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# TOURISM POTENTIAL OF THE REPUBLIC OF KARAKALPAKSTAN

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***Abstract.*** *According to statistical data, as well as the results of a sociological study (in the period December - March 2024), to determine the positive and negative reasons influencing the development of domestic tourism, it was revealed that the Republic of Karakalpakstan is the least popular among tourists (excursionists). This article provides detailed analysis of current issues of tourism development in Karakalpakstan, current circumstances and future plans. Also, the article highlights the state of tourism infrastructure in the districts of the Republic of Karakalpakstan by grouping and comparing statistical data.*

***Keywords:*** *Republic of Karakalpakstan, main attractions, infrastructure, tourism, flow of tourists.*

# QORAQALPOG‘ISTON RESPUBLIKASINING TURIZM SALOHIYATI

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***Annotatsiya.*** *Statistik ma’lumotlarga ko‘ra, shuningdek, ichki turizm rivojlanishiga ta’sir etuvchi ijobiy va salbiy sabablarni aniqlash maqsadida (2024 yil dekabr-mart oylarida) sotsiologik tadqiqot natijalariga ko‘ra, Qoraqalpog‘iston Respublikasi sayyohlar (ekskursionistlar) o‘rtasida eng kam ommalashgani aniqlandi. Ushbu maqolada Qoraqalpog‘istonda turizmni rivojlantirishning dolzarb masalalari, mavjud sharoit va istiqboldagi rejalar batafsil tahlil qilingan. Shuningdek, maqolada statistik ma’lumotlarni guruhlash va taqqoslash yo‘li bilan Qoraqalpog‘iston Respublikasi tumanlaridagi turizm infratuzilmasi holati yoritilgan.*

***Kalit so‘zlar:*** *Qoraqalpog'iston Respublikasi, asosiy diqqatga sazovor joylar, infratuzilma, turizm, turistlar oqimi.*

# ТУРИСТИЧЕСКИЙ ПОТЕНЦИАЛ РЕСПУБЛИКИ КАРАКАЛПАКСТАН

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***Аннотация.*** *Согласно статистическим данным, а также результатам социологического исследования (в период декабрь - март 2024 года) по определению положительных и отрицательных причин, влияющих на развитие внутреннего туризма, выявлено, что Республика Каракалпакстан является наименее популярной среди туристов (экскурсантов). В данной статье дается подробный анализ актуальных вопросов развития туризма в Каракалпакстане, текущих обстоятельств и планов на будущее. Также в статье освещается состояние туристической инфраструктуры в районах Республики Каракалпакстан путем группировки и сопоставления статистических данных.*

***Ключевые слова:*** *Республика Каракалпакстан, основные достопримечательности, инфраструктура, туризм, поток туристов.*

## Introduction.

The culture and history of the Karakalpak people is unusually rich, because people lived in this territory back in the Neolithic era.

The center of the region is the city of Nukus, which has an international airport. From there you can get to the major cities of Karakalpakstan - Muynak, Kungrad, Beruni, Turtkul and other places.

The republic has a number of world-famous sites of great interest and admiration - the famous Aral Sea, once the fourth largest lake in the world, the Museum of the History of the Aral Sea, the ship cemetery in Muynak, as well as Jampik - the most beautiful fortress of ancient Khorezm.By visiting Karakalpakstan, you will be able to see the legendary Savitsky Museum, nicknamed abroad "the Louvre in the desert", where 50 thousand works of avant-garde fine art are collected, get acquainted with ancient fortresses that were once part of powerful empires, enjoy the unique nature and fauna of the Amu Darya delta and the Ustyurt plateau, live a real life of nomads in Karakalpak yurts on the shore of the Aral Sea, be imbued with the rich culture of the Karakalpak people, having visited local celebrations in honor of a wedding or the birth of a child, capture on camera a flock of pink flamingos that fly every spring to Lake Sudochie and much more.

The transport system of the Republic of Karakalpakstan (RK) is represented by all types of transport: automobile, railway, air, inland water, pipeline, network of automobile and railway roads. In Nukus, there is an international airport that meets modern requirements. The length of automobile roads and highways in the RK is 11,061 thousand km, including highways of international, republican, regional significance. A national highway built according to international standards passes through the territory of the republic, with access to neighboring countries (Russia and Kazakhstan). It should be noted that the level of development of automobile roads in the RK is more than 4 times lower than the national average. In some areas (with the exception of Shumanay, Chimbay, Nukus), automobile roads are underdeveloped due to the remoteness and inaccessibility of rural areas. The role of automobile transportation will increase over time, since they are faster and more reliable, and are also associated with a lower level of risk of loss or damage to certain types of cargo. Thus, for a number of perishable products and urgent goods, road transport is the only real method of transportation. Due to this, road transport is the preferred means of transporting agricultural products, textiles and other non-raw materials exported from the Republic of Karakalpakstan.

Satisfaction of the population with the transport infrastructure is an important indicator showing the quality of life of the population and influencing the investment climate.

In large cities of the Republic of Uzbekistan, the transport infrastructure is being improved, in particular, urban passenger transport is being launched, as well as freight transportation. The goal of the development strategy for 2022-2026. "New Uzbekistan" "Development of a unified transport system together with all types of transport, creation of conditions for the possibility of daily trips along planned transport routes between large cities", in particular: - improvement of the public transport system and development of its infrastructure in the city of Tashkent and the regions - increase the attractiveness of intercity and suburban railway routes - develop the market and infrastructure of transport and logistics services, increase the level of electrification of the railway infrastructure to 60% and accelerate it; development of the road network - expansion of "green corridors" and transit opportunities in the transport system for foreign trade.

Over the past period, a lot of work has been done to form a modern road and transport infrastructure, open new routes to world markets, create modern transport communications linking our country with other regions of the world. Much attention was paid to the construction of railways and the creation of a unified railway network of Uzbekistan. The first step was the construction of the 700 km long Navoi-Uchkuduk-Sultonuvaistog-Nukus railway line, as well as the only modern combined railway and road bridge in Central Asia, 681 m long,

across the Amu Darya. Then the 223 km long Tashguzar-Baysun-Kumkurgan railway line was built, which reduced the distance of freight and passenger transportation to 170 km and freed us from the need to pay for transit, on the contrary, to earn money on it. An important resource in the development of international communications is motorways. Last year alone, almost 256 kilometers of roads were reconstructed, 94.4 kilometers of international and national roads were overhauled. Currently, the total length of the road network in the republic exceeds 183 thousand kilometers. Of these, more than 42.6 thousand kilometers are international, national and local roads. This also includes the Uzbek National Highway, which is about three thousand kilometers long.

The city of Nukus currently has almost all types of modern transport: air, rail, and automobile. Water transport, due to the low water level of the Amu Darya River, is practically non-existent. As a result, the traffic intensity, exceeding the overall capacity during busy times of the day, leads to oversaturation within the next hour.

## Literature review.

The tourism potential of Karakalpakstan serves not only to improve the local economy, but also develop intercultural relations .In order to analyze the contribution of the tourism sector to the economic and cultural development, the scientific research conducted in different regions of Karakalpakstan and Uzbekistan is important .In this regard, several scientists have conducted research on the issues of tourism development.

Matzhanov A. Zh (2021) conducted the scientific research on the influence of roads in the development of tourism in Karakalpakstan.His research sheds light on the current issues related to the roads and how to address these problems.

Author: Ibragimova N.B., Khojanazarov N.R. (2022) studied cultural and social aspects of tourism and analyzed the problems and opportunities in this field .In their works , issues such as connection between tourism and culture , the impact of tourism on society are widely covered.

In addition , Adilova Z. (2021) conducted scientific research on the development of tourism in the country, studying the economic , cultural and social aspects of tourism .

## Research methodology.

This article analyzed the available scientific literature and statistical data on the development of tourism in Karakalpakstan. Through this method, specific information on the tourism potential,opportunities and current issues of the region was collected.Statistical data were analyzed and used to develop tourism development strategies in Karakalpakstan.The official website of the Statistical Agency under the President of the Republic of Uzbekistan was used to collect statistical data.

## Analysis and discussion of results.

The tourism market of the Republic of Karakalpakstan is promising , because the region embodies its rich historical heritage , natural beauty , ethnography, unique ecological landscapes .Karakalpakstan should attract tourists and contribute to the socio-economic development of the region by attracting active investments in the development of existing tourist resources and ensuring sustainable development.

The number of hotels in Karakalpakstan decreased and foreign tourists visiting the Republic of Karakalpakstan are brought by tourist companies and organization located in other regions of our country. In addressing such issues it is important to master marketing research and new types of services in the regional tourism market.

**Table 1**

**Statistics of hotels in Uzbekistan**

| Region | Number of hotels 2021 | Number of hotels 2022 | Change from 2021 |
|---|---|---|---|
| Tashkent city | 273 | 307 | 12% |
| Khorezm | 79 | 75 | -5% |
| Fergana | 49 | 49 | 0% |
| Tashkent region | 76 | 97 | 28 |
| Syrdarya | 20 | 14 | -30% |
| Surkhandarya | 64 | 50 | -22% |
| Samarkand | 186 | 116 | -38% |
| Namangan | 26 | 29 | 12% |
| Navoi | 44 | 37 | -16% |
| Kashkadarya | 43 | 46 | 7% |
| Jizzakh | 33 | 33 | 0% |
| Bukhara | 204 | 180 | -12% |
| Andijan | 26 | 22 | -15% |
| Republic of Karakalpakstan | 44 | 30 | -32% |

***Source:*** *the Statistical Agency*[21]

According to official data, the total number of hotels in Uzbekistan decreased by 7% from 2021 to 2022, from 1,167 to 1,085. The only cities where growth in the hotel sector was observed were Tashkent city, Tashkent region, Namangan and Kashkadarya region. Popular tourist destinations Bukhara, Samarkand and the Republic of Karakalpakstan saw significant declines.

**Table 2**

**Number of visitors served by districts of the Republic of Karakalpakstan**

| Districts | Number of companies and organizations engaged in tourism activities, units. | Visitors Served, Person | Among them | | Person - day (for overnight visitors |
|---|---|---|---|---|---|
| | | | Day visitors (excursionists | overnight visitors (пляжники | |
| Republic of Karakalpakstan | 13 | 9704 | 5247 | 4457 | 10616 |
| Nukus city | 3 | 3094 | 1324 | 1752 | 4068 |
| Amu Darya | - | - | - | - | - |
| Beruni | 2 | 720 | 700 | 20 | 48 |
| Bozatov | - | - | - | - | - |
| Karauzak | - | - | - | - | - |
| Kegeyli | - | - | - | - | - |
| Kungirat | 1 | 900 | 510 | 390 | 1170 |
| Konlikol | - | - | - | - | - |
| Moynak | 3 | 2580 | 940 | 1640 | 3270 |
| Nukus | - | - | - | - | - |
| Takhiatash | - | - | - | - | - |
| Takhtakpir | - | - | - | - | - |
| Tortkol | 2 | 12335 | 1060 | 175 | 620 |
| Khujayli | 1 | 250 | 200 | 50 | 150 |
| Chimboy | - | - | - | - | - |
| Shumanay | - | - | - | - | - |
| Ellikkala | 1 | 925 | 495 | 430 | 1290 |

***Source:*** *an article on the Prospects of tourism development in the republic of Karakalpakstan* (Adilova, 2021)

[21] https://www.stat.uz/uz/

Only citizens who were provided with visas, passports, hotel reservations and similar services were taken into account in the calculation.

According to the analysis of data on visitors served by districts of the Republic of Karakalpakstan (Table 2), the main flow of tourists to Nukus is 3,094 people, which is 31.8% of the total number of visitors served. The districts of Moinak, Beruniy, Kungirot, Tortkol, Khodjailiysky, Ellikkalinsky, which have a relatively developed infrastructure for providing services to visitors of the republic, improve their indicators from year to year. The remaining districts did not provide any services to visitors. One of the main reasons for this is the fact that not a single travel company or organization is registered in these districts.

## Conclusions and suggestions.

In conclusion, we note that this trend should be considered as one of the most important aspects of tourism products and services not only for the regional tourism market, but also because it has a global trend. The reason is that underestimation of such factors can have negative consequences in the tourism market of the region. In order to reduce inter-seasonal imbalances in the regional tourism market and attract tourists to the region, it is necessary to implement: - introduction of preferential prices for hotel and transport services; - implementation of excursions, visits to museums free of charge for tourists visiting historical and cultural sites (in the off-season, methods of covering these costs at the expense of hotel and transport services are introduced); - transfer of services provided to tourists to a new form, introduction of innovations depending on the form of service. It is also necessary to allocate land to entrepreneurs for the construction of hotels and an increase in the number of hotels. Because since the beginning of the year, 1.3 million tourists have come to Karakalpakstan, but there are few hotel rooms. For the accelerated development of the economy and tourism of Karakalpakstan, the issues of creating a road infrastructure and opportunities for stable use of the Internet are also of great importance. Therefore, the priority is the construction and reconstruction of 444.7 km of international and republican highways, as well as 408.1 km of local and domestic highways.

Studying the world experience in solving the above problems, familiarization with comprehensive measures aimed at solving the problems of the transport infrastructure of various megacities of the world are of great importance for the development of the industry; Republican roads passing through the territory of the city of Nukus should be transformed into main streets and in the future, according to the norms and recommendations of building codes and regulations, use roads of this level in cities, provided that residential buildings should not be located closer than 50 m to them; Further development of the network of suburban highways with the reconstruction of their dimensions and roadway in accordance with the prospective traffic intensity and the required technical indicators; Further increase in the transport mobility of the rural and urban population in external directions; The number of passengers transported in suburban and local traffic for the billing period, as well as technical and operational indicators of the suburban area of the city of Nukus with the adjustment of the population of the city and district in accordance with the planning project; Development of scientifically based schemes for the long-term planning of the street and road network of the city of Nukus, in accordance with which the optimal planning of urban passenger transportation will be carried out, the organization of transport hubs taking into account the best practices in improving the city's connections with external transit roads, etc.

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