

Improving The Organization of Traffic When The Movement of Vehicles on the Roads is Restricted by the Internal Affairs Bodies

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Abstract. In this article, the issues of traffic organization when the movement of vehicles is restricted on the roads by the internal affairs bodies in accordance with Article 23 of the Traffic Law were studied from a social, economic, and ecological point of view.

Key concepts: traffic organization, temporary restrictions, administrative restrictions, traffic jams, motorcade of protected persons, bypass roads, traffic flow, safe and smooth road, Tashkent traffic jams, road safety.

Today, the issue of organizing road traffic in our Republic is more urgent than ever. The main reasons for this are, firstly, the negative impact of harmful gases emitted by vehicles on the atmospheric air; secondly, large-scale traffic jams that often arise as a result of temporary restrictions on road traffic, which are often implemented for a long time and without prior warning; thirdly, the economic consequences, which are manifested in the loss of time of citizens and additional fuel consumption; fourthly, the restriction of the constitutional right of citizens - the right to free movement; fifthly, the failure to organize additional routes for movement on routes where traffic is restricted. In particular, the atmosphere in the cities of Uzbekistan, especially in the last two years in Tashkent, has been among the first in the rating of the most polluted cities in the world in terms of environmental pollution¹. Many reforms are being carried out in our country to solve these problems. In particular, the Law of the Republic of Uzbekistan "On Road Traffic" (January 19, 2024)², the Decree of the President of the Republic of Uzbekistan "On Approval of the Concept of Public Safety of the Republic of Uzbekistan and Measures for its Implementation" (November 29, 2021)³, the Resolution "On Approval of the National Program "Safe and Smooth Road" to be Implemented in 2022-2026" (July 12, 2022)⁴, and the Resolution "On Additional Measures to Prevent Traffic Jams in the City of Tashkent" (December 4, 2025)⁵ were adopted.

In particular, Article 21 of the Law on Road Traffic establishes a norm that traffic shall be restricted or closed on no more than 50 percent of the road in sections where road repair work is being carried out, that if more than 50 percent of the road is closed, detours shall be provided, that necessary technical means of restricting traffic shall

¹Air quality in Uzbekistan electronic source : <https://www.iqair.com/uzbekistan>

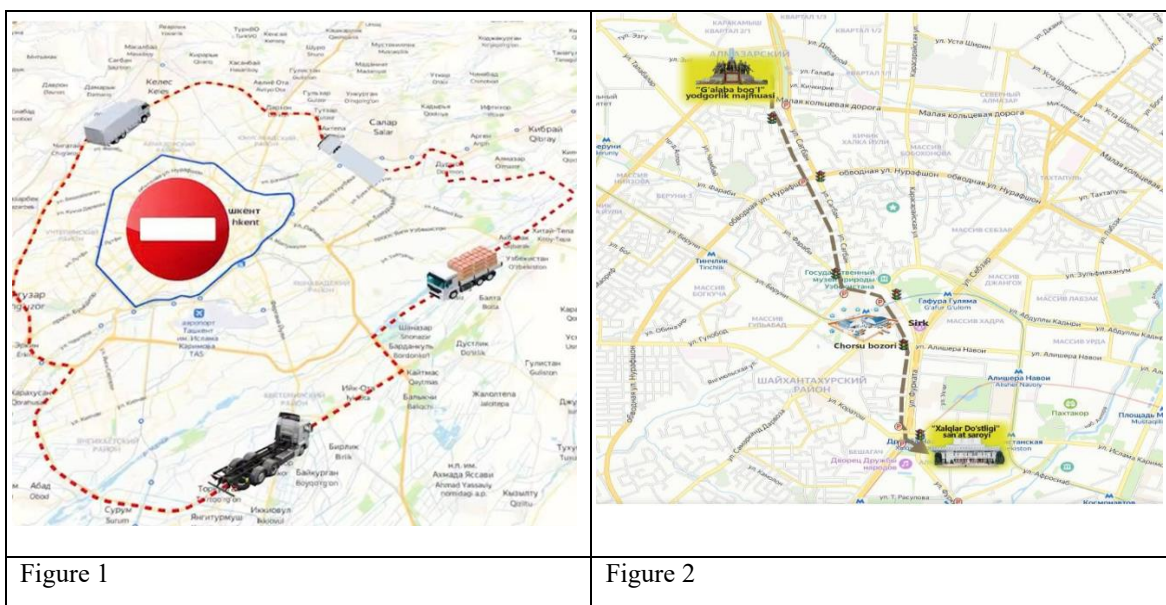
² Law of the Republic of Uzbekistan "On Road Traffic" No. ZURQ-900 dated January 19, 2024 (access date: 08.12.2025) electronic source: <https://lex.uz/docs/6764454>

³Decree of the President of the Republic of Uzbekistan No. PF-27 dated November 29, 2021 "On approval of the Concept of Public Safety of the Republic of Uzbekistan and measures for its implementation" (access date: 08.12.2025) electronic source: <https://lex.uz/ru/docs/5749291#5749810>

⁴Uzbekistan Resolution of the President of the Republic of Uzbekistan dated July 12, 2022 No. PP-316 "On approval of the National Program "Safe and Smooth Road" for implementation in 2022-2026" (access date: 08.12.2025) electronic source: <https://lex.uz/ru/docs/6106551>

⁵Uzbekistan Resolution of the President of the Republic of Uzbekistan No. PP-368 "On additional measures aimed at preventing traffic jams in the city of Tashkent" (date of application: 08.12.2025) electronic source: <https://lex.uz/docs/7883405>

be installed 3 days before the traffic restriction, and that warnings about traffic restrictions shall be issued in the media. However, Article 23 of this Law states that the movement of vehicles on roads and road sections may be restricted in the event of a threat to road safety, including the life or health of citizens, when a warning is received in accordance with the established procedure about extreme climatic conditions, the risk of natural disasters, accidents, fires, other emergencies of a natural and man-made nature, when road accidents occur, when emergency search measures are carried out as provided for by law, as well as procedural actions, when mass events (sports and cultural events, filming and photography, mass walks, fairs, mass marches and other events) are held, when protected persons are moving on the road, and in other cases. In practice, based on this norm, the movement of vehicles is temporarily or partially or completely restricted by internal affairs bodies at certain times of the day. Including the state visit of the President of Kazakhstan to Uzbekistan in 2025 and the next consultative meeting of Central Asian leaders



On November 14-17 (Figure 1) ⁶, Although traffic was limited for several hours or days due to the ceremonial procession of the military accepting the State Flag in Tashkent on November 18 from 15:00 to 17:00 (Figure 2) and in other cases, in many cases high traffic jams were observed due to improper organization of traffic due to restrictions on the movement of vehicles. In this regard, scientists who conducted research in this area ⁷Konstantinidou M.A., Kepaptsoglou K.L., Karlaftis M.G. and Stathopoulos A. noted that it is necessary to organize road traffic routes in conditions of natural disasters; X. Ma, X. Guo, X. Tang, X. Gao, X. Wang, Malafaia M.I., Ribeiro J., Fontes T.A. noted that improper organization of road traffic in emergency situations leads to traffic jams and accidents, causing large amounts of material damage; MU Zubair, MA Javed, S Ud-Din, MA Khan, A Ali and Malik S.M. emphasized that it is necessary to limit traffic to a maximum of 2 minutes during the passage of protected persons, and that the current long-term restrictions cause high-score traffic jams. The implementation of administrative restrictions provided for in Article 23 of the Law on Road Traffic is reflected not only in scientific and practical problems in our country. Perhaps, it turns the problem of traffic jams that arose as a result of these restrictions into the most pressing issue in the world. Physicists J Lu, B Li, H Li, A Al-Barakani

⁶Restrictions on transport traffic will be introduced in Tashkent due to international events // kun.uz (access time: 08.12.2025) electronic source: <https://kun.uz/kr/news/2025/11/13/toshkentda-xalqaro-beybariy-sabab-transport-harakatiga-ayrim-cheklovys-kiritiladi>

⁷A ceremonial military parade will be held in Tashkent on November 18 // kun.uz (access time: 08.12.2025) electronic source: <https://kun.uz/kr/news/2025/11/17/toshkentda-18-noyabr-kuni-harbiylaring-tantanali-yurishi-bolib-otadi>

⁸, B.M. Felipe, A. Salatyud, V.G. In the research of Mejia ⁹ and F. Xia, H. Cheng, Z. Lei, J. Hu, Y. Liu, and Y. Zhang, we can see that traffic congestion increases the concentration of PM ^{2.5} and PM ¹⁰ particles emitted from automobile exhaust in the atmosphere, leading to serious environmental damage ¹⁰.

According to the studies of researchers in the field of mechanics, S.E. Islomov and N.O. Olimov, if a car travels 15 thousand km per year, it burns an average of 1.5-2 tons of fuel and 25-30 tons of air ¹¹. As of April 1, 2025, 4 million 522.1 thousand vehicles belonging to individuals were registered in Uzbekistan ¹², and each of them, if it is delayed on the road for 10 minutes more due to traffic jams and consumes 1 liter of fuel more, will lead to the emission of 67.8 kg of PM 2.5 particles into the atmosphere. This, in turn, will worsen the already bad environmental situation even more.

In advanced foreign countries, including the USA ¹³, Great Britain ¹⁴, and China, ¹⁵ there are regulations that require advance warning of the public and the creation of additional routes not only during road repairs, but also when traffic is restricted for more than 1 hour.

The US experience in organizing additional routes and warning the public about restrictions on road sections is considered effective, and Waze and INRIX programs have been developed and are showing results in identifying traffic jams and reporting on various restrictions.

Based on the correct analysis above, we suggest the following:

1) Development of a mobile application, managed by the Traffic Safety Service of the Department of Public Security of the Ministry of Internal Affairs, capable of monitoring and monitoring traffic restrictions on roads and road sections where data is critical;

2) **Article 21 ¹ Organization of traffic on roads (road sections) where the movement of vehicles is restricted or prohibited**

In the event of the grounds provided for in Part 1 of Article 23 of this Law (emergency situations, movement of protected persons, mass events, operational search and procedural measures, and other circumstances), a road (road section) may be temporarily closed in part or in full.

If more than 50 percent of the road is closed, detours should be organized and specific information about them should be provided. In times of low traffic flow, it is necessary to provide at least one lane opposite movement.

⁸Lu J. et al. Expansion of city scale, traffic modes, traffic congestion, and air pollution // Cities. - 2021. - T. 108. - S. 102974

⁹Bedoya-Maya F., Calatayud A., Mejia VG Estimating the effect of road congestion on air quality in Latin America // Transportation Research Part D: Transport and Environment. - 2022. - T. 113. - S. 103510.

¹⁰Xia F. et al. Heterogeneous impacts of local traffic congestion on local air pollution within a city: Utilizing taxi trajectory data // Journal of Environmental Economics and Management. - 2023. - T. 122. - S. 102896.

¹¹Comparative assessment of technogenic changes in the environment under the influence of the automobile transport complex // Mechanics and Technology. 2022. No. 9. URL: <https://cyberleninka.ru/article/n/avtomobil-transporti-mazhmuasi-tasirida-atrof-mu-itning-tehnogen-nazhesinii-iyosiy-ba-olash> (access date: 08.12.2025).

¹²How many cars does the population of Uzbekistan have? Qalampir.uz (access time: 08.12.2025) electronic source: <https://qalampir.uz/news/uzbekistan-a%D2%B3olisining-k-ancha-mashinasi-bor-121694>

¹³(FHWA). 2009 Edition. Part 6. Temporary Traffic Control. Chapter 6C. Temporary Traffic Control Elements [Electronic resource]. – Washington : FHWA, 2009. – Mode link : <https://mutcd.fhwa.dot.gov/hm/2009/part6/part6c.htm> (date) transaction : 08.12.2025).

¹⁴The Road Traffic (Temporary Restrictions) Procedure Regulations 1992 [Electronic resource]. – London : The National Archives, 1992. – Regime dostupa : <https://www.legislation.gov.uk/ukxi/1992/1215/made> (date) transaction : 08.12.2025).

¹⁵Law of the People's Republic of China on Road Traffic Safety [Elektronnyy resource]. - Beijing : National People's Congress, 2003 (amended 2011).

a single continuous closure or restriction exceeding 3 hours :

installation of all necessary technical means (road signs, traffic lights, directional cones, lighting equipment, etc.) to ensure traffic safety on the road section;

The following information must be published on the official website of the Ministry of Internal Affairs, Telegram channel, and in the media (at least 2 radio channels) at least 3 days before the introduction of restrictions :

exact dates and hours of restriction;

affected road section (with map);

reason for restriction;

recommended detours and altered public transport routes.

In emergency situations (natural disaster, fire, accident, terrorist threat), the above 3-day period is not required, but measures must be taken to warn the public as quickly as possible (within the first 30 minutes).

Traffic on routes with permanent traffic restrictions may be carried out during times of low traffic flow.

Material damage caused to citizens and legal entities as a result of non-compliance with the requirements of this article shall be compensated by the body that restricted traffic.

By accepting the above proposals, firstly, traffic jams with a high score will be reduced by the internal affairs authorities, through strict control of the continuous duration of road restrictions not exceeding 3 hours and the total daily duration;

secondly, providing information about restrictions at least 3 days in advance through the media, the official website, Telegram channel, and a map in the mobile application will allow citizens and entrepreneurs to plan their routes in advance, significantly reducing the loss of time and stress levels for citizens;

thirdly, when more than 50% of the section is closed, a complete stoppage of the traffic flow is avoided due to the mandatory organization of roundabouts and the provision of one-lane opposite traffic;

Fourth, by reducing the stopping time and announcing it in advance when the motorcade of protected persons passes, traffic jams at one point will not exceed 2-3 minutes, preventing ordinary citizens from being late for work;

fifth, due to the restrictions, the amount of excess fuel consumed and PM2.5 and PM10 particles emitted into the atmosphere will be significantly reduced, which will radically improve Tashkent's position in the ranking of the "most polluted air" in the world;

Sixth, the constitutional right of citizens to free movement will be adequately protected, trust in state bodies will increase, and relations between the public and the authorities will be further strengthened;

seventh, by introducing a single mobile application and real-time monitoring platform in the MIA system, all restrictions will be implemented transparently.

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