

**Serohina N.V.**

*Senior Instructor at Department of Business Economics,  
Odessa State Academy of Civil Engineering and Architecture*

## **SOURCES OF FINANCING OF REGION ROAD INFRASTRUCTURE DEVELOPMENT**

The article considers the value of highways as an integral part of branches of economy on the example of agrarian sector. Advantages of motor transportation over the use of other modes of transport are explained by its economy at small distances, mobility and availability. Analysis of statistical data on traffic volume has shown that in whole a cargo carriage volume is gradually decreasing. Worsening of the state of roadway covering also contributes to reduction in traffic.

Motor transport is not only an independent kind of traffic, but also an additional constituent of other kinds of traffic. In spite of this, carriers can refuse orders over location of cargo – if there is an absence of access roads or poor status of the roadway. In some cases by mutual agreement customer and carrier agree with some divergences from normative standards: cargoes are transported with exceedance of tonnage rating, which will lead to further damage of roadway covering by damaging its strength and integrity. Trying to solve this issue, the Cabinet of Ministers of Ukraine has developed a set of measures, which limit freight transportation in summer period during the day. The necessity of some financial expenses on such measures is appropriate in comparison with amount of annual losses. Car-

rier is responsible for violation of adopted resolution, but there are no any sanctions to customer. Bringing customer to account will promote more clearly observance of imposed traffic normative standards.

Proposed measures will lead to decrease in damage of roadway covering and liquidation of losses from such damages, but it will be insufficient for further financing of reconditioning of roads being already broken, since state financing is gradually decreasing. It demonstrates a necessity of search for additional sources of financing, which will allow increasing in the level of financial resources procurement up to required one. This problem can be solved by means of private capital formation and passing of separate road segments to private organizations on terms of certain forms of state-private partnership, which is especially actual on the roads, which are transit corridors, and also those segments, which are intended for bypassing of cities or industrial centers. Turnpikes allow reducing in on-budget expenditures on their repair and maintenance; moreover, it will promote solving such problems as riding qualities, state of roadway covering, and improvement of infrastructure as a whole.