



## MAINTENANCE WORKS ON PUBLIC HIGHWAYS AND THE SOLUTION OF ITS PROBLEMS

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**Abstract:** The legal bases of financing for the maintenance of public highways, as well as foreign experiences on investment financing of public highways, were studied, and scientific and practical proposals were developed to eliminate existing problems and shortcomings in our country.

**Key words:** public use, highways, storage, outsourcing, private sector, competition, social protection.

### Introduction

In most cases, funding for road repairs is delayed or not fully funded. One of the main reasons for this is that since road repairs take a long time, the prices included in the estimate change, and inflation affects them. This leads to delays in road maintenance, deterioration of the road network, and, as a result, reconstruction.

### Main part

S.V.Shkodinsky "Investment is a part of the created and saved social product in the form of money, tangible and intangible, aimed at increasing the quantity and quality of factors of production"<sup>1</sup>.

At the same time, investments are divided into: 1) state (formed at the expense of the state budget, state financial resources). 2) foreign (invested by foreign investors, these are other states, foreign banks, companies, entrepreneurs). 3) private (formed at the expense of private, corporate enterprises and organizations, citizens' funds, including their own and borrowed funds)

Funds allocated for the operation (maintenance) of public roads in our republic are allocated at the expense of the state budget. It is envisaged to provide comprehensive (operational) services to roads and road infrastructure, i.e. maintenance, winter maintenance and landscaping of roads. In this regard, the maintenance of roads and

<sup>1</sup> (См.: Шкодинский С В . Инвестиции как фактор укрепления обороноспособности государства: Дис.... канд. экон. наук. М., 2001.)



road structures in good condition, as well as the operation modes of technical devices of roads and road structures carried out throughout the year along the entire length of the road, complex work on operating modes, maintenance of roads, road structures and the allocated area, prevention and elimination of constantly occurring minor damages, organization and ensuring traffic safety, as well as protection of roads from snow layers, mounds and avalanches in winter, snow removal, prevention of winter slippage and greening of the allocated road area from snow and sand mounds, wind and water erosion, creation of tree plantations and grass planting on the road strip are carried out by the district road management contract repair enterprises.

### Information about existing highways in the republic (km)

No.	Territory name	Length of roads	By importance		
			Including		
			international	State	local
Total for the Republic		42700	3997	14137	24569
1	Karakalpakistan Republic	4190	665	978	2547
2	Andijan	2544	100	814	1630
3	Bukhara	4068	476	1113	2479
4	Jizzakh	2581	168	1390	1023
5	Kashkadarya	3430	436	926	2068
6	Navoi	3931	356	2492	1083
7	Namangan	3387	78	997	2312
8	Samarkand	4018	388	955	2675
9	Syrdarya	1410	247	479	684
10	Surkhandarya	2873	368	1027	1478



11	Tashkent	4034	400	1315	2319
12	Fergana	4057	202	930	2925
13	Khorezm	2180	113	721	1346

The total length of public roads in our republic is 42,700 km, with an average of 199.4 km of roads serviced in 215 cities and districts, including 305 km in the Ellikkaly district of the Republic of Karakalpakstan, 65 km in the Takhiatash district, 318 km in the Koson district of the Kashkadarya region, and 46 km in the city of Karshi. The average number of employees working in the district road management department is 48. This means that each employee has to service an average of 4.1 km of roads. As a result, the quality of road maintenance services is poor, roads require premature repair, and as a result, the funds allocated for financing are spent inefficiently. In accordance with the Resolution of the President of the Republic of Uzbekistan No. 330 of October 10, 2023 "On Further Improvement of the Road Sector", it is planned to involve the private sector on an outsourcing basis in the operation of public roads up to 20 km long in the Republic of Karakalpakstan and the regions, together with the Council of Ministers of the Republic of Karakalpakstan and regional khokimiyats, from January 1, 2024, as a pilot project.<sup>2</sup>

Also, Resolution No. 233 of the Cabinet of Ministers of the Republic of Uzbekistan dated April 24, 2024 "On measures to organize the implementation of the operation of public roads by the private sector on an outsourcing basis" was adopted.<sup>3</sup>

This resolution approved the regulation on the procedure for outsourcing the operation of public roads to the private sector.

### Conclusion

Involving the private sector in the operation (maintenance and repair) of public roads is an improvement in the business environment in the country, in particular in the road sector. Another source of income will be created for the private sector. At the same time, competition between state road organizations and the private sector in the repair

<sup>2</sup> Resolution of the President of the Republic of Uzbekistan No. 330 dated October 10, 2023 "On further improvement of the road sector".

<sup>3</sup> Resolution of the Cabinet of Ministers of the Republic of Uzbekistan No. 233 dated April 24, 2024 "On measures to organize the implementation of work on the operation of public roads by the private sector on an outsourcing basis"



of roads will be achieved, which will result in high-quality road maintenance and an increase in quality indicators, as well as the solution of social problems, including improving the living standards of the population, unemployment, and working conditions.

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