

THE GREAT SILK ROAD AS A FACTOR IN TOURISM DEVELOPMENT

Gulyamov Alisher Azizovich

Asia International University“Lecturer of the Department
of Foreign Languages and Social Sciences”
aligulyamov1997@gmail.com

Annotation: This article analyzes the fact that tourism has become one of the most rapidly developing sectors in the modern era and is making a significant contribution to the positive growth of national economies. It also examines the creation of favorable conditions for tourism development in our country and the impact of studying the ancient Great Silk Road on the development of tourism.

Keywords: tourism, business, caravan routes, currency, rare products.

Uzbekistan has entered the new twenty-first century with confident strides. The twenty-first century is predicted to be the century of tourism and travel. In this century, tourism is expected to occupy a significant place in the republican budget due to its substantial contribution. There are sufficient opportunities and prerequisites for this in our country. It is only necessary to implement a modern national tourism development strategy and create conditions to elevate the tourism sector to higher levels.

Tourism is not a new sector in Uzbekistan; it has existed since ancient times. However, the task facing us today is to develop national tourism on the basis of a new strategy and to determine its future prospects. In some countries, the tourism sector is developing very steadily, with annual growth rates reaching 8–10 percent. This clearly demonstrates the decisive role of tourism, or national tourism, within the economic systems of countries.

The President of the Republic of Uzbekistan, Sh. M. Mirziyoyev, has emphasized that the development of tourism and the effective use of its potential is one of the most urgent tasks, stating that “tourism has been elevated to the level of state policy.” In developed countries, foreign currency revenues from tourism account for 10–35 percent of total export volumes. The tourism sector is characterized by rapid development, and in a number of countries it is distinguished by high annual growth rates of up to 24 percent.

Since the creation of the world, various forms of interaction and communication have been an essential factor in the development of humanity. Ancient transcontinental relations were particularly developed during the Bronze Age. This was because rare metals such as copper, tin, lead, and zinc, which were necessary for producing bronze alloys, were not usually found in a single region. Therefore, people living during the Bronze Age developed communication routes in order to obtain these metals.

For example, the main copper deposits in the Mediterranean region were located on the island of Cyprus, from where copper was mainly transported. The name of the island itself comes from the Greek word “Cupros,” meaning “copper.” Similarly, in ancient times, tin and lead were transported from Afghanistan northward through Central Asia, while copper was carried from the foothills of the Ural Mountains to southern regions. Archaeologist Y. F. Buryakov, having studied ancient metallurgical centers dating back to that period in the Nurafshon district of the Samarkand region, came to this conclusion.¹

From those very periods onward, the Central Asian region began to gain particular importance. In this regard, our homeland Uzbekistan, located in the very center of the Asian

¹ Hasanov A.O. Buyuk ipak yo`li me`morchiligi.(Monografiya).-T.: “Fan va texnologiya”, 2016, 3 b.

continent between two major rivers, functioned as a unique crossroads and bridge linking Africa, the Altai region, the Mediterranean basin, the Indus Valley, the European continent, the Ural Mountains, and the banks of the Ural River.

It is well known that since ancient times various peoples and states have established diplomatic, trade, cultural, political, and scholarly relations with one another. Naturally, caravan routes connecting countries played a decisive role in establishing such cooperation. Among them were the ancient Lapis Lazuli Road, which emerged in the 3rd–2nd millennia BCE; the Royal Road, which in the 4th–5th centuries BCE connected Asia Minor with Iran; and the Great Silk Road, opened in the 2nd century BCE, all of which served as major channels of interaction among peoples.

The most significant of these routes was the Great Silk Road. In antiquity and the Middle Ages, this route connected the East and the West. It facilitated not only trade relations but also scientific, cultural, and political exchanges between countries. Fortresses and cities, markets, and caravanserais were built along the route. In this respect, the Silk Road played an important role in the lives of the peoples of Asia and Europe. However, over the centuries, economic and political transformations, as well as advances in science and technology, gradually diminished the significance of this route.

In the 8th–5th centuries BCE, the northern branch of the Great Silk Road, passing through Chach and Sogd, and later through Paykend and Merv toward Iranian Khorasan, gained particular importance. At that time, silk became a field of economic competition among three great powers: the Byzantine Empire, Sasanian Iran, and the Turkic Khaganate. However, this silk route did not exist for a long time. In the second half of the 6th century, China lost its monopoly on silk production, and by the end of the century, Byzantium was producing such large quantities of silk that there was no longer a need to import it from China. With the establishment of the Byzantine silk industry and its spread to the Caucasus and Mediterranean regions, the history of the Great Silk Road came to an end.²

Although there is abundant evidence that during subsequent centuries—particularly in the periods of the Mongol Empire and the Timurid dynasty—there existed caravan routes linking the East and the West, the term “Silk Road” can be used only conditionally. This is because the significance of these routes was determined not solely by silk, but by other goods and objectives.

As Uzbekistan was located at the very center of these routes, it played an active role in trade between the East and the West. According to the testimony of the Arab traveler Abu Hamid al-Qarnati, who visited Central Asia in the eleventh century, caravans traveled continuously from this region to Iran and Arab states. Khorezmians transported melons to the Caliph in specially prepared lead containers, while Samarkand paper and Bukhara textiles spread throughout the East. During the Timurid period, caravan traffic was well organized and its security was ensured.³

Since there were no navigable waterways in Central Asia that provided direct access to seaports, overland routes have been of crucial importance for Uzbekistan. In this regard, the First President of the Republic of Uzbekistan, I. A. Karimov, stated the following:

“...Uzbekistan has always attracted people from other lands with its beautiful nature, ancient cities, architectural monuments, unique ancient culture, and the open-hearted, hospitable character of its people. From very ancient times, trade caravans passed through this land to various countries. This marvelous, paradise-like territory between the Amu Darya and Syr Darya

² O'zbekiston milliy ensiklopediyasi. Davlat ilmiy nashryoti. 2-jild. 2002. -B.320-321.

³ Muhammadiyev N. Dunyoga ochilgan yo'llar // Xalq so'zi. 1999.-28-may.

rivers became widely renowned. Mutual trade and cultural relations elevated urban development and architecture to an even higher level.”⁴

After gaining independence, the Republic of Uzbekistan has secured its rightful place in the international community. At the same time, the expansion of land and air transport connections with foreign countries demonstrates the steadily increasing prestige of our state. The ongoing development of the tourism sector and the continuous growth in the number of tourists visiting our country further confirm this view.

In today’s processes of international integration, the necessity of reviving ancient trade routes has emerged. The restoration of the Great Silk Road is expected to bring countries closer to one another economically, spiritually, and politically.

In conclusion, significant progress is being made in the Republic of Uzbekistan in developing the tourism sector in accordance with international standards, particularly by expanding the scope of activities of private tourism enterprises and increasing their efficiency. At present, it can be observed that more than 750 small and medium-sized business entities and over 10 private tourism companies are operating in the tourism sector of our country.

In the current stage of development, it is well known that competition, high-quality services, and especially the creation of new jobs play an important role in advancing the economy and improving the socio-economic well-being of the population. Therefore, the establishment of new economic and social sectors, the creation of employment opportunities, and their effective utilization have become an urgent demand of the time. The tourism sector has become one of the most profitable types of business in the world. Tourism is an integral part of the market economies of almost all developed and developing countries, and it has also rapidly expanded in many less developed states.

The tourism sector is closely linked with transport, communications, trade, construction, agriculture, and consumer goods industries, and it is steadily securing its place in the global economy. In the effective utilization of tourism resources, the creation of new jobs within the sector is of great importance. From the early 1990s to the present day, the average annual growth rate of investments in this sector has amounted to 30 percent. Currently, one out of every sixteen jobs worldwide is associated with the tourism industry. In global exports, tourism ranks third, following oil and petroleum products and automobiles.⁵

References

1. Gulyamov, A. (2025). MANG‘ITLAR SULOLASI DAVRIDA DAVLAT BOSHQARUVI, TUZUMI VA ICHKI SIYOSATI. *Modern Science and Research*, 4(1), 790-798.
2. Gulyamov, A., & Xamidova, R. (2025). ABU RAYHON BERUNIY BUYUK QOMUSIY OLIM. *Modern Science and Research*, 4(2), 758-766.
3. Gulyamov, A. (2025). BUXORO AMIRLIGIDA ISTIQOMAT QILGAN MILLIY-ETNIK GURUHLAR. *Modern Science and Research*, 4(2), 1020-1028.
4. Azizovich, G. A. (2024). Trade Relations of Population in Bukhara Emirate, Shariah Rules and Regulations in Commercial Affairs, Partnership Relations. *EUROPEAN JOURNAL OF INNOVATION IN NONFORMAL EDUCATION*, 4(9), 189-194.
5. Azizovich, G. A. (2024). Family-Marriage and Inheritance Relations of the Population in the Bukhara Emirate. *Miasto Przyszłości*, 53, 964-969.

⁴ Qodirov B.A. Davr talablariga mos avtoturizm me‘morchiligi. // Sog‘lom avlod uchun // 1999, 2-son-6-7 b.

⁵ Балабанов И.Т., Балабанов А.И. Экономика туризма. М.: Финансы и статистика, 2000. –С.3.

6. Gulyamov, A. (2024). BUXORO MUZEYNING TASHKIL TOPISHI TARIXI. *Modern Science and Research*, 3(12), 659-667.
7. Gulyamov, A., & Atoyeva, M. (2025). ABU ALI IBN SINO–ILM-FAN TARIXIDAGI BUYUK ALLOMA. *Modern Science and Research*, 4(3), 591-599.
8. Gulyamov, A. (2025). O ‘RTA ASR SHAHARLARINING DEMOGRAFIK HOLATI, SHAHARLARINING KENGAYISHI, AHOLINING IJTIMOYIY TARKIBI. *Modern Science and Research*, 4(3), 974-983.
9. Gulyamov, A. (2025). TARIX SAHIFALARIDA SOHIBQIRON AMIR TEMUR. *Modern Science and Research*, 4(4), 449-459.
10. Gulyamov, A. (2025). BUXORO VOHASIDA DINIY MAROSIM VA URF-ODATLARDAGI TRANSFARMATSIYA JARAYONLARINING ETNOGRAFIK TAHLILI. *Modern Science and Research*, 4(4), 1676-1686.
11. Gulyamov, A. (2025). G ‘ARBIY YEVROPA O’RTA ASR SHAHARLARIGA AHOLI MIGRATSIYASI, MILLIY-ETNIK XUSUSIYATLARI. *Modern Science and Research*, 4(5), 1316-1322.