

mainly used in Russia and CIS countries. In some literatures, it is also referred to as a “monofunctional town”.

Monotowns can be found in many parts of the world and can be explained by various other terms. For example, in the United States and Germany, monotowns are called company towns and one industry town. In some foreign countries, such cities are called mill town, factory town, single industry town, resource town, etc.

During the former Soviet era, many small, medium, and sometimes large and very large cities were monotowns. Some monotowns worked in an interconnected way. For example, if one monotown was specialized in the production of tires for cars, bearings were produced in another town, and other parts of cars were assembled in another, etc. They effectively benefited the economy of the former union. As these monocities were located in different republics, when the union disintegrated, the republics became separate independent states, and due to the interruptions, industry in these cities came to a standstill, some were renovated, and others went into crisis. As a result, the population became unemployed and began to move from these cities to other places.

In 2020, the Coronavirus pandemic ruled the world. As a result, quarantine was imposed in all countries at different times, public events and travel were suspended, leading to a major crisis in many monotowns specializing in tourism.

In many foreign countries, monotowns have also been formed, and in many of them the urban population has become unemployed, and they have moved to other towns leaving the town without population. For example, in Detroit, the largest automobile city in the United States, in the twentieth century the automotive industry developed, and almost all US car plants were located in this city. By the end of the 20th century, labor prices had risen in the U.S. labor market, where automobile production had become an expensive, unprofitable business, and it began to undermine product purchasing and foreign competitiveness. Realizing this, the leaders of the automobile companies gradually moved their factories to countries where labor was cheap and set up production there. As a result, the city’s residents began to lose their jobs as Detroit was primarily a car manufacturer. Unemployed residents slowly began to leave the city in search of work in other cities.

Currently the city has changed beyond recognition, people were forced to leave their homes, because urban forming population moved to other cities, and it lead to unemployment of population in service sector. As a result, the city has mainly company headquarters and some offices.

The main part. Monotowns and overcoming their problems.

Monotown formation factors.

The formation of monotowns depends on the solution of external or internal economic problems of the state, the desire of the population to optimize housing. Most monotowns are the result of industrialization and the emergence of large companies. Historically, monotowns emerged in connection with mining.

There are macro, mezzo and micro-factors that determine the location of large cities. The first includes global social, economic and political tendency. Mezzo-factors depend on the socio-economic policy within the country. Micro-factors

require the specialization of the enterprise that forms the city, the characteristics of relocation, its transport, economic and natural-geographical location [1].

According to the principles of formation, a group of towns is divided into four groups:

- isolated industrial villages that have historically emerged in factory towns;
- cities that emerged in the twentieth century as a result of new large factories, scientific cities, and closed cities;
- cities that have changed their field of specialization during their existence;
- cities that have been monopolized in the process of development, such as cities that have emerged as a result of the closure of destroyed enterprises [1].

In terms of characteristics

There is no single scientific approach to the study of mono-towns in international practice, but the main feature of the mono-profile is that some researchers point to the existence of enterprises that form one or more cities. The city budget depends on their economic state. In addition, all enterprises should belong to a single industrial process, usually a narrow segment of the industrial market. They can be represented by a chain of manufacturing-related factories that create a low-tech product [3] [1]. Businesses are focused on external sources of demand, so experts point to their dependence on exports with signs of "Dutch disease" [2].

During the development of monotowns, the functions of city formation take precedence over the service of cities. As a result, non-productive infrastructure is underdeveloped in many settlements. The location of housing estates depends on the characteristics of the factory that forms the city. [2]. The professional orientation of citizens is limited to only one area, which leads to problems in the labor market. The remoteness of the city from large settlements, the underdeveloped transport infrastructure and the stable mentality of the urban population, who are unable to change their place of residence prevent the free flow of workers. [3]. These factors determine the low social mobility of the population and the limited professional prospects [4].

Among mono-settlements, settlements mainly perform industrial-production functions specific to industrial society [2]. Urban centers associated with resource extraction and processing demonstrate a low level of economic diversification and slow development of urban functions [1]. As they focus on government orders, enterprise administration cannot solve social problems solely at the expense of factory revenue. In the United States, Canada, and Sweden, such settlements have a special status and are systematically supported by the state.

Only the enterprises that form the city in CIS countries are characterized by the remoteness from major centers. Many single industrial towns are located in sparsely populated areas. This is due to the desire of the Soviet government in the 1920s to change the "spatial construction" in the country. Housing was built in the underdeveloped regions of the Urals, Siberia and the Far East. Researchers have identified several reasons for this decision:

- remoteness of the regions, lack of access for enemy aircraft during war time;

- use of water resources instead of peat, coal, wood and oil as the main energy source for enterprises;
- proximity to the produced raw materials and the possibility of saving on transportation;
- the desire to develop a separate, autonomous and self-sufficient state;
- the level of damage of the country's existing industrial enterprises in Europe and the desire to create new ones from the backward infrastructure.

In addition, the peculiarities of individual Russian cities are the lack of experience of the executive authorities in the renewal of settlements, the lack of a favorable investment climate, a formal approach to the development of modernization and development programs and a high level of passivity of the population [3].

In a comprehensive study of monotowns, scholars assess the historical features of their emergence and development in relation to emerging forms of governance; the degree of state intervention in the economy; sociological, cultural and political legal bases; level of subculture and socio-economic development; spatial and territorial aspects, etc. In addition, the study of a single industrial town is closely related to the assessment of the economic situation and the characteristics of the enterprise that constitutes the city [2].

Researchers identify two main factors in the development of mono-towns: socio-economic status and economic potential. Both indicators have a direct impact on the living standards of the population and determine economic growth opportunities. The socio-economic status of mono-towns is characterized by a number of factors: a balanced budget, the financial condition of the enterprise that makes up the city, and population growth. Indicators characterizing the development potential include: demographic processes, the level of formation and its structure, the number of social infrastructure facilities [3].

The negative characteristics of mono-towns are: the dependence of local self-government on the management of the city-forming plant; integration of production with the social sphere and housing and communal infrastructure. As a result, the enterprise that shapes the city dominates all forms of city life [2]. However, the researchers note that monopole itself is not a negative factor, which only determines whether the city's urban shaping industry is related to life [3]. In addition, city-forming enterprises can stimulate the development of sub-sectors. For example, institutes of medicine, construction, transport, food and training are being developed in resort towns [2].

According to the classification

The main factor determining the specialization of any mono-town is the enterprise that forms this city. Individual cities with industrial functions are associated with light industry, oil and gas, chemical, forestry, food, coal industry, machinery, ferrous and non-ferrous metallurgy, as well as the building materials industry. Examples of major non-industrial specialties are railway nodes and areas with penitentiary function [1].

Monofunctional, mono-industrial and monocentric settlements differ according to the structure of production. The first type includes cities that have formal access to different industries but are interconnected by a single production chain or have a limited number of enterprises serving the same market. In mono-towns there are several industrial enterprises that make up the city, while in monocentric cities there is only one [3].

In addition to functional features, monotowns are divided into as many other types as possible to specialize and further deepen the development of key industries. The clustered type includes narrow specialized settlements grouped in a particular location for maximum labor productivity. Cities with business divisions of large companies are called cities of holding companies [3]. Also, mono-towns with structural features are divided as follows: satellite cities, cities with enterprises forming one or more cities, closed administrative-territorial unit cities [3] [1].

The formation of mono-towns depends on the type of economic development of the region: agglomeration, raw materials or industry. Agglomerations are satellite cities gathered around major centers. Due to their convenient location, they are characterized by high economic development, they do not require serious support from the state. The raw material belt includes cities (usually oil and gas companies) involved in the initial processing of raw materials. In Russia, high natural population growth is observed in these regions due to the competitive level of wages. The monotowns of the industrial belt are usually located far from large settlements and in the least prosperous areas. They are distinguished by the presence of an enterprise that forms only one city, so the socio-economic situation depends on the value of export products [1].

Undeveloped, crisis-ridden industrial and agricultural single-industry cities in EU countries also stand out. The first type includes regions with an average GDP not exceeding 75%. These are called crisis-hit industrial regions, where the economy is in recession and the unemployment rate has been higher than the EU average for the past three years. The third group includes settlements with high employment in agriculture, low incomes and high socio-economic development [1].

Experts have identified four main approaches to the study of mono-towns: typological, historical, regional and complex. Together, they make it possible to classify a settlement by socio-economic characteristics, territorial organization of production and geographical location; tracking its genesis and evolution; identification of ways of development on the basis of specialization of the enterprise forming the city; will depend on the assessment of the level of investment attractiveness.

The basis of socio-economic growth of large cities depends on the interest of the management of the enterprise that makes up the city in ensuring a high standard of living [3]. Quality criteria include indicators of the current state of the environment and the potential for improvement. The first indicator reflects the convenience and security of the infrastructure. The second demonstrates the economic and financial capabilities of the municipality, the level of responsibility of the community, and the spatial opportunities for renewal. In addition, several

classifications are used in the development of individual projects for the modernization of monotowns. Factors determining the economic status of monotowns are:

- Isolation level (isolated and nearby);
- population (small - up to 50 000 people, medium - up to 100 000 people, large - up to 400 000 people);
- Branch of the city-forming enterprise (state, corporate);
- causes (location of historical settlements, near mineral deposits or transport arteries);
- level of crisis (crisis, "worrying", stable);
- trajectory of development of mono-towns ("dying", "shrinking", with stable prospects, new strategic development potential).

Problems and solutions

Many mono-towns were created to solve state problems and secure federal orders. As a result, the economy of settlements will be most affected by macro-factors (global crises, competition, population movement, informatization and industrialization of production). With the exception of scientific cities, closed settlements, and cities that introduce innovative technologies, these processes, which are typical of a post-industrial society, have a negative impact on almost all mono-settlements [1]. For example, before the global crisis of 2008, individual Russian cities produced 30-40% of GDP, and by 2015, their share in GDP fell to 15–17% [1].

Typical problems of mono-towns are: wage arrears, reduced housing construction and commissioning, underdeveloped urban infrastructure, environmental overload, outdated technology and obsolete production base. The persistence and recovery of these problems depend on the socio-economic development of the city, the enterprise that makes up the city, the homogeneous occupational composition of the population and the low social mobility of the population [4].

The global crisis of 2008 showed that the primary anti-crisis measures taken by urban shaping enterprises were ineffective and aimed only at reducing costs. Examples include a reduction in investment programs, staffing costs, and social programs. They lead to a deterioration in living standards, an increase in unemployment and crime, an increase in social conflict, and a deterioration in the quality of public services. To do this, the city administration and business leaders must take responsibility for the maintenance and repair of social facilities [4] [1].

Comprehensive programs for the development of single industrial municipalities should be aimed at leveling the dependence of the economy on the enterprise that makes up the city. The goal of problem territories is to reduce unemployment, increase household incomes, provide the population with quality and affordable goods and services, increase tax revenues to the city budget and reduce subsidies.

There are a number of complex programs to improve the situation of monotowns, which are actively used in different countries, which are divided into

universal and selected (regional) measures. According to the principles of influence, researchers are identifying measures to improve the financial and budgetary or socio-economic situation [1].

Moving cities ("managed compression")

This concept is actively used in the relocation of cities in the United States: the government spends money on the development of certain areas to create a need for jobs. The government plans to create (anthropogenic) green landscapes created by business and man-made areas in the depressed areas of the business zone. The population of mono-towns is moving to promising areas, encouraging the development of construction [1]. In 2013, a study by the Basic Element industry group found that about 20 percent of Russia's urban enterprises were on the verge of closing. For such settlements, a "managed squeeze" program was promising, involving the relocation of nearly half of the population and the compact relocation of those with social guarantees. The program provided an opportunity to restructure the city's economy in the future, which reduced budget expenditures by 87-100 billion rubles compared to the completion of settlements [9].

Economic diversification

The program aims to stimulate the enterprises that make up the city's economy: the creation of additional production facilities; special economic zones and industrial parks; tourism development; tax cuts; support for local medium business initiatives; organization of cultural venues, theater and music festivals; building new housing and roads to improve quality of life. The measures are aimed at increasing the competitiveness of the economy, reducing social tensions, developing small and medium enterprises, creating new jobs. Under the programs, the governments of various countries, as well as the restructuring of the debts of entrepreneurs, are aimed at preserving unused property [9] [1].

Regional city redirection programs

Typically, an individual redirection plan is developed by local governments in conjunction with consulting companies. One of the largest such bureaus is McKinsey, which has implemented more than 150 projects worldwide. The work plan has traditionally envisaged the following: identification of the city's competitive advantages and development barriers, development of business ideas and analysis of their effectiveness. For it to work successfully, the project must rely on the existing infrastructure. For example, the mono-towns of Cardiff Bay and Toxteth, which have overcome the economic crisis by creating tourist and investment zones in them.

Innovative development

By the beginning of the 21st century, the external economic conditions of many monotowns were difficult and they were forced to devote all their resources to maintaining legal capacity. And the development of innovations could not be done without the funding of the regional government. They tried to solve the problem by providing soft loans to businesses, attracting foreign investors and forming regional orders, improving the regulatory framework. Successful companies require a balanced mix of long-term and short-term approaches; average

level of education of the population, technical equipment of enterprises, information and support of the population. Factors that reduce the effectiveness of programs include the lack of interest among businesses in the introduction of innovative developments, the aging of researchers, the lack of young people, low wages [4] [3]. Some researchers believe that mono-towns are not conducive to innovation. But many experts attribute this misconception to the difficulties in introducing new technologies into production: mass layoffs and the need for additional training of workers. In addition, the selection of innovative projects is usually opaque in nature, in which a limited number of enterprises can participate [4].

Reconstruction

In the process of restructuring, the city-forming enterprise will be considered together with the monotown [3]. Rich experience in implementing such programs has been accumulated in EU countries. Urban development strategies developed by European governments include: influencing the market and creating new infrastructure, modernizing secondary production; development of the higher education system and retraining of the population; creation of technology centers and high-tech industries; Financing through EU structural funds [1]. If there is a developed infrastructure, local small businesses and citizens' self-government bodies and the interests of the population, the restructuring of monotowns will be attractive for commercial investors.

Rapid development of economic and social spheres

The program is suitable for single-industry towns where the economy is stable but there is a crisis situation in the enterprise that makes up the city. Typically, the development potential of such settlements is not used due to lack of infrastructure, low qualification of local administration, legal nihilism and indifference of the local population. The individual plan of economic renewal is based on increasing the efficiency of the enterprises that make up the city, increasing the competitiveness of products, attracting strong management teams, actively developing small and medium-sized businesses and creating a favorable investment climate [3].

Switch to shift work mode

The change in the type of labor organization in the enterprise that makes up the city is suitable for individual cities whose socio-economic sphere is less developed. Typically, such settlements are in a state of "demographic death" when the natural reproduction of labor ceases when young people go to work. Local governments, together with the management of the city's founding enterprises, are developing a plan for a phased transition to shift work and a resettlement program. [3] In addition to government regulation, transnational corporations that have the financial capacity to invest heavily in the economy played an important role in the modernization of some town in Western countries. For example, multinational corporations with large U.S., Japanese, and German investments contributed to the creation of the new Silicon Valley in Central Scotland, as well as to the stabilization of the economic situation in South Wales and Alsace. Territorial associations are also helping to solve the city's problems. For example, the Union of Small Towns

of Russia, the Association of Small and Medium Towns of Russia, the Association of Mountain Cities of Russia, and others [1].

The final part. The work being done in Uzbekistan to solve the problems of monotowns.

Mono-towns in Uzbekistan date back to the former Soviet Union, and some still have urban enterprises. In others, unemployment is almost non-existent in the cities, due to the fact that the state provides a wide range of opportunities for small business and entrepreneurship to the population, in addition to the enterprises that make up the city.

In conclusion, it should be noted that the problems of monotowns are mainly economic, but from the point of view of urban planning, the lack of care for architectural objects such as architectural buildings, historical monuments, roads, etc., increases the number of abandoned areas. Therefore, when planning cities, it is advisable for urban architects to create projects that multiply the factors that make up the city.

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