgar — Rawalpindi — Lahore — Karachi (1.700 km). Central Asian States are consistently integrating into the world economy. The volume of mutual trade with States of other regions is gradually increasing.



Picture . 6 . “Afrosiyob” the superfast silk road in Uzbekistan.

The increase in trade between South and South-East Asia and Europe (an average of 10 per cent per year) is also promising in terms of increasing transit traffic in Central Asia. Cargo is delivered by sea from South-East Asia to Europe in an average of 30-35 days. However, delivery of goods from South-East Asia to Europe by land by rail or road train-from one point to another takes 10-12 days. Another advantage of motor transport is that the transported cargo is delivered "door - to-door". A Number of experts from Europe claim that soon a certain part of cargo transportation in the "East-West" direction will be taken over by railway transport. That is why there is increasing interest in the issue of transit transportation of goods through Central Asia. A lot of work is being done in the countries of the region to modernize the transport system. In particular, Uzbekistan is a party to more than 30 international conventions, agreements and agreements on transport communications and participates in a number of international programs for the integration of transport communications. Over the past seven years, this most important sector of the economy has received foreign investment in the amount of 550 million US dollars. These actions are also significant because they serve the development of both the internal transport system and international transport routes in the region. Currently, 20 international transport routes pass through the territory of Uzbekistan. As President of the Republic of

Uzbekistan I. A. Karimov noted: "without a developed communication system, Uzbekistan has no future."

The national road development concept for 2007-2010 was approved in the Republic. The concept provides for the construction and reconstruction of 679 km of roads, including 489 km of sections that are part of international transport routes and 190 km of roads of national significance. According to experts' calculations, the total investment will amount to at least \$402.6 million. The total length of Uzbekistan's highways is currently 146.4 thousand km. of these, 42.5 thousand km are public highways, including 3.2 thousand km of international highways and 18.8 thousand km of national importance. The concept implementation will allow to increase the length of roads of the highest category on 557 km total length of bridges and overpasses — to 2743 km away. as an example, new transport links can result in such projects as the construction of the railway line Navoi-Uchkuduk-Sulton-Uvaystag-Nukus, linking Northern regions with the Central regions of the country, culminating in the construction of new railway line "Tashguzar — Baysun — Kumkurgan" with a length of 223 kilometers.

Thus, it can be noted that all the Central Asian republics-Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan, as well as China, Iran, Pakistan, the Caucasian republics-Georgia and Azerbaijan are involved in the process of establishing and harmonizing transport arteries and communications that connect Europe and Asia, the West and the East, and provide access to the world ocean for intra-continental States such as Uzbekistan. Despite the results achieved, the countries of Central Asia have not yet fully utilized their existing potential in this area. It is necessary to attract more investment for the reconstruction and modernization of roads and Railways, and to harmonize national legislation in the region in the field of transport and customs. At the same time, it is necessary to pay attention to security issues. Cooperation in this area, along with ensuring the safety of cargo transportation, also provides for the fight against drug trafficking and transnational crime. Given the extremely complex geopolitical and geo-economic situation in Central Asia, countries should advocate diversification of ways and directions for developing the region's richest energy resources. Long-term plans for new transport projects will depend on how well global, regional, interregional and national interests are aligned when implementing projects.

## **5 Results and Discussion**

### **5.1 Main directions of tourism development in Uzbekistan**

#### **5.1.1 Development of tourism infrastructure**

Priority directions in the field of tourism in the short term until 2025 provide for the active implementation of activities in the following main areas:

1) improvement of the legal framework in the field of tourism activities, implementation of international norms and standards aimed at creating favorable conditions for the development of the tourism industry, including:

- improvement of legislation aimed at supporting tourism activities, providing for the strengthening of the legislative framework, combining into a single document the rules for supporting business entities in the field of tourism;

- implementation of measures on a step-by-step basis to further liberalize the visa regime for citizens of economically stable and safe States that provide the main flow of tourists to the Republic;

- implementation of targeted measures to attract the private sector and stimulate entrepreneurial activity, providing the necessary conditions for the stable development of the industry;

- introduction and wide use of public-private partnership mechanisms (22).

The implementation of the above measures will ensure the harmonization of the domestic legal framework with international standards and norms, create favorable conditions for the development of the tourism industry, ensure the effective use of economic resources to increase the role of this industry in the economy, including ensuring the growth of tourism exports from 951 million to 2.2 billion us dollars in 2025.

2) development of tourism infrastructure and related infrastructure in all regions of the Republic, taking into account the needs and requests of tourists, in particular:

- development of a set of measures for the development of the tourism industry, including not only the construction of new and reconstruction of existing accommodation facilities, but also the development of related infrastructure (catering facilities, transport and logistics structures, entertainment, cultural and sports institutions, tourist display facilities, and others), taking into account demand;

- simplification of the mechanism for implementing projects for the construction of hotels and other tourist infrastructure, creating additional conditions for entrepreneurs to



improve the quality of their services, as well as stimulating the attraction of world-famous hotel brands to Uzbekistan;

- gradual development of accommodation facilities, encouraging the construction of large, medium and small hotels and hostels, as well as focusing on the reconstruction and modernization of existing hotels;

- creation of street infrastructure (access roads, sidewalks, small architectural forms, sanitary and hygienic units, elements of improvement for people with disabilities, etc.), including in tourist and recreational centers, taking into account modern international standards;

- implementation and development of a unified unified tourist navigation system, installation of unified tourist navigation signs on streets, in localities, inside buildings and structures that are objects of tourist display, on vehicles, transport hubs, and highways.

Implementation of these measures will allow:

- to develop the tourist infrastructure in accordance with international standards by increasing the number of tour operators from 860 to 1,676 units and other tourism entities, and the number of accommodation facilities from 850 to 3,000;

- to ensure the diversity, quality and increase in the volume of exports of tourist services, attracting large representatives (brands) of the world market and increasing the inflow of foreign investment.

### **5.1.2 Development of transport logistics, expansion of external and internal routes**

Development of transport logistics, expansion of external and internal routes, improvement of quality of transport services, including:

- formation of the program of development of passenger transport, including the approved international agreements providing for the establishment of regular transport communications, organization of convenient connections between different modes of transport, reconstruction of existing and construction of new roads of national and regional significance, connecting tourist centers, improvement of road infrastructure (objects of camping, service, catering, medical and sanitary items);

- development and implementation of measures to optimize transport tariffs;

- attraction of large international air carriers, organization of low-cost air transportation;

- development of air links between the regions of the Republic;
- improvement of existing and construction of new railway tracks, expansion of the use of high-speed electric trains;
- periodic updating of the rolling stock of vehicles in order to provide high-quality transport services.

Implementation of the above measures will allow:

- expand the international geography of flights and direct flights, including to historical cities of the country, improve the quality and reduce the cost of air travel;
- provide convenient and accessible transport logistics, including air, rail and road transport, create comfortable conditions for traveling between the regions of the Republic and foreign countries;
- to turn the country into a major regional transport "hub" in the field of passenger transport;

Taking comprehensive measures aimed at reducing the impact of the seasonal factor by diversifying the tourist product and services aimed at different segments of the tourist market in order to ensure:

- systematization of tourist routes and their certification, formation of a unified information base of the route network and tourist display objects of the Republic of Uzbekistan;
- development of new tourist programs taking into account promising types of tourism (pilgrimage, educational, environmental, ethnographic, gastronomic, sports, medical and health, rural, industrial, business, and others) to create a diverse, attractive and competitive tourist product of the Republic of Uzbekistan at different times of the year, including by creating thematic tourist zones and clusters in the regions of the country;
- development and implementation of program measures for the production of modern competitive handicraft and souvenir products, the development of "MICE-tourism" (22).

Implementation of the above measures will allow:

- increase the attractiveness of the proposed tours by saturating them with event events and combining different types of tourism, increasing the average duration of tours in the country by at least two days, bringing it up to 8 days, and in cities-by 3 days from the current 1.5-2.0;

- ensure sustainable development of tourism and achieve repeat visits of visitors to the country;

Development of domestic tourism, which provides stimulation of the activity of tourism entities focused on meeting the needs for tourist services within the Republic, in particular:

- improving the mechanism of implementation of the Programme "Uzbekistan bulabSayohatkeel!" in order to involve the General population in the sphere of consumption of tourist and excursion services, to revive the mass character of domestic tourist traffic, to use the economies of scale in the production of tourist services and to mitigate seasonal inequality;

- development and implementation of social, cultural, educational, environmental, ethno-cultural and rural tourism programs;

- introduction of tourist and excursion events in educational programs of General and professional education.

Implementation of the above measures will allow:

- effectively use internal resources to create a high-quality tourist product, reduce dependence on seasonal factors and increase hotel occupancy, especially in non-seasonal months of the year;

- expand the flow of domestic tourists between the regions with an increase in their number from 14 million to 25 million per year;

Promotion of the tourist product of the Republic of Uzbekistan in the domestic and foreign tourist markets, strengthening the country's image as a safe place for travel and recreation by:

- creation of a single national tourist brand of the Republic of Uzbekistan, based on its tourist brands of regions based on the specifics of each region;

- development of an effective strategy for promoting the national tourism product, mainly focused on the key tourist destination markets and having a stable character;

- support and consolidation of specialized exhibition activities in order to create one of the largest regional tourist exhibitions in the domestic tourist market;

- conducting an image advertising and information campaign in the country and abroad;

- stimulating the participation of tourist organizations in the promotion of their tourist products at international events of a tourist nature;

- increasing the number of information kiosks in the Republic that provide free information, including booking, purchasing Souvenirs, books and tourist maps;

- creation of specialized divisions of internal Affairs bodies to ensure safe tourism in the territories with the greatest tourist potential, equipping them with modern technical and transport means.

The target indicators for the implementation of the concept of tourism development in the Republic of Uzbekistan until 2025 are presented in table 5.

Table 5 Target indicators for the implementation Of the concept of tourism development in the Republic of Uzbekistan until 2025

N	Name of indicators	2020 г.	2021 г.	2022 г.	2023 г.	2024 г.	2025 г.
1.	Number of foreign tourists who visited Uzbekistan (thousand people)	7 010	8 410	10 010	10 600	11 250	11 810
2.	Export of tourist services (USD million) USA)	1 360	1 620	1 900	2 000	2 080	2 170
3.	Number of domestic tourists (thousand trips)	17 230	18 806	20 317	21 867	23 404	25 010
4.	Number of hotels and similar accommodation facilities (units))	1 620	2 200	2 600	2 800	2 900	3 050
5.	Number of rooms in accommodation facilities (thousand)	35	47	55	59	62	64
6.	Number of places in accommodation facilities (thousand)	72	95	110	122	124	128
7.	Number of tour operators (units))	1 190	1 250	1 320	1 390	1 420	1 450

The implementation of the above measures will help to create the image of a country with a developed tourist industry and rich tourist potential, as well as a safe place for travel and recreation, ensure the development of new potential markets, increase the number of foreign visitors from 5.3 million to 9.1 million people per year, as well as foreign partners to attract tourists to Uzbekistan;

## 5.2 Significance of the Great Silk Road for the development of Uzbekistan

In the context of the process of integration of the Central Asian States and the expansion of participation in international programs, it is necessary to consider not only

as a historical inevitability, but also as a powerful factor of stability, stability of individual regions and the entire planet.

One of the essential conditions for the development of society is the active exchange of information between peoples and civilizations. Cultural achievements were spread 'through contacts between peoples - through trade, conquest, and migration.

Entire cultural strata were transplanted to fertile soil, and here a new cycle of development began in the conditions of a new historical reality: change, adaptation, acquisition of local features, addition of new content, development of new forms.

The most important place in the implementation of the program is assigned to the republics of Central Asia, in the cultural monuments of which both local and foreign traditions are intertwined.

A dozen and a half scientific seminars were held at the key points of the Great Silk Road. The response of Uzbek scientists to the UNESCO program was the collection " On the Central Asian routes of the Great Silk Road. Essays on history and culture", published in 1990. The final conference of the Great Silk Road program was held in Paris in 1997. There was also a unique exhibition that showed the cultural achievements of Asian peoples of different centuries. Two years earlier, in "1995, the Linden—Museum in Stuttgart, then in Berlin and Rotterdam, organized the exhibition "Heirs of the silk road-Uzbekistan", which contributed to a closer acquaintance with the history and traditions of Uzbekistan.

In November 1998, the final session of the 155th session of the UNESCO Executive Board was held in Tashkent.

The result of the UNESCO silk road-path of dialogue program was the creation Of the international Institute of Central Asian studies in Samarkand, which is intended to contribute to the study of the history of Central Asian civilization."

The Great Silk Road undoubtedly had an important economic and political significance in the life of the peoples of Asia and Europe. It served as a kind of bridge between the East and the West, thanks to which the interaction and cooperation of peoples took place both in the commercial and cultural fields. It also shows that the most beautiful way of contacts and communication of peoples is the way of trade, culture and science. And that is why in our time, on the threshold of the XXI century, the process of restoring the traditions of the Great Silk Road has become relevant.

It should be emphasized that at the present stage, Uzbekistan is taking practical steps to implement this process. Uzbekistan is taking part in the implementation of the UN program "Expanding trade through cooperation in transit transport", which develops joint steps of the Central Asian countries in the field of creating transit transport corridors that will provide them with access to sea ports and will contribute to the revival of the Great Silk Road.

Interest and attention to the restoration of the Great Silk Road began to increase even more after Uzbekistan gained independence. For Uzbekistan in the past was considered and still remains the heart of this ancient caravan route. This is why our state is the main initiator of international events to restore the ancient way.

Economic reforms and the process of international integration are being accelerated in Uzbekistan under the leadership of the President. And such an urgent task is difficult to implement without developing local and international routes of communication. Because the process of accelerated integration of our state into the world economy is directly related to the effective operation of the road system.

Today, there are 138 thousand kilometers of paved roads in Uzbekistan that connect all the settlements and economic facilities of our Republic. In this regard, Uzbekistan is the leading country in the CIS.

The restoration of the Great Silk Road has become one of the most urgent tasks of our time. Uzbekistan is actively involved in strengthening this major international project. On the first day of the conference, a report of the participating countries on the overall development of the road transport network was heard, as well as an assessment of the existing infrastructure. Information shows that the restoration of the Great Silk Road is equally important for all States, and they intend to actively cooperate. In short, there is growing confidence that the revival of the Great Silk Road is not only an idea, but an international program that will soon be implemented.

The roads used by caravans a thousand years ago attract the attention of mankind anew on the threshold of the XXI century. The world community again feels the need for these ancient roads. The need, in turn, gives an impetus to development. The revival of the Great Silk Road will certainly make it possible to raise the development of the region's economies to a new level, increase the well-being of peoples, and use the fruits of progress.

To expand cooperation between Uzbekistan and other Central Asian countries on the revival of the transport and communication route Of the Great Silk Road, we can recommend the following:

1) conducting joint research by Central Asian and foreign scientists to study the history of the Great Silk Road and the current dynamics of its development;

2) conduct of research on international experience in integration processes;

3) the development of communications in Central Asia is also connected with the development of international tourism in the region, which is of great importance, but the potential is not used enough, and it is advisable to develop comprehensive programs for its development.

4) the transit potential of Afghanistan is important for the broader development of transport links in Central and South Asia, which is connected with the continuation of the political dialogue in different formats, within the framework of the "6+3". It is necessary to expand the international use of the communication infrastructure of the Central Asian countries and assistance to Uzbekistan.

5) it would be effective for international organizations of the EU, NATO, and OSCE to implement joint projects with the countries of the region, regional organizations- the CIS, SCO, and ECO on the problems and stable development of Uzbekistan.

Thus, I would like to note that Central Asia was actively involved in international trade, diplomatic, economic and cultural relations during the existence of the ancient Great Silk Road. However, after significant losses in trade, the region fell into a period of stagnation. Now is the time to restore active regional and international cooperation in the wide Eurasian space, however, taking into account the experience of world economic problems.

## 6. Conclusion

In conclusion, it should be noted that the Great Silk Road for many centuries served to bring together different peoples, exchange ideas and knowledge, and mutual enrichment of languages and cultures. Of course, even in those distant times there were political conflicts, wars broke out, but the silk road was always revived. An ineradicable desire for communication, for reasonable profit, and for higher well-being constantly prevailed over political and religious confrontation. Therefore, when creating a model of future relations between peoples and cooperation, it is necessary to use such a convincing example. The history of the Great Silk Road is a history of broad cultural interaction and interchange between the peoples of the East and the West. It proves that only close cooperation and mutual enrichment of cultures are the basis of peace and progress for all mankind.

A special long-term program, which includes proposals for the restoration of historical heritage, was created jointly with UNESCO. In 1994, the Samarkand Declaration on the "revival of the Great Silk Road" was adopted.

The main tourist route intersects with 32 large and small cities in Central Asia. The pearls of the Great Silk Road are Tashkent, Samarkand, Bukhara, Khiva and the cities of the Ferghana valley. An exciting journey into the past awaits you.

The Great Silk Road, which once connected Europe with Asia, contributed to the development and prosperity of the Central Asian region, and in particular, Samarkand, Bukhara, Khiva and Shash (modern Tashkent), which have preserved to this day the unique flavor of Eastern cities with their squares, caravanserais and medieval monuments of Islamic architecture. The Latter have created a worldwide reputation for these cities of Uzbekistan, which is gradually becoming one of the world's tourist centers in Asia.

Thus, such famous Uzbek cities as Samarkand, Bukhara, Khiva, Tashkent, Termez, Urgench, and Fergana served as land beacons on the Great Silk Road.

Flourishing oasis cities that grew along the silk road became international transit points for goods, and were vital centers of trade, crafts, and the spread of various cultures.

The history of the legendary silk road is full of mysteries and mysteries. Ancient civilizations arose and disappeared here, new ethnic groups were born, and entire Nations perished as a result of the invaders' invasions, unknown masters created priceless cultural monuments, Buddhist preachers maintained an atmosphere of high spirituality and



religious correctness in an incomprehensible way, and famous travelers made amazing discoveries.

The Great Silk Road has served for many centuries to bring different peoples closer together, exchange ideas and knowledge, and enrich languages and cultures. Of course, even in those distant times there were political conflicts, wars broke out, but the Great Silk Road was always revived. An ineradicable desire for communication, for reasonable profit, and for higher well-being constantly prevailed over political and religious confrontation.

Transport costs are one of the crucial factors that shape the world trade patterns. In order to promote transport facilitation and to create an environment for a more efficient flow of goods Chinese government launched the New Silk Road initiative in 2013.

Over the past five years (but particularly in 2014-2017), the Chinese initiative was one of the main issues for Russian international relations experts and nearly the central one for sinologists. Their discussions produced a plethora of academic, expert and op-ed articles designed to explain to society and the political elite what the “Belt and Road” initiative was about and what we should do with it. Albeit differing methodologically, stylistically and ideologically, the articles on the whole testify to the existence of certain political discourse specific to Russia.

One major issue that has an impact on transport, and consequently on the future development of the initiative, is the growing trade flow between China and the European Union. An interesting fact, clearly indicated, about China is that the nation will become the world’s largest middle-class market in the next decades.

The recent Chinese demographic transformation –the rise of middle-class consumers- is expected to have critical dynamics for the relations between China and the European Union. With growing purchasing power and more European brand preferences, China’s middle-income consumers are an obvious future target market for EU brands.

China's state-owned Belt and Road initiative, which combines land transport corridors and sea routes in Asia, Africa and Europe, includes the construction of new facilities in 71 countries and is estimated at more than \$1 trillion. This large-scale project is often referred to as the BRI — » Belt and Road Initiative «(Belt and road), while the "belt" refers to land transport corridors, and the» path « symbolizes international Maritime cargo routes.

Central Asia is an often-overlooked region, but one that is gradually becoming more important for the European Union. Although the Central Asian countries are less of a

priority than those of the Eastern Neighborhood, the EU has steadily intensified diplomatic relations with the region, at the same time as ramping up development aid. European trade and investment, above all in Kazakhstan, have made the EU the main economic player in Central Asia, ahead of Russia and China. However, former overlord Russia does not seem to resent European influence in Central Asia as much as in eastern Europe, and the region has avoided becoming a zone of geopolitical confrontation.

However, there have also been several major developments since the strategy was adopted: China's Belt and Road Initiative is reviving overland trade routes connecting Europe and Asia via the region; in Uzbekistan, a more conciliatory foreign policy under the country's new president has eased regional tensions and opened the door to cooperation between formerly hostile neighbors. At the same time, Central Asian countries are becoming more interested in engaging with Afghanistan. A new strategy, expected for mid-2019, will therefore need to spell out how the EU responds to these new dynamics.

Therefore, when creating a model of future relations between peoples and cooperation, it is necessary to use such a convincing example. The history of the Great Silk Road is a history of broad cultural interaction and interchange between the peoples of the East and the West. It proves that only close cooperation and mutual enrichment of cultures are the basis of peace and progress for all mankind.

Thus, for the further development of the economy and tourism of Uzbekistan, it is necessary to look for new ways of cooperation, or restore forgotten ones, covered by the Sands of time. A comprehensive, comprehensive study and restoration of the great silk road as a „path of dialogue“ fully corresponds to this need.

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