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Soviet Union

Economic Affairs

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Economic Affairs

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ECONOMIC POLICY, ORGANIZATION, MANAGEMENT

Economic Reform Conference Discussed

Foreign Trade

904A0070A Moscow *EKONOMICHESKAYA GAZETA*
in Russian No 45, Nov 89 p 9

[Article by Doctor of Economic Sciences I. Ivanov, professor: "Foreign Economic Relations: The Management System"]

[Text] Development of a new mechanism of foreign economic relations is to be completed as part of the radical economic reform in the 13th Five-Year Plan.

This mechanism is based on expanding and reinforcing the economic independence of all participants of foreign economic relations, on reconciling their activities with general state interests, and on stimulating and providing organizational support to foreign economic activities.

Participants of foreign economic relations. Retention of the principle of allowing access to the foreign market to all interested enterprises, associations, organizations, production cooperatives and their unions. Their mandatory registration as an act of exercising the state's monopoly over foreign economic activity. Encouragement of unification of the participants of foreign economic relations into unions and associations. Creation of a state system to monitor their compliance with foreign economic legislation and general state interests.

Planning. Confirming the priority of exports at the stage of forming the material balances of the plan; reducing the volumes of state orders and converting to wholesale turnover of a number of the principal export goods. Allowing foreign enterprises and joint ventures to compete for state orders. Placing orders for centralized import on the basis of markets.

Macroeconomic measures. Completing the reform of wholesale prices with mandatory consideration of the proportions of world market prices. Calculating the new rate of exchange of the ruble for foreign currencies on this basis; repealing differentiated currency coefficients and minimizing the number of adjustments to rates of exchange when exporting individual goods. Replacing these coefficients in relation to imports with customs duty and internal (compensating) turnover tax. Optimizing the country's export-import specialization on this basis, and doing away with unprofitable goods and enterprises.

All of these measures are implemented with regard for the need for maintaining the competitiveness of imports in the domestic market, stimulating exports and abolishing direct subsidies of them, and bringing the proportions of domestic prices closer to world market prices.

Operating conditions of enterprises. Reinforcing their foreign economic cost accounting and taking steps toward currency cost recovery by extending the force of the standards on currency deductions to the entire assortment of exported goods; raising the dimensions of these standards and tying their level in with the degree of processing of exported goods; developing hard currency loans and distributing part of the centralized hard currency allocations on a competitive basis, and regularly conducting hard currency auctions; acquiring foreign credit for enterprises guaranteed by shares or securities; expanding the practice of conducting international wholesale fairs.

In general, price forming elements and not the currency distribution conditions are what should gradually assume priority in stimulation.

Stimulation of exports. The following are proposed as ways to stimulate exports: compensating enterprises for currency tax they pay in rubles on the basis of a premium rate of exchange and in accordance with a scale tied in with the dimensions of the standard of currency deductions; introducing, into the country's tax system, regulations on return to enterprises of internal taxes they pay on exported products, favorable terms for fund formation supported by income from exports, and regulations allowing enterprises to write off part of overhead expenditures related to foreign economic activities from taxes imposed on them; introducing a system of state insurance of enterprises against currency, commercial and investment risks; introducing bonuses paid by the USSR Council of Ministers for successes in exports; introducing a unified system of foreign economic information in the country; somewhat expanding the circle of go-between organizations in foreign trade, and their mandatory certification by the EEC; creating a system of mail-order trade for enterprises using part of their currency funds for social purposes.

Rationalization of imports presupposes: establishing an import depository for undisciplined importers of machinery and equipment, and confiscating machinery and equipment with expired warranty periods from them and barring their sale in the markets; revealing and stopping trade limiting practices of foreign partners in trade; selling debt obligations of developing countries to Soviet enterprises with the objectives of importing from these countries or investing in their economy; introducing a standard scale for reducing imports of grain, metallic products and basic chemicals into the USSR; establishing customs advantages for the import of component articles, and taxing barter operations.

Encouragement of the activities of **joint ventures in the USSR** foresees: exempting expenditures of joint ventures for social development of labor collectives from taxation; developing clear criteria for granting tax and customs advantages to these enterprises; allowing joint ventures to operate directly within the USSR wholesale market and to compete for state orders; reserving certain quantities of funded goods for joint ventures and selling

them through auction trade; granting permission to joint ventures to sell raw and other materials to joint ventures; allowing joint ventures to obtain foreign loans guaranteed by their shares and by securities; practically implementing an experiment with "zones of free entrepreneurship."

The sectorial level of management presupposes: introducing a limit on the unfavorable balance of the sector's total foreign economic operations; introducing compensation in rubles to enterprises for their foreign exchange deductions, centralized in ministerial, departmental and local governing bodies; granting permission for competitive distribution of these funds and of state foreign exchange allocations among the sector's (region) enterprises.

In turn, **the republic level of management** foresees: introducing a limit on the unfavorable balance of the total foreign economic operations of the republics; introducing compensation to enterprises for their foreign exchange deductions, centralized in republic funds; distributing assets from these funds competitively.

In order to further expand the rights of the union republics (regions) in this area, the following variants could be foreseen: transferring to them some of the union-subordinated exporting enterprises supplied chiefly from local sources; granting the right to export products of union enterprises over and above state orders and business contracts, and by way of republic all-union associations; having representatives of the republics participate in development of foreign economic legislation and standards; granting republic councils of ministers the right to differentiate republic standards for deductions into their centralized funds for their enterprises and cooperatives, and allowing barter deals made with goods from local funds; coordinating with the republics the distribution of joint ventures on their territory.

At the same time, expansion of rights and decentralization must be maintained within reasonable proportions, and they must not lead to fragmentation of the country's unified market or to erosion of the powers of the federation to determine unified state foreign economic policy and to conclude international treaties.

Organizational, legal and diplomatic support to foreign economic relations. Completion of the legal base of the foreign economic reform requires development and adoption of legislative acts on: property and companies owned by shareholders; the rules of competition; the conditions of currency operations; the conditions of bank activities; the customs code and tariff rates; real estate and its use in security operations.

The majority of these acts must be adopted not only for foreign economic but also business needs.

Concurrently, the following organizational and diplomatic measures need to be implemented: introducing effective customs rates into the USSR; introducing a well

reconciled system into the USSR for describing and coding goods as the basis for determining the nomenclature of tariff rates and gathering foreign economic statistics; introducing these statistics themselves, derived on the basis of international standards of completeness; signing a broad agreement between the USSR and the European community; activating efforts to come in line with the General Agreement on Tariffs and Trade and initiating negotiations for the USSR's admission as a partner to this agreement.

Organizational Management

904A0070B Moscow *EKONOMICHESKAYA GAZETA*
in Russian No 45, Nov 89 pp 8-9

[Article by doctors of economic sciences P. Katsura and B. Milner: "Organizational Structures: The Search for Optimum Solutions"]

[Text] One of the main reasons for ineffective function of the national economic complex, the low rate of scientific-technical progress and difficulties in implementing the new economic mechanism is that the organizational structures are based on excessive centralization, a large hierarchy and an excessive bureaucracy. This is why restructuring organizational structures is not only an inseparable part of the complex of measures for radical economic reform but also an indispensable prerequisite of its implementation. The goal of this restructuring is to create conditions allowing transition to economic methods of management, to expand the economic independence of the republics, regions and subjects of business, to make progressive structural changes, to review the forms of organization of the main link, and to promote a fundamental increase in the effectiveness of production. As a result, the functions of state administration and direct management must be delineated; the diverse forms of the main link must be organizationally and economically reinforced; the ratio between large, mid-sized and small enterprises must be optimized; bureaucratic barriers and the supplier's monopolistic position over the consumer must be surmounted; organizational conditions permitting formation of a socialist market and commodity and money relations must be created.

Measures aimed at transforming the predominantly vertical and hierarchical ties to predominantly self-managed horizontal ties and relations are typical of the transitional period of radical reform; these measures should achieve their expression in:

- completion of the process of forming various types of associations in the main link;
- establishment of new, associative forms of joint activities of enterprises and associations, and development of extradepartmental structures;
- creation of organizational conditions to support and develop the network of small enterprises in different spheres of the economy;

- creation of a network of organizations promoting development of market relations in the national economy;
- transition to a new role for the ministries in the sphere of material production, and redistribution of functions between them and the main link; fundamental changes in the organization of territorial administration on the basis of developing the self-management and economic independence of union republics and of autonomous and other territorial formations;
- organizational restructuring of central functional departments;
- development of forms of management based on implementing specific-purpose programs;
- formation of new organizational structures in the sphere of foreign economic ties.

The main link, which is the foundation of the entire system of the national economy's management, is the primary target of reorganization.

It is important here to ensure a diversity of organizational forms in keeping with the features of different forms of ownership (state, all-union, republic (union and autonomous republic) and communal; cooperative; individual; the property of public organizations; mixed) and the specific, diverse conditions of production and business activities.

Creation of large production and economic complexes capable of concentrating productive, scientific and other resources to reach common objectives on a cost accounting basis, with all participants directly interested, is acquiring fundamental significance. Possessing a high degree of economic independence, these complexes are taking the responsibility for carrying out a wide range of tasks that had formerly been within the competency of ministries. They are laying the foundation for a transition primarily to an extradepartmental system of production management. Such complexes, which are formed on an associative basis, include concerns, intersector state associations, economic associations and consortiums.

A package of measures must be implemented to optimize the ratio of enterprises of different sizes, and especially to develop the network of small enterprises. Development of such enterprises, which presently produce less than 15 percent of the total volume of products, provides a possibility for eliminating monopolism, for promoting development of entrepreneurship and competition in production and services, higher quality of the latter and utilization of a natural price forming mechanism, for quickly reacting to changes in consumer demand and for hastening elimination of scarcities, chiefly in the sphere of consumer goods production. Besides union and republic ministries and departments, local soviets of people's deputies and large

and mid-sized enterprises, concerns and economic associations must be granted the right to establish small enterprises. Small enterprises may also be created by disbanding ineffective, artificially created production associations.

Small enterprises could operate as independent, extradepartmental enterprises subordinated to the demands of the marketplace, they could interact with large and mid-sized enterprises on a contract basis, and they could operate as "daughter" enterprises and joint ventures of larger enterprises, concerns, economic associations and shareholding societies.

Development of the network of small enterprises requires a favorable economic environment, one foreseeing a certain system of advantages in material and equipment support, marketing, taxation and so on. Organizational systems which would provide state support to small enterprises and diverse unions of small enterprises that could defend their interests must be created as well. When they delegate many of their administrative functions to enterprises, ministries in the sphere of material production must guarantee their economic independence and rights. When they submit raw planning data to the enterprises, they must form a new system of economic relations step by step: utilization of economic levers, observance of mutual benefit and of obligations foreseen by law, development of competition among enterprises, direct ties, and maintenance of different forms of their horizontal integration.

The ministries must promote conversion of enterprises into leasing, cooperative and shareholding enterprises, their inclusion in intersector state associations, associations and concerns, and ultimately, elimination of direct departmental subordination. Such an approach to management organization would allow the ministries to focus effectively on strategic functions inherent to them on the basis of the goals of general state economic and social development. These functions would include developing and implementing investment, scientific and technical policy, developing production, scientific and technical cooperation within sectors and between them, improving the territorial distribution of enterprises, and promoting establishment of the socialist marketplace. The most important objectives of their activities are to carry out tasks at national economic, intersector and interregional levels and to monitor the effectiveness with which cost accounting units function.

There is a need to create cost accounting organizations which would perform many of the functions previously carried out by the central apparatus on an administrative basis (production and technical supply and marketing, information and legal services, personnel training and advanced training). Such organizations would service the enterprises on a contractual basis. The problem of controlling the development and implementation of state economic, social, scientific and technical programs is being solved in the face of changing structure and function of the system of state management of the economy. Such programs are administered by ministries in the material production sphere, which place orders to carry out these

programs and utilize the entire system of economic levers to stimulate and support the projects and measures of which these programs consist. Administration of individual programs having special priorities may be concentrated in permanent government organs.

Separation of powers between central and republic executive organs has the most important significance to improving organizational structures in the transitional period. Transition to predominantly horizontal ties and relations is making it possible to achieve economic self-management in the union republics, which is providing a possibility for hastening solution of the problems associated with their social and economic development on the basis of effectively organized production and economic activity of the main link.

REGIONAL DEVELOPMENT

Upcoming IME Legislation Reviewed

18200478

SOVETSKAYA ESTONIYA in Russian on 30 November 1989 carries on page 3 a 3,500-word report by Ya. Tolstikov that highlights some issues pertaining to economic legislation presented at a conference held in Tallinn on 20-21 November. The conference, organized by the Estonian Gosplan, brought together more than 500 economists and managers. Tolstikov reviews upcoming legislation related to Estonia's program for economic autonomy known as IME (*Self-Managing Estonia*).

Tolstikov begins by summarizing the report given by E. Terk, deputy director of Estonia's Gosplan. Terk remarks on the "literal conveyor belt of IME bills, of which there are almost 200." He notes that some of them have been drafted and adopted, but the majority have yet to be passed and are still under review in working groups. Terk comments that the state bureaucracy is holding up progress in certain areas. He notes, for instance, that it is still undecided which union-level enterprises will be transferred to the republic's jurisdiction. According to the author, Moscow's idea of shifting the burden for the national deficit equally among the republics is unacceptable to Estonia because Estonian economists "do not believe that the republic is to blame for the appearance of such a colossal state deficit." Regarding the draft **Law on Prices** (published in *SOVETSKAYA ESTONIYA* on 12 November 1989), Terk comments that it does not yet provide any detail on which prices (retail or wholesale) will rise, or when they will rise. Nor is it fully clear what form of compensation will be provided to the population to make up for the higher prices.

Tolstikov notes that Kh. Meri, first deputy chairman of Estonia's Gosplan, gave an "interesting" assessment of economic activity. According to Meri, the republic's economy at present is "satisfactory," especially compared to the country's economy as a whole. He notes, however, that the outlook for 1990 is "more pessimistic"

and expects a downturn in the fuel and energy sectors and also problems in agricultural feed supplies.

Another first deputy chairman of Estonia's Gosplan, E. Rooze, gives a detailed report on upcoming legislation on **tax policy**. According to Rooze's report, the basis of the republic's tax policy will be the enterprise profit tax, which will be paid to the republic (state) budget and also to the budgets of local authorities on whose territory the enterprise is located. Other taxes will include the turnover tax, taxes on capital investment and fixed capital, a patent tax permitting individual (private) labor activity, an environmental tax, a tax on artistic tours, and finally, a personal income tax levied on individuals with income greater than R100. Tolstikov notes that the tax on childless couples will be replaced by a pro-natalist "positive stimulus" in the form of grants and allowances.

Kh. Vitsura, a senior consultant to Estonia's Gosplan, answering questions from the floor regarding a **separate currency** for Estonia, notes the various ideas that have been put forth and withdrawn again and points out that even the latest idea, which was to use special certificates as part of workers' wages, has been rejected as a result of "heated arguments." The idea of any form of transitional "semicurrencies" has been rejected in favor of a fully independent Estonian currency. Vitsura comments that he tends to consider the introduction of an independent currency "with a healthy degree of skepticism." Tolstikov adds that the introduction of separate currencies for all the Baltic republics will require the approval of the USSR State Bank and Ministry of Finance, which will take at least 6 months, and a further 8 months will be required for the printing of new banknotes.

The final topic reviewed by Tolstikov, which he considers the most important issue, is the drafting of a **law on enterprise activity**. He notes that the various forms of entrepreneurship in Estonia will include state enterprises, cooperative and leased enterprises, as well as joint shareholding societies and other associations. The diversity of enterprise forms will require various forms of property ownership, the key issue in the upcoming bill.

ESSR Draft Law on Prices Issued

904A0090A Tallinn *SOVETSKAYA ESTONIYA* in Russian 12 Nov 89 p 2

[*"Draft Law of the Estonian Soviet Socialist Republic on Prices"*]

[Text]

Article 1. The ESSR Law on Prices defines the bases of pricing and the procedure for price controls and monitoring in the republic.

Article 2. Freely formed and state-controlled prices and rate schedules are applied in Estonian SSR. State control of prices and rate schedules is exercised by fixing them or by granting consent to them through the procedure established by the ESSR Council of Ministers.

Article 3. Prices and rate schedules fixed by the state are applied in Estonian SSR:

- 1) in the sale of goods and services produced or rendered under state orders or delivered in the form of state purchases;
- 2) in sales of goods and rendering of services delivered under intergovernmental contracts;
- 3) in sales of goods and rendering of services which have particular importance to the state and social welfare, in accordance with a list issued by the state.

Article 4. Prices applied in Estonian SSR on goods and services which the producers or suppliers must declare in advance of sale or rendering are subject to consent of the state in accordance with the procedure established by the ESSR Council of Ministers.

The same procedure applies in a case when the raising of prices is necessary in connection with a change in economic conditions.

Article 5. Prices and rate schedules of Estonian SSR subject to state clearance are applied as follows:

- 1) on goods and services representing essentials in the case of producers whose volume of production or services has a substantial impact on supply and demand on the commodity market.

The list of these producers and of the goods and services is issued by the Estonian SSR Council of Ministers and is subject to periodical review and revision;

- 2) on products and services of enterprises which hold a monopoly.

Legislation sets forth the definition of the monopoly position of an enterprise.

Article 6. The bodies of local self-government have a right to set and require consent to service charges in their jurisdiction if they have not been regulated by Articles 3-5 of this law.

Article 7. Freely formed prices and rate schedules are applied in all cases except those indicated in Article 6.

Article 8. In contracts concluded between Estonian SSR and central authorities of the USSR and also the other union republics and foreign countries, prices are fixed by agreement between the parties.

Article 9. Failure to observe the requirements of Articles 3-6 of this law will result in the application of economic penalties.

Up to threefold the amount of income realized unlawfully is automatically confiscated and credited to the state or local budget in the procedure defined by the Estonian SSR Council of Ministers.

Article 10. The Estonian State Price Service is hereby established to enforce and monitor observance of this law

and performs its activity in accordance with the Regulation adopted by the Estonian SSR Council of Ministers in the following directions:

- 1) the setting of prices in cases envisaged by Articles 4 and 5 of this law;
- 2) presentation to the republic's government of proposals based on economic analyses for fixing and changing prices in cases envisaged by Article 3 of this law;
- 3) gathering and submittal of information on prices;
- 4) monitoring prices in order to protect the interests of the state, enterprises, and the consumer;
- 5) application of penalties in cases of price violations and failure to observe the rules of pricing in accordance with legislation.

Article 11. When this law takes effect, the Estonian SSR Council of Ministers sets forth the procedure which will make it possible to compensate the rise of prices to the population on the basis of the dynamic behavior of prices, change in the price index, and the increased cost of living.

Normative Acts Necessary To Apply the Law on Prices

1. Regulation on the State Price Service of Estonia.
2. List of goods (commodity groups) and services to be sold or rendered at prices fixed by the state.
3. List of goods (commodity groups) and services to be sold and rendered at prices requiring consent of the state.
4. Procedure for declaring prices and obtaining consent.
5. Procedure for submittal, approval, and application of prices fixed by the state.
6. Pricing procedure in the trade sector for goods sold at prices fixed by the state or requiring state consent.
7. Procedure for applying economic penalties.

UzSSR, Leningrad Sign Economic, Other Cooperation Agreement

18200479 Moscow *MOSKOVSKAYA PRAVDA* in Russian 12 Dec 89 p 1

[Unattributed report: "Yesterday an Agreement for Cooperation Between Leningrad and Uzbekistan Was Signed in Moscow"]

[Text] A long-term agreement for the development of economic, scientific, technical, and cultural cooperation was concluded for the first time between the Uzbek SSR, Leningrad, and Leningrad Oblast. The signing took place yesterday in Moscow.

In part, the agreement envisages the implementation of a gradual program for relocating Leningrad's processing, light, and textile industries closer to raw material sources in Uzbekistan. It calls for the more rational use of the

republic's untapped labor resources through the development of branches, workshops, divisions, and joint enterprises of Leningrad enterprises and associations.

Uzbek CP First Secretary I. Karimov and Leningrad Obkom and Gorkom First Secretary B. Gidasov took part in the signing ceremony.

AGRO-ECONOMICS, POLICY, ORGANIZATION

Land Law, Ownership Questions Examined

Government, VASKhNIL Views

904B0028A Moscow TRUD in Russian 22 Oct 89 p 1

[Article by A. Pankov: "Who Should Be the Owner"]

[Text] Scientists maintain that in terms of the per-capita amount of agricultural land we are the richest country in the world. I would also like to recall the following fact: A standard of black earth taken from Russian land is kept in Paris. Why then are the counters of our stores and markets empty? Why are we almost the only country in the world, where in 15 years (!) the yield has hardly increased?

Our land does not have a true owner. This is the unanimous opinion of members of the Committee on Agrarian Problems and Food expressed during a discussion of the draft of Fundamentals of Land Legislation. National property, which, essentially, is devoid of personal responsibility, has not proved its worth and new forms of mutual relations between the peasant and the provider-earth should be sought. Everyone agrees on this, but what to do next—here the proposals are most contradictory.

Two drafts—those of the government and of VASKhNIL—were discussed simultaneously. The following are their main differences: Who should be the owner and how to pay for land?

"The law should clearly establish the rights of kolkhozes so that their interests are not infringed upon by soviets or other bodies," I. Kukhar, chairman of the Union Kolkhoz Council, believes. "Yes, any member of a kolkhoz can leave it and establish his own peasant farm, but with the permission of the general meeting."

"Why Finland has neither kolkhozes nor an agroprom, but has an abundance of products?" E. Grinovskis, professor at the Latvian Agricultural Academy, asks with outward calm, but assertively. "A significant part of the USSR population is not yet ideologically ready to accept the term 'private property.' Well, let us grant the right to 'personal property'!"

"It would be incorrect to put an end to kolkhozes and sovkhoses. Let individual farms prove their worth. For a healthy competition cooperatives and kolkhozes should have the same rights, for example, with respect to prices," A. Aydak, chairman of the Chuvash Leninskaya Iskra Kolkhoz, becomes excited. "And if someone decides to leave a kolkhoz, he should have his share of the property and land, but no more than the determined amount."

"According to the draft of the Council of Ministers, soviets or other bodies should be landowners. Which

bodies? A loophole remains. According to the VASKhNIL draft, only the Soviet Government is the owner. This guarantees that a person receives an allotment if he leaves the kolkhoz... Land should be given for 'possession' (if we talk about agricultural production), not for 'use.' This is not a game of words, but the profound essence of the matter," academician A. Yemelyanov believes.

Did you note where the watershed occurs? Scientists and kolkhoz chairmen. The point is that these chairmen head the country's strongest and most highly profitable farms and on the basis of their experience are confident that the kolkhoz form has not yet exhausted itself. However, the same A. Aydak cited the following sad statistics: Approximately one-third of the country's farms give 80 percent of the total agricultural output and the remaining two-thirds are average or completely unprofitable farms, which in no way can rise from poverty and ruin on their own. It is precisely here, the committee member proposes, that, first of all, it is necessary to change over to leasing and "peasant farming."

With all the diversity of approaches to the future of kolkhozes and sovkhoses committee members and their experts agree on one thing: The right to choose the form of management is left to the worker. And with any form he should be the owner of both the land and his products.

The alienation of land is a very sore subject. Every year the country loses vast areas of agricultural land and often the land that is taken away is used barbarically and inefficiently. Committee members had especially big grievances against the Ministry of Defense, which possesses 42 million hectares—this is more than the territory of such a country as Italy. It possesses it free of charge! It often uses the "prohibited zone" for the personal aims of high ranks as hunting grounds and for country homes. Deputies consider the objections of the minister of defense to the introduction of a charge, which, he says, will intensify the state budget deficit, groundless. They say that only the introduction of a charge for all, including state budget organizations (against which the government draft is directed), will force [people] to have a careful attitude toward our national property—land—and will restrain the appetite of some.

However, as it happens in life, one problem leads to another. What charge should be established? It is clear that it cannot be the same for every plot. It is necessary to have what all civilized countries throughout the world have—a land cadastre (a special list).

Yes, it is not enough to have a good law. It is also necessary to ensure a mechanism of its action, of which we have not had enough recently. This cannot be accomplished in 1 day with one decision. In other countries agrarian laws are multi-volume publications, which have absorbed the age-long practice of a wise attitude toward land. It is naive to think that this 20-page draft law will solve all our agrarian problems. However, we must

begin. It is time to straighten out our warped agrarian building. Time does not wait.

Supsov Discussions

904B0028B Moscow SELSKAYA ZHIZN in Russian
20 Oct 89 p 1

[Article by T. Boykova, parliamentary correspondent: "The Main Peasant Problem"]

[Text] The Committee on Agrarian Problems and Food. It seems that the draft of the Law on Land and Land Use was discussed late into the night for the fifth time. It looks like the passions around it are approaching a high point.

The Committee on International Affairs. The draft law on the procedure of Soviet citizens' departure from the USSR and entry into the country was discussed there.

The Committee on Science, Public Education, Culture, and Training. The draft of the Ownership Law in the USSR, a document fundamental for the country and society, was discussed there.

The idea that land should be owned by the people who live on it was repeated often.

The Commission on Problems of Soviet Germans. The territory of the former German ASSR in the Volga Area—in a number of regions in Saratov and Volgograd oblasts—is the most substantiated and acceptable region for the placement of German autonomy. The commission's deputies and members arrived at such a conclusion.

During the second half of the day the Committee on Agrarian Problems and Food of the USSR Supreme Soviet continued the discussion of the draft of the Land Law.

A deputy, leafing through a list of amendments and clarifications concerning the Land Law, hummed under his breath with a barely audible mutter: "We have the right to own land..." Who has the right to it, who can take land, and who should give it? These questions were in the center of attention of this discussion. Both reports made by representatives of the working group—G. Ye. Bystrov, head of a department at the All-Union Legal Correspondence Institute, and E. N. Krylatykh, corresponding member of VASKhNIL—were also largely devoted to them.

The reports represented the result of work on merging two alternative draft laws submitted by the government and VASKhNIL. The first was taken as the basis. However, it underwent significant changes after all the rational ideas contained in the document prepared by VASKhNIL scientists were introduced into it. Clarifications were made on the following fundamental positions: Obstacles, which in the government draft prevented soviets as bodies of people's power to dispose of land, were removed. Causes, which in one way or another limited the independence of actions of kolkhozes and sovkhoses as basic land users and of peasant farms, were

eliminated and measures to strengthen their protection against arbitrary actions were clarified.

The talk was very specific—it concerned individual articles and provisions. Every participant in the discussion had the list of clarifications and, therefore, work proceeded speedily. In the course of the talk G. Ye. Bystrov informed people's deputies that the working group experienced pressure on the part of some departments and, in particular, reported on the improper conduct of the State Committee for Forestry expressed in the following: The provision that the regulation and use of state forest land were carried out in deviation of the general principle and rules appeared—it is not known when and how—in one of the drafts after it had already been submitted to official bodies.

The question of the principle of a universal charge for land evoked special attention. For example, the following fact was heard: Not so long ago the Ministry of Defense in an official document declared that it would not pay for the land assigned to it. But such land totals no less than 42 million hectares! The problem is very complex and requires a comprehensive study. However, one indisputable view, nevertheless, was heard right away: Does the Ministry of Defense need so much land? If a charge is introduced, perhaps it will give up surplus land?

The following theme was also heard in speeches and retorts (for example, deputy A. M. Tsarenko spoke about this): The Land Law will turn out to be no more than a blank shot if problems of fundamentally improving material and technical provision for the APK and of overcoming the profound social differences between urban and rural areas are not solved immediately. Land without people is fruitless.

Such are some aspects of this discussion. Not all the proposals heard at it were adopted unanimously. Nevertheless, through joint efforts the work on the draft of the Land Law moved forward.

Subcommittee Head Interviewed

904B0028C Moscow SELSKAYA ZHIZN in Russian
26 Oct 89 p 2

[Interview with A.A. Sobchak by T. Boykova, parliamentary correspondent of SELSKAYA ZHIZN: "How the Land Law Is Seen"]

[Text] These days the Subcommittee for Economic Legislation headed by USSR people's deputy A. A. Sobchak, probably, pays principal attention to the preparation of the draft of the Land Law. All the alternative versions come together here and the proposed amendments to supplements are analyzed scrupulously. Work has not yet been completed. Moreover, it is going on not only here, but also in other commissions and committees. Nevertheless, the outlines of the new law are beginning to appear more and more distinctly. What are they?

[Correspondent] Anatoliy Aleksandrovich, one can talk about the new law a great deal and for a long time, but let us consciously narrow the subject, limiting it to the framework of only one—but fundamentally new and so important—provision, which existing legislation does not have. In what does it lie?

[Sobchak] Well, lifetime and inherited possession and use of land represent precisely such a provision. According to it the peasant will be able to receive field and farmstead land allotments and to be confident that he, as well as his children and grandchildren, will work on this land and no one will take it away from them. In my opinion, simultaneously with the introduction of this provision into law it is very important to develop a mechanism of protection for those who work on land. We want to do all this quickly so that, perhaps, many thousands of Soviet people may begin work on their own land as early as the forthcoming spring.

[Correspondent] In what way will people receive this land? Will they buy it?

[Sobchak] No, in our country there is state ownership of land. Therefore, it is impossible to talk about any purchase. Furthermore, it should be recalled that our peasants virtually bought out land as long ago as the 1860's. It belongs to them. Therefore, today we must return it to its legal owners and give it for use free of charge, but with a payment of an appropriate land rent to the state as the owner. I stress, the peasant should not pay for land. He will only have to pay for the income that he receives from it. So, this difference must be made very clearly. But if we follow the path of buying out land and transferring it to the peasant's ownership, this will be a totally different system.

[Correspondent] Nevertheless, it is not quite clear how this can look realistically, in practice.

[Sobchak] Well, this is the point: We propose that the right to allocate land, as is done now according to existing legislation, should not belong to kolkhozes, sovkhozes, or, for example, executive committees of rural and settlement soviets. It is clear that in such a case the peasant either will receive nothing, or will be offered inferior plots, which no one needs. Therefore, we propose that only people's deputies elected into appropriate local soviets—rural, rayon, and so forth—should deal with this. However, I would like to stress once again, not executive committees. It seems that special committees patterned after peasant ones should be established out of deputies for this. They will examine every application and make a decision on the allocation of land. I even think that after the adoption of this law in every rural center, village, kolkhoz, and sovkhoz it will be necessary to hold a general meeting—an assembly, at which people will be offered to jointly make a choice and to decide how they want to go on living—to manage independently on land, or to work as before within the framework of a kolkhoz or a sovkhoz. By the way, who will want to leave if these are strong and sound farms! Possibly, however,

the decision will be dual—people will leave the collective, but most will not want to. Let them do as they please. Let people decide for themselves what form of management they prefer—this is the chief thing here.

[Correspondent] However, in order to use land competently, one needs special knowledge, equipment, seeds, and many other things. The desire to own land is one thing, but not to ruin it, which is very simple [sic], is quite another.

[Sobchak] Yes, knowledge is necessary, but there are all the conditions for those who want to acquire it. The fact that it is necessary to sharply increase the responsibility of the land user for a strict observance of ecologic, agronomic, and other requirements is another matter. When giving land to the peasant, measures must be taken so that, along with his own interests, he may also observe state ones—the interests of the consumer of farm products.

[Correspondent] Is such a protection mechanism inherent in the Land Law?

[Sobchak] Certain measures of effect on the land user exist in the legislation presently in effect. The most diverse forms of coercion can be applied to those who do not fulfill their obligations. It seems that the new law should strengthen these measures even more. Nevertheless, work on it has not yet been completed.

[Correspondent] The Land Law touches on the fundamentals of our state's life and the interests of many millions of people. Would it not be appropriate to hold a national referendum?

[Sobchak] Please understand that a referendum is a special form of solving this problem. It presupposes a very limited number of questions, to which it is necessary to give extremely laconic answers: yes and no. For example, we could submit the following question to a referendum: "Should we abolish state ownership of land and make it private ownership?" This is a subject for a referendum. It presupposes only two answers. However, to submit to a referendum, for example, the question as to what mechanisms should be activated in land use is senseless. Here it is impossible to answer unequivocally. Furthermore, we completely try to take people's views into consideration. After all, many specialists have been enlisted in work on the draft of the Land Law and they have been working for more than 1 month. Several versions of the draft law represent the result of their work. Furthermore, we most carefully study the entire mass of proposals, which we receive from elsewhere. It is even difficult to say what number of people take part in the work on this law. Here is the latest fact: The most prominent scientists—specialists in agricultural problems, economists, jurists, managers of farms, leasing collectives, and other agro-industrial associations, and so forth—from the entire country gather in Moscow in order to exchange views of the Land Law. That is why I do not yet see the need to hold a referendum.

[Correspondent] Is the form of land possession proposed in the draft not veiled private ownership?

[Sobchak] No. Private ownership presupposes the possibility of selling land and disposing of it at one's discretion—exchanging, pawning, and so forth. The draft of the Land Law does not provide for this.

[Correspondent] How can the following situation be resolved: A person invested a great deal of labor and money in the land allocated to him, but he fell sick, became disabled, and can no longer work on it.

[Sobchak] He has the right to compensation and, second, he has the right to transfer this plot of land to any able-bodied family member in his lifetime.

[Correspondent] Another situation: A road alignment, a gas pipeline, and so forth are to pass on the allocated plot and he is about to be removed from it.

[Sobchak] In the law being prepared we will especially insist on such guarantees as full compensation in such cases for all the expenditures connected with building up, using, and improving land and, simultaneously, granting an allotment of an equal value so that the peasant farm may not collapse.

[Correspondent] SELSKAYA ZHIZN readers often ask the following question: If I want to leave the kolkhoz, to which my father, who joined it during the period of collectivization, turned over something, will the kolkhoz give back to me what my father had invested in it?

[Sobchak] The question of such a return can no longer arise today, because all kolkhoz property has long been depersonalized and the share of general state funds in it has long exceeded, and to a significant extent at that, the share that had been invested by people at one time. Therefore, today another question should be raised, that is: If you want to leave a kolkhoz, you have the right to do so and a field or a farmstead allotment should be given to you. Moreover, the state should grant on preferential terms the credit necessary for building up [land] and purchasing equipment, livestock, fertilizers, and so forth as compensation for the fact that peasant farms were destroyed at one time. However, all this is stipulated in the law being prepared, so that I believe that there will be no problems here. I also think that it is much more profitable for the state to give credit to the peasant, which, incidentally, is returnable, than to annually pour 80 billion rubles into subsidies, which no one returns and which turn into sand, giving nothing.

[Correspondent] The Land Law, like the Ownership Law, should not be adopted without making a number of appropriate amendments in the USSR Constitution. How does the committee intend to act in this respect?

[Sobchak] At first we will examine both these laws at the Supreme Soviet in two readings and the right to their final adoption will be transferred to the Congress of People's Deputies, which will begin working on 10

December. Simultaneously with land and ownership laws, it will make appropriate amendments in the Constitution.

[Correspondent] All of us are rich in such bitter experience: Fine resolutions, decrees, and so forth, which promise a quick and universal prosperity, are adopted. However, when the matter reaches a real implementation, they either do not work, or the result is directly opposite to what is expected. Can such a thing happen with the Land Law?

[Sobchak] I am a realist and I assume that local authorities can begin to put obstacles and, therefore, it seems that immediately after the Land Law we should adopt a special decree on the responsibility of officials of party and state bodies, which will hamper its implementation in some way. Every complaint should be examined at a special deputy commission, which will make a decision on the punishment, right up to dismissing or removing the guilty person from office.

[Correspondent] Anatoliy Aleksandrovich, it appears that we are on the eve of an historical event for our state. Family peasant farms, which will be inherited, will work on land along with kolkhozes and sovkhoses. Perhaps yesterday's peasants will also return to their native places from cities?

[Sobchak] Yes, this is a truly historical event and, if you wish, revolutionary in its nature and scale. I greatly hope that in the shortest time millions of yesterday's peasants, who vegetate in stuffy, cramped, and overcrowded cities, will return to the land, breathe clean air, and work for the good of their families and the homeland.

Support For Traditional Enterprises in Voronezh Oblast

Importance For Social Development

904B0044A Moscow PRAVDA in Russian
4 Sep 89 Second Edition p 2

[Article by V. Pavlenko, director of the Maslovskiy State Pedigree Stock Plant, Voronezh Oblast: "Why Does the Village Need a Fountain?"]

[Text] It is not I who has noted that we do not have a shortage of "experts" in agriculture. All of them know how to harvest grain and how to milk cows and they willingly enlighten us, farmers; accordingly, with a surplus of plans for the reorganization of rural areas. Some propose that sovkhoses and kolkhozes be disbanded and land be transferred to private ownership. Others propose that leasing and cooperatives be spread everywhere and unprofitable farms be auctioned off. And they demand that transformations be carried out immediately and at once throughout the country.

I believe that my practical experience on the sovkhos enables me to express my opinion of the ways of developing agriculture. I will not enlarge on our harvests, milk

yields, and weight gains in livestock, which greatly exceed average oblast ones. I will discuss something else, which seems more characteristic to me. First, the average age of the people working on our sovkhoz is 32. Second, we do not have a shortage of personnel. The staff is full. Moreover, an employment problem will arise in the next year or two. At the same time, we did not give a single hectare to individual peasants or private farmers. Not because I, director of the sovkhoz, forbid this. Today people, with whom I work side by side, whom I lead and, therefore, know well, these people do not see any sense in changing sovkhoz production into some other production. They are satisfied with the working conditions, wages, and moral atmosphere in the collective. The only thing that they do not have now—and this is no joke—is a fountain in the center of the village. Why do we need it? Well, if only so that people might gather among flowers and greenery in the cool of the evening, as they used to gather near the village well at one time, to discuss news and to socialize. We are completing the construction of such a fountain.

A fountain for the village is a symbol of social well-being. Perhaps city readers will not be surprised by it. They are used to reading in newspapers about how "our villages are becoming more attractive." In fact, there are many such villages. For example, ours has a school, a polyclinic, a kindergarten, and other "attributes" of normal civilized life. However, most peasants live without gas and running water, without hospitals, schools, and kindergartens, and are cut off from the world owing to an absence of passable roads. It is not a fantasy, but a rural reality: During the season of bad roads patients from one village or another are driven to the nearest hospital on a steel sheet hitched onto a tractor. Neither leasing nor a cooperative will help such patients and such villages. Nor will private or individual farm management help.

I realize that it is not so complicated to verbally advocate social benefits for rural areas. It is much more complicated to find the funds for their creation. The state does not have surplus funds. Worse than that, there is a budget deficit of 100 billion rubles. Nevertheless, there are no hopeless situations. I am deeply convinced that it makes sense to reduce expenditures on industry and the army and to shift them to rural areas.

It is possible to replenish the budget from a social reserve, which we feel uneasy to discuss. I have in mind housing construction at the owners' expense. If in rural areas we build a house and sell it to the peasant, why does this not exist in the allocation of apartments to city dwellers? Let us live according to justice. If the peasant saves up for a house for years, denying himself and his relatives pleasures and good things, why does the city dweller receive an apartment free of charge? Let him also make a contribution to the common money box. The funds received in this way from the city population can be assigned specifically for the development of rural areas.

People can object to me, saying that I "am driving a wedge" between the working class and the peasantry. Nothing of the kind. Conversely, I think only about strengthening the alliance between them. After all, we, rural residents, are also not armless and can ourselves earn enough if we are not hampered. Agricultural products, for which it is easy to exchange whatever one likes, can become a hard currency. I will not reveal a big secret if I say that an exchange of goods between urban and rural areas has been going on for a long time. It is time to legalize it and to make it open and available to all. The plan prevents this. Although now it has been renamed into a state order, the crux of the matter has not changed—virtually everything that is grown must be delivered. Farmers need the right to dispose of at least one-half of the produced products so that they may transport them to the market or offer them to industrial enterprises at their discretion.

We know that the profit from the sale of finished products is much higher than that from the sale of raw materials, which grain, milk, and livestock are. However, this profit remains in the city with procurement officials and processors. Therefore, we have decided to build our own processing production facility on our farm. We have set up the output of cheese and will produce meat and confectionery products. We intend to open shops for dressing sheepskin. Whereas now our entire diversified farm gives 2.8 million rubles of profit, one new plot promises an additional million.

Now tell me: Is a lessee or an individual peasant able to produce agricultural products, then to process them, and to sell them as finished products? Of course, not. Consequently, the lion's share of the profit will also float away from him. If nevertheless he dares to set up a closed cycle for himself, he will have to work together with his entire family 48 hours a day, or to hire workers on the side.

I am firmly convinced that only on a sovkhoz or a kolkhoz is it possible to create conditions for normal, not exhausting, labor and good rest. Only in a big production collective is it possible to purchase highly productive machines, which free people from grueling labor, and deductions for social needs can be in an amount sufficient for the creation of comfortable living conditions.

In this I again base myself on my own experience. In our collective about 500 out of 1,300 workers are engaged in amateur art activities. The "Vechera" vocal and choreographic ensemble will soon depart for the world folklore festival in Algeria. It plans a trip to Mexico in the fall. The laurels of international masters of the stage do not entice us, but we would like to see people and, I believe, that it is worth showing ourselves. I doubt that any lessees or individual peasants will be able to afford such trips not only during the intense period of formation, when every kopeck counts, but also in the distant future.

While advocating the development of kolkhozes and sovkhozes, I do not at all join the conservatists. I am also

for perestroyka in agriculture. When I was at the Congress of People's Deputies, I wholeheartedly supported the appeal of agrarian deputies to the congress. In it we clearly and unequivocally demanded a fundamental land reform guaranteeing a real diversity of forms of ownership and management. However, not one and all and not in a forced manner, as it very often happens in our country, but on a voluntary basis exclusively.

Meanwhile, there are many people who want to manage as before. Here I am for rapid and radical reforms. For now we only try to persuade apparatchiks not to interfere. Not much comes of attempts at persuasion. I assume that agro-industrial associations at the level of rayons and oblasts can be abolished quite painlessly. The specialists who work here can unite as consultants into cost-accounting organizations. If rural residents see a need for them, they will ask for help and will pay money, and, if they do not, let them themselves look for work according to their competence and abilities... Here I may be accused of inhumanity. On the other hand, is it humane to live off peasants and to eat for nothing?

We must get rid of dependents. Then, I am confident, every village will have everything that it needs for a happy life. Every village will also have its own fountain.

Socialist Sector Contribution Primary

904B0044B Moscow PRAVDA in Russian
13 Nov 89 Second Edition p 2

[Article by N. Avdeyev, kolkhoz member, Voronezh Oblast: "Do Not Call Me to the Homestead"]

[Text] How long cosmonauts are in a state of weightlessness, probably, can be clarified with an accuracy of up to 1 minute. But no one knows how long we, peasants, have lived without feeling our own weight. For this it is not necessary to fly into space—it is sufficient to travel on our roads to remote departments, to homesteads. There is a continuous chain of pits on them and the car bounces up and down so high as though one soars over sinful land throughout the trip. At the place [of destination] one tumbles out of the truck thrilled and happy at the safe conclusion of the trip.

That is why on our Velikiy Oktyabr Kolkhoz, out of all the social benefits, I like most of all the recently built asphalt road to the field camp. It is only a few hundred meters away from the highway, but a totally different life has begun. If I feel like it, I go by bus with the brigade and, if not, I take my "Moskvich" and go directly from home to the tractor.

The kolkhoz land stretches along a narrow, almost 30-kilometer, strip. While driving from the central farmstead to the camp, one gazes at the boundless fields to one's heart content. I look at the invaluable chernozem, in my mind I cut it into pieces of 50 or 100 hectares, and I build a house, a garage, a cowshed, a hog house, a barn, and a hay storage facility on each one, as well as a road. I bend my fingers, I estimate the cost, and I exclaim

"ah!"—100,000 to 150,000 rubles will be necessary. A tractor, a sowing machine, a combine, and a motor vehicle are also needed. The expenses exceed 200,000.

Approximately such a sum will be needed if I decide to become a private farmer. Never in my life did I hold so much money in my hands. Of course, I have savings. I have a house and a car. After all, I worked all my life. However, my entire movable and immovable property will not total even one-fourth of this sum. One can take a loan, but, after all, it must be paid back.

If one turns on the radio and television and takes a newspaper in his hands, everywhere there are lengthy arguments about the fact that kolkhozes and sovkhoses have become obsolete and only an individual peasant can feed the country. And to confirm this, there are reports on how easy it is for the homesteader to live and breathe. No one orders him and he is his own master. He works as much as he wants. True, the reports often keep quiet about the results of labor, but go into raptures over future achievements. In brief, it turns out that our state's entire hope rests with the homesteader.

Is it not better to wait a little with advances in the part of achievements? As the saying goes, the pullet has not yet sat on the nest, but some people have already trumpeted about the golden egg. Even at the session of the USSR Supreme Soviet some deputies propose the introduction of private land ownership. I do not know whether there are many advocates of this proposal there, but on our kolkhoz there is not a single one.

To be honest, there are plenty of people who want to give away their private plots of 30 hundredths [of a hectare] to anyone. They will buy products in a store. Personally, I cannot bring myself to condemn such people. We do not share the complaints by city dwellers about depeasantization and the peasants' loss of attraction to land and to subsistence farming when everything we have is our own—meat, milk, vegetables, and fruits. I, like my fellow-villagers, after a workday also want to rest, to bring up my children, and to socialize with family and friends. There is no question of that!...

I have to get up at 4 o'clock in the morning in order to have time to feed livestock, to earth up potatoes, and to weed carrots before work. After a workday spent in the cab of a tractor I again have to grab a pitchfork, a shovel, a scythe, and a rake. By night I have just enough strength to pull off my boots and to get to bed. This happens day after day and year after year.

I am talking heatedly, but I do not complain at all. For many years I have been guided by a simple wordly truth: If you want to live well, work until you sweat. There will be an abundance in our stores when we raise the public production sector to the proper height. Then, perhaps, not everyone will want to engage in private subsidiary farming.

Good things do not fall from the sky. If someone is a loafer on a kolkhoz, he will also remain a loafer at the

homestead. On the other hand, a working person lives and works better in a collective. Moreover, he has greater confidence in his future. If something happens, I will not go bankrupt and will not live by begging. All of us living people are not insured against sickness or an accident. Now, if I fall sick, my main concern is to restore my health. The kolkhoz will manage without me. There is someone to gather the harvest and to feed the livestock. I will not remain without pay—I will get paid for days of sickness according to the medical certificate.

An individual peasant is another matter. God forbid if he is disabled during the harvesting campaign. Who will gather the grain on his field? After all, there is a shortage of manpower on the kolkhoz. Most likely, the harvest will perish and the labor of a whole year will go down the drain.

That is why the appeals to raze kolkhozes and sovkhoses to the ground and then on the empty place to build agriculture in a Western manner lead to a sad thought.

In my opinion, we should not give up social achievements precisely at the moment when we are just beginning to utilize their advantages and when a real opportunity to renew rural areas appears. On strong farms, where work is well organized, the idea to disperse over homesteads does not even occur to people. Why? They receive profits sufficient for the purchase of modern machinery and equipment, for the construction of dwelling houses and kindergartens, and for building roads.

Even on our strong kolkhoz social benefits are visible only in the village center. Here there is concrete, a water pipe, cleanliness, order, and blue spruces near the board. We have an avenue with comfortable two-story houses rolling in greenery. But where I and I and 1/2 dozen kolkhoz members live—as we say, in the sticks—as yet there is neither a water pipe, nor lights, nor a normal road. During the fall season of bad roads I do not even take out my “Moskvich” from the garage. How many times did I discuss this topic with our permanent chairman N. Pegarkov! He only throws up his hands: We do not make progress everywhere, we have a shortage of manpower.

I understand him perfectly well and I have reconciled myself to the fact that our—those who live on the outskirts—turn will come soon. The question is: How will individual peasants provide benefits for themselves? I did not begin our talk with the road to the field camp by accident. It cost the kolkhoz 12,000 rubles. It is only a strip of concrete 2 meters wide and one-fourth of a kilometer long. Are such expenses within the homesteader's means, especially if he is at a distance of 10 to 20 km from the highway? Will the state be able to build roads to every homestead even if on credit?

I am a Voronezh peasant by birth. I was born and grew up here and until the end of my days I will not leave this land for anywhere else. It is so dear to me, it causes a pain in my heart. I want to leave it to my offspring as

generous and beautiful as it was when I received it from my forefathers. Unfortunately, not everything is going well and my conscience is not clear. The yield of chernozem and the area of arable land are decreasing and we have fewer and fewer forests and meadows. The best minds of agronomic science have long urged us to revive rivers, to plant forests, and to create forest strips capable of rising like a shield on the path of hot dry winds. The work is enormous and requires huge expenditures. Will the individual peasant engage in such regional land reclamation? Where will he take the funds for this? Do we not doom land to destruction, proposing that it be divided into homesteads?

Many such questions arise and most of them remain without an answer. It would be good if advocates of private farming first ask us what we want and how we see our future.

Of course, we know how acute the food problem still is. However, is it worth rushing from one extreme to another and in a panic destroying what has already been created? Is it not better to think how to increase the efficiency of existing forms of managing agriculture?

Let us take the chief thing—economic independence. The private farmer receives full independence. At his discretion he selects crops, determines prices of products, and chooses the time and place of their sale. Why do we, kolkhoz members, not have such freedom? We are not even asked when above-plan grain is taken out of the farm. The chairman receives a telephone call from the rayon or the oblast and is told how important it is to fulfill or overfulfill the plan and how a party member must manifest consciousness. He “manifests” it and 200 tons of above-plan grain, which the kolkhoz needs very much, are taken away.

Not a single kolkhoz member will reproach the chairman for unscrupulousness, because he realizes that the chairman cannot do otherwise. The farm is tied hand and foot by the centralized delivery of resources and stocks are in the hands of high-level management. If today N. Pegarkov refuses to overfulfill the plan, tomorrow he will not receive building materials, equipment, fertilizers, and fuel.

In order to set up direct ties with subcontractors, the kolkhoz should have the right to independently dispose of products—to turn them over to enterprises in exchange for the necessary materials, to transport them to the market, and, in fact, to sell them at contractual prices. This will also make it possible to develop a processing industry in rural areas and to provide our daughters with work. Now, as soon as they finish the 10th grade, they strive to fly away to the city, because at home there are no jobs, except those of milkmaids.

Of course, it is probably difficult to immediately set up relations between the state and the agroprom on a new basis. However, if one begins with little and acts systematically, during the five-year plan independence—

primarily in matters of sale of produced products—can essentially be granted to all agriculture.

In this way we will establish in the agroprom a market, which many scientists and specialists advocate. I think that the rural economy will truly revive. Ultimately, as far as I understand, the chief thing is not who owns a plot of land, but how economic relations are built.

At the same time, I have nothing against the private farmer. If a person wants to risk and to test his own strength—let him do as he pleases. Let him live and work as he likes. We have enough neglected villages, a plot of land can always be found there. I also welcome lessees, cooperative workers, and those who want to work on land. Let there be many forms of managing agriculture in our country as envisaged by the decisions of the March (1989) Plenum of the CPSU Central Committee. As a party member and a peasant I support them wholly. I am afraid of extremes and imposed obligations. We must not forget the lessons of mass collectivization. So, do not call me to the homestead. I am also happy on the kolkhoz.

REGIONAL DEVELOPMENT

Progress of Agro-Industrial Restructuring in Lithuania

904B0011A Moscow SELSKAYA ZHIZN in Russian
17 Oct 89 p 2

[Article by S. Gedraytis, secretary of the Central Committee of the Communist Party of Lithuania: "Rural Areas on the Threshold of Changes"]

[Text] Any reform, if it is invented in the quiet of offices and is not linked with people's vital interests, is not based on objective economic laws and is doomed to failure in advance. This is a generally known fact. Today, on the threshold of new transformations in rural areas, it is extremely important to give up old approaches based on a voluntaristic solution of agricultural problems. A radical reform should proceed primarily from the needs and concerns of the rural worker.

Having begun the reorganization of the agrarian sector of the republic's economy, whose principles I will discuss below, we proceeded from the wishes, requests, and demands of the most diverse strata of the peasantry. We only focused these ideas and substantiated them scientifically. In particular, the decision on legislative guarantees for arising peasant farms originated on the basis of workers' suggestions, when the objective need for the reorganization of agriculture became so obvious that it was necessary to take specific steps at a governmental level.

At first glance there was and is no special cause for alarm. For many years Lithuania's agriculture has developed dynamically. In the republic in the last few years there has not been a single economically unprofitable

farm and profitability has continued to rise, now reaching the level of 32 percent. Farm profit has exceeded 1 billion rubles for the first time. However, the rates of growth of agricultural production have not met the population's increased needs for food products. The existing structure of management of the agro-industrial sector and formed economic relations in rural areas have become a hindrance to the sector's development.

The March (1989) Plenum of the CPSU Central Committee, without doubt, accelerated transformative processes in rural areas, although some are inclined to believe that it did not adopt any fundamental decisions. I think that the habit of receiving ready formulas from the party, which would enable the rural economy to "recover" instantly, operates in this case. Alas, this does not happen... The plenum developed a new agrarian policy and, what is no less important, spoke about the equality of all forms of agricultural production organization and the restructuring of socialist production relations in rural areas, which gives back to the peasant the position of being the master on land.

At the same time, we will agree that some of the plenum's decisions are vague and unclear, which can lead to their different interpretation. In fact, most economic levers of management of the agro-industrial complex, as before, remain in the hands of the center, despite the fact that excessive centralization has long demonstrated its inefficiency. The Central Committee of the Communist Party of Lithuania, guided by the republic law "On Fundamentals of Lithuanian SSR Economic Independence," believes that the new agrarian policy should not be realized in all republics in like manner, but proceed depending on local management conditions and existing traditions of peasant labor. The republic's public also insists on this. We have no right to ignore public opinion on the threshold of the agricultural reform.

From this point of view, in the statement of the CPSU Central Committee, which has evoked such an ambiguous reaction in the republic, the words about the possibility of organizing truly independent management and changing over to self-provision, which will enable us to feel and act like masters in our own home, are noteworthy.

Several months ago the republic's Supreme Soviet adopted the Law on Peasant Farms, which gave the rural worker the right of choice. From now on this right is guaranteed legally.

The law is one of the first real steps toward an economic and social reorganization of rural areas. In particular, the rights of peasant farm owners have now been affirmed legislatively and a fundamental problem, over which so many lances are now being broken—the problem of land ownership—has been solved. The law provides for granting peasants land for indefinite use with the right of inheritance and free of charge. Land will not be subject to sale or leasing. Thus, the peasant—the primordial meaning has finally been given back to this word!—

acquires a full right to an independent possession of land on his farm, whose size, incidentally, cannot exceed 50 hectares of agricultural land. The circumstance that in all cases a peasant farm will enjoy the same legal rights as a public farm is very important. For example, land reclamation projects, the infrastructure of rural areas, and road construction will be financed under the same conditions as in the public sector.

Latter-day "farmers," or as they are called in Lithuanian, "ukinkasy" ("masters"), during the harvesting campaign and in case of sickness can hire people, at the same time, concluding with them an appropriate contract, which guarantees not only the specified wages, but will also ensure full social insurance and security. I hear a chorus of objections: hired labor, farm hands, exploitation of man by man, and so forth will appear again... One can think that present kolkhoz members are not hired workers, who receive for their labor wages from the state, which, moreover, are very small... The trade union of agricultural workers exists in order to protect the rights of peasants, including hired manpower on farms.

In brief, the reviving peasant farms in Lithuania, whose traditions have not yet faded from people's memory, have received equal rights with other forms of management and socialist ownership. We are far from the thought that these farms will become a panacea for all troubles and in their development will push kolkhozes and sovkhozes aside. We do not advocate "collectivization backwards," understanding that the strength of the public economy in Lithuania has manifested itself quite fully and its possibilities have by no means been exhausted. Despite all the public sector produces approximately three-fourth of the total agricultural output in the republic. Consequently, as before, it remains the main form of production, but not a monopoly form—this is what is important to stress.

I will cite only several examples of an equal development of various management forms. For example, many independent cooperatives within farms connected by commodity-money relationships have appeared in Lithuania at present. As a result, the Kivilyay Kolkhoz in Akmyanskiy Rayon, for example, during only 1 year of work according to the new method sharply raised labor productivity and production profitability, at the same time, reducing the managerial apparatus by 11 people. During that time net income increased by almost 1 million rubles. Another example. A number of kolkhozes—Zhelsvyale in Mariyampolskiy Rayon, Erishkyay in Panevezhskiy Rayon, and Draugas in Radvilishkiskiy Rayon—distribute part of the value of fixed productive capital to farmers in the form of shares, in which a certain part of the net income of a kolkhoz is invested and which a kolkhoz member receives in the form of dividends at the end of the year.

In brief, in our opinion, not a single form of management on land, which is forcing its way through the weeds of present tangled economic relations, should have the right to truth as the highest authority. The following should be

taken as a rule: No one should impose on the peasant an opinion from outside or from above and artificially accelerate or hamper the natural processes of economic development, especially on the threshold and directly in the course of the reform in the agro-industrial complex. Let a healthy competition exist. Life will show what forms are the most effective and acceptable. The chief thing is to see to it that they are legislatively affirmed and impel man toward initiative and an independent search for optimal ways of development.

Reaching such a conclusion and decisively rejecting, any, even the slightest, manifestations of bureaucratic administration, naturally, we face the following question: What structure of agricultural production management as a whole should there be? Obviously, the old management model is unsuitable, especially when the concept of the republic's economic independence is realized. The Lithuanian SSR Council of Ministers together with councils of Lithuanian and Sayudis farmers, scientists, specialists, and workers at the departments concerned have worked out an organizational scheme for the management of agriculture.

The republic's Gosagroprom was abolished. In order to solve important problems of state significance, the Ministry of Agriculture was established in a new capacity. It will differ fundamentally in its functions from the previous department. Its small staff will be maintained with state budget funds. Furthermore, we have reached the conclusion that it is necessary to have a single independent system of supply and technical servicing for the agro-industrial complex in the republic. The Lithuanian SSR State Committee for Supply of Production Equipment for the Agro-Industrial Complex (Agrosnab) has already been established and for the development of relations with other national economic sectors and coordination of basic problems in the development of the agro-industrial complex it is planned to form the State Commission for Agriculture and Foodstuffs, which will be headed by the deputy chairman of the republic's Council of Ministers. Such are the structural changes, as they say, "above." And "below," that is, all farms, enterprises, organizations, cooperatives, agrofirms, and other formations can establish interrayon or republic associations, unions of cooperative workers, and associations on a—I stress—voluntary basis and on the basis of economic expediency, for specific economic functions. The same, in the sector's processing and service spheres.

At the rayon level with the abolition of the rayon agro-industrial association it is planned to limit the functions of management bodies and to expand producers' rights, thereby, strengthening the role of local soviets. In order to perform state and control functions concerning foodstuffs, land organization, the quality of agricultural products, veterinary sanitation, and so forth, administrations of agriculture or other agricultural subdivisions are being established in rayon executive committees. Kolkhozes, sovkhozes, enterprises, peasant farms, cooperatives, agrofirms, and other organizational units of the agro-industrial complex are establishing,

again on a voluntary basis, a rayon association of this complex headed by a council elected by association members.

It should be stressed that the entire agro-industrial complex and every specific producer work under full cost-accounting conditions. Therefore, the effectiveness of agrarian policy largely, if not to a decisive degree, will depend on price formation and taxation. But then and there a clash of wills occurs. The entire, so carefully thought-out, structure may be unable to function if the principle of centralized setting of purchase prices of agricultural products continues to operate. If we take into consideration that as of next year the republic will change over to regional cost accounting, they should be set precisely in the republic. For this it is necessary to place the sums of payments due for purchased agricultural products under the republic's authority. On the basis of these sums and local conditions for the production of every type of product the republic itself will determine purchase prices, which, I am confident, will be more substantiated. Another problem, on whose solution the fate of the reform depends: The republic should independently determine the amounts and procedure of use of rent payments, which should be completely transferred to the republic budget. Republics will gain and so will the country.

In connection with the new agrarian policy developed in the republic, I cannot fail to dwell on the present forms of party work in rural areas. A complete rejection of any form of bureaucratic administration and command is of paramount importance. This does not mean that problems of labor and technological discipline will be put aside. However, their solutions should be attained not by a shout, not by a command, but by the effect of economic levers. The duty of rayon party committees and primary party organizations is to help rural workers to find answers to perestroyka problems, which are still not clear and not simple, to dispel doubts, and to convince people to choose new ways of management and not to be afraid to risk and to experiment. It is important to explain to them the essence of the laws adopted in the area of agriculture and the present agrarian party policy.

I admit that it is not easy, because a considerable number of party members cannot yet find their place in perestroyka. Party leaders in localities must urgently restructure their work fundamentally and understand that there is and will be no return to the old, that the era of the command style in party leadership has ended, and that the new structure of management of the agro-industrial complex will also presuppose new approaches in party work.

Only creative and disciplined labor and close cooperation with other public organizations will give a new impetus to the work of primary party organizations of farms and, ultimately, will contribute to the common cause of flourishing of rural areas and, consequently, to a rise in the people's standard of living as well. Our

reformative efforts for an economic and social reorganization of Lithuanian rural areas are directed precisely toward this.

Regional Leaders Comment on Leasing in the Urals

Sverdlovsk First Secretary Stresses Importance

904B0046A Sverdlovsk URALSKIYE NIVY in Russian
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[Speech by L. F. Bobykin, first secretary of the Sverdlovsk Oblast Committee of the CPSU: "Leasing, the Archimedean Lever for the Economy in the Countryside: Returning the Proprietor to the Land"]

[Text] During the spring, the Sverdlovsk party obkom assembled leaseholders to sum up last year's results and to hear their opinions on the leasing contract and what must be done to remove the obstacles which prevent it from being introduced further. This conference was also attended by city and rayon party secretaries, managers of soviet and agricultural organs, and agricultural specialists. L. F. Bobykin, first secretary of the Sverdlovsk party obkom, opened the meeting. The essence of his speech is reflected in the subtitle.

It is obvious today that the advantages of the new economic reform cannot be realized without arousing the personal interest of every worker. This thesis is being confirmed in practice by the work of leasing collectives. It is precisely leasing which is able to give cost accounting its second wind and to bring out a person's gift for management. Striking things are revealed in an analysis. In the same rayons, on the same farms, under equal and sometimes worse conditions and with identical material resources, but with differing attitudes toward the work, completely different results are being achieved with respect to agricultural production, the inputs of labor and capital, productivity and production cost.

Let us compare two neighboring rayons—Garinskiy and Serovskiy. In Garinskiy Rayon, practically all of the arable land and the dairy herd and over 80 percent of the young cattle have been assigned to brigades and teams working under a multiple-skill leasing contract and are paid in accordance with the end result (for livestock output). Milk production for the year in the rayon was increased by 27 percent, cattle sales increased by 1.5 times as much, and the milk yield per cow rose by more than 400 kilograms. The production cost of 1 quintal of milk declined by 16.5 rubles compared with the previous year and the production cost of meat declined by 195 rubles.

In Serovskiy Rayon, the party organizations and the farm managers and specialists marked time. Last year only three collectives, a total of 15 persons responsible for about 3 percent of the young cattle and cows, were working under a leasing contract here. As a result, the rate of increase in livestock output here was significantly

lower than their neighbors' output—milk production rose by only 12 percent and meat production increased by 14 percent.

The weather had an important effect on the end results last year. But even under these conditions the results of work by the leasing collectives were better everywhere. The labor productivity of leaseholders in the oblast as a whole was 1.5 times higher than under the usual organization of labor. This gives us the right to say that a dynamic solution to the food problem depends to a large extent on improvement in economic conditions in the countryside and the development of various forms of contracting and leasing. This is not a simple matter; the stereotyped thinking of farm managers and specialists, as well as ordinary workers, must be broken. And without the active assistance of party committees, this problem cannot be resolved. However, many of them are biding their time in introducing leasing relationships. Soviet and agricultural organs are not active enough in these matters, either. At a number of farms, the secretaries of party organizations are even impeding the development of leasing relationships. As an example, at the Sovkhoz imeni Voroshilov in Rezhveskiy Rayon, A. P. Pershin, the party committee secretary, states openly that "we do not need a lease." But after all, the grain crop yield there last year was 13 quintals per hectare, the potato crop yield was 90 quintals, and the productivity of the dairy herd declined substantially. Is this really the attitude the sovkhoz party committee should have toward leasing?

The lack of preparedness by personnel is a serious impediment to introduction of the new economic mechanism. Many managers and specialists on sovkhozes and kolkhozes and in soviet and agricultural organs and party committees still have a poor grasp of the fundamentals of leasing relationships and are not providing sufficient practical assistance locally. For this reason, the oblast agroindustrial committee must update the work of the council of economists at sovkhozes, kolkhozes, and agroindustrial associations in reviewing the urgent questions of introducing leasing contracts and it must organize regular seminars based on the best farms with the participation of managers, specialists, and members of the leasing collectives.

Managers and specialists have to be sent to other oblasts in the country in order to study experience in introducing leasing contracts and other progressive forms of labor organization and wages. During the course of introducing leasing relationships it is important to restructure work with specialists. Many of them are not finding their place under the new conditions and are an obstacle to the development of leasing collectives, since the new methods of economic operation lead to a reduction in management personnel and require that their competence be increased. Their aspiration to shift to leasing collectives has to be supported in every way possible. But we do not have many such examples, unfortunately. There is another way: specialists can establish cooperatives and work with leaseholders under a contract, and the former will be paid with the latter's

own funds. No salaries are needed in this case—they receive what they have earned.

The continuing practice of paying money that has not been earned is holding back introduction of the lease contract, and wage leveling is flourishing. At the "Manchazhskiy" Sovkhoz in Artinskiy Rayon, they obtained an average of 3,361 kilograms of milk per cow and 18.1 quintals of grain per hectare in 1987, and the output per worker was valued at 10,500 rubles. At the Sovkhoz imeni Sverdlov, they produced 2,826 kilograms of milk and 9.2 quintals of grain per hectare, and labor productivity totaled 7,000 rubles. But the manager of the "Manchazhskiy Sovkhoz received a salary of 438 rubles and the manager of the Sovkhoz imeni Sverdlov received 627 rubles, the chief agronomists received 346 and 577 rubles respectively, and the milkers received 277 and 283 rubles, respectively.

The grain crop yield at the "Rossiya" Kolkhoz in Irbitskiy Rayon was 15.1 quintals per hectare and the production cost of a quintal was 10.7 rubles. These were the indicators for the "Dubskiy" Sovkhoz in this rayon: the average grain crop yield was 11 quintals per hectare and the production cost was 20.8 rubles. With a nearly equal milk yield per cow, the production cost of milk at the "Rossiya" Kolkhoz was 28 rubles, but it was 47 rubles at the "Dubskiy" Sovkhoz. The output per worker at the former was 10,800 rubles and 8,300 rubles at the latter. But the wages for managers, machine operators and stock breeders were practically identical. Where is the social justice? Recently I had occasion to be on the Saltanovskaya farm of the "Novolyalinskiy" Sovkhoz. What can I say? The collective has no desire to shift to a lease contract. And why will this come about if the wage for milkers is more than 220 rubles when the milk yield per cow is about 2,000 kilograms?

What needs to be done? We must teach people so that they understand that leasing relationships are the highest form of cost accounting labor organization, and the highest wages may be obtained by making use of it. At the same time, it is important to look after the individual and return the proprietor to the land. We must remember in addition that the process of establishing new production relationships in agricultural production is not simple; we cannot act in accordance with one formula here. After all, many sovkhozes and kolkhozes are not at the same level of economic and social development. For this reason, leasing collectives make take different forms as well. Last year emphasis at a number of farms was placed on the introduction of a contract for a small group and the establishment of small subunits to cultivate one or two agricultural crops. Where they have proved themselves, this system must be followed even further, especially in cultivating vegetables, root crops, and potatoes, and in the use of irrigated pastureland. In remote sections and brigades, it is bolder to adopt a multiple-skill lease contract with payment for the end result—livestock output. At the same time, family and individual lease contracts should be developed in every way possible. We must make wider use of personal farms

[podvorya] whose owners produce plants and raise livestock; the sovkhozes and kolkhozes provide them with seeds, seedlings, polyethylene film, fertilizers, preservatives and containers. It must be explained to people that for each quintal of vegetables, berries, or other output sold to a farm, a specific number of man-days are included in kolkhoz farmers' lenmgth of labor service.

These days leaseholders in the oblast are being faced with many complex questions which the scientists should answer. First of all, we must work out the correct, mutually advantageous forms of leasing relationships, show the most efficient methods of utilizing the capital goods leased, and calculate the optimum workload and the requirements for manpower, land resources, and equipment. At present, leasing collectives are successful basically because of better labor organization and their attitude toward the work. But tomorrow output will have to be increased through new technologies, the introduction of scientific developments, selection achievements, and other factors.

The mass media should devote more attention to the introduction of leasing relationships. We must display advanced experience and the achievements of the best contract collectives more extensively.

Party rayon and city committees, the oblast ispolkom and the oblast trade union council must think out ways of providing incentive for leaseholders and take the results of their work into account in organizing and summing up the results of socialist competition.

A program for comprehensive socioeconomic development of the countryside is now being worked out in the oblast. It must foresee the problems associated with leasing relationships and with priority allocation of new up-to-date equipment and the necessary physical resources for these collectives. In our view, those leaseholders who are oriented basically toward old machinery, structures and equipment and who refuse mineral fertilizers and plant protection in their pursuit of economy are making a serious mistake.

In order to give a more purposeful emphasis to solution of the food problem, we must concentrate our attention in the coming years mainly on the questions of assigning personnel in the countryside. For this we must significantly increase the proportion of funds to develop the facilities for social and cultural purposes and everyday living, especially in the remote regions and on the unprofitable farms that are lagging behind. We are planning to attract the forces of city construction organizations and industrial enterprises to the countryside, to activate methods with the use of our own resources, and to regenerate individual house building.

In a word, we must return the propietero to the land, and do it so that we can bring about an increase in food resources on the basis of improved economic relationships and maximum use of the available potential. And the role of leaseholders in this should continue to grow.

Orenburg APK Chief Critiques Progress

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[Article by A. Zelepukhin, chairman of the Orenburg Oblast Agroindustrial Committee and candidate of economic sciences: "Leasing: The Reality and Prospects"]

[Text] Different forms of contracts—collective, family, and personal contracts—have been put into wide use in the countryside in recent years. The one that is the most widespread is the first one. All the same, the collective contract has not provided the acceleration which we need, since it has not aroused a proprietary interest in the work among kolkhoz farmers and sovkhoz workers. They were trained to wait for instructions from specialists and managers on how to make the best use of the land, equipment, and other means of production.

Leasing should help the peasant become a proprietor of the land and the means of production, that is, to realize his human potential, and to sharply increase agricultural production in the final analysis. The solution of these problems is not a simple matter and requires a long period of time. We cannot neglect it. After all, many leasing collectives are young and inexperienced, and sometimes they find themselves in difficult circumstances. The majority of them are in the stage of transition—from a contract to a lease. They need all-round support.

What is our position on these matters? We believe that the relationships between a collective of leaseholders and a farm should be built on the same basis as between them and the state, that is, on the principle of buying and selling. The leaseholders sell the output produced at the state purchase prices (without additional charges), and from the income received they pay the rent, purchase material resources needed for production, and pay for services. The remaining cost accounting income is distributed by the collective independently to the consumption and wage fund and the savings fund. In these economic relationships, the leasing collective acquires economic independence and the right to dispose of its output and incomes.

The arable land, production and draft animals, accommodations, equipment, and other capital goods are transferred to the lease. The cost of equipment, production structures, and livestock transferred to the leaseholders is determined according to the balance (residual) or appraised value. They may acquire tractors, agricultural machinery, motor vehicles, and equipment in supply organizations (with rights to common or personal ownership) at the prices established for kolkhozes and sovkhozes.

Leasing collectives pay rent for the land and productive livestock at a standardized level of profit. The rent for equipment and production premises is set in the amount of amortization deductions. From their earnings the

leaseholders make deductions for social insurance, vacation payments, and insurance on the buildings, structures, and livestock, and they also deduct funds to pay for management personnel. The remaining income is left at their disposal.

The rent serves as the source of funds for expanded reproduction of kolkhozes and sovkhozes. They spend these funds primarily for production development, the social area, housing and road building, and to pay off loans.

The leaseholder's wage is not limited by a maximum amount. At the same time, the rate of increase in his wage should not exceed the rate of increase in his productivity. If that takes place, the corresponding part of the wage fund is put into the collective's reserve fund.

Economic relationships between leasing collectives and farms, as well as among themselves, are regulated by contracts. These documents are signed by all members of the leasing collectives and by the manager of the farm on behalf of the administration. The contract defines the condition of the capital goods and the periods for their lease, the volumes, prices, and procedure for sale of the output, the amounts and times of rent payments, the property responsibility of the sides for nonfulfillment of the commitments made, the procedure for compensating for loss due to damage of leased capital goods and to cover losses from natural disasters or unfavorable weather conditions.

The contract assumes legal force from the moment it is signed and is not subject to approval by higher organizations. Differences should be reviewed in the leaseholders council. Depending on future changes of specific conditions, long-term contracts may be amended, and these changes are legalized in a supplementary agreement.

In the process of production, leaseholders enter into economic relationships with the collectives of repair shops, motor pools, and other subunits, and their services are paid for out of their income at pricelist or contract prices. So the income of servicing subunits will depend on the number of services and the amount they are paid by leaseholders. The service subunits use this income to cover expenses for maintenance of their technical facilities, they buy materials, and they pay for services received.

The remainder of the funds will be the collective's cost accounting income, which goes for wages and the establishment of funds.

Cost accounting targets, limits on expenditures, calculations for output produced, and the amounts of bonuses and additional payments are not provided for leasing collectives as previously. The prices are the leaseholders' main economic lever which shapes their income and enables them to carry out their activity based on the principles of cost recovery. Leaseholders have the right and opportunity to independently resolve all problems

related to the organization of production, work, and relaxation. And at the same time, they bear the responsibility for the volume and quality of output and the length of time to produce it, as well as the efficient use of capital goods.

The functions of the administration and services of farms are also being changed. They provide leaseholders with planned figures for the production of output, based on their capabilities and requirements. In addition, they act in the role of purchasing agents for output and provide the leaseholders with the necessary material and technical resources.

In the event of financial losses sustained by the leaseholders, this sum is carried over to their personal account as indebtedness for the following year. Loss from natural disasters is covered by insurance payments. If the collective of leaseholders is working systematically at a loss, it is declared bankrupt and the lease contract with them is canceled. In this case it is obliged to return all capital goods to the farm in good working condition, and in the event they are damaged or destroyed, they must cover their cost.

The kolhoz management and the sovkhoz board are obliged to open current personal accounts for the leasing collectives in which all their expenditures and income are recorded.

Work has been under way in the oblast for 2 years to establish leasing collectives based on these principles. And this work is beginning to show positive results. Hundreds of leasing collectives are already operating successfully. Some 658 persons are farming under a family contract, with 15,000 hectares at their disposal. But there are also quite a few farms where the people's initiative is not receiving support. But after all, as far back as the last century the Russian scientist and writer Engelgard said: "We have altogether too much significance attached to improved machinery and implements. The different factors in farming are in this order of importance: the proprietor first of all, because the entire system of farming depends on him." Let us think about this: "the proprietor first of all." In the oblast today, there are more than 880 leasing collectives farming on 1,789,700 hectares of arable land, and this is 29 percent of its total area. Leaseholders are attending to 19.1 percent of the dairy herd, 18.5 of the KRS [young cattle], and 23.8 percent of the sheep. Last year the milk yield increased by 27 kilograms, and the annual plan for its sale was fulfilled by 104.3 percent. The leasing collectives deserve much of the credit for this.

In the Orenburg region, it turned out that the leasing form of labor really found supporters at first on the stock-raising farms. It came to the land a little later. This is not hard to explain, though; here are the specifics. Production is compact on the farms, the work is specific and visible, and the profit comes rather quickly. But the grain growers have to contend frequently with changeable weather and numerous risk factors and uncertainty

about a future harvest. But the sluggishness of a certain number of production organizers has also had an effect. This work has been poorly organized at dairy farms in Buguruslanskiy, Novosergiyevskiy, Totskiy, and Tyulganskiy Rayons, where there was not one leasing collective last year. There are none for stock-raising in Dombarovskiy, Ilekskiy, Perevolotskiy, and Sorochinskiy Rayons and a number of other rayons.

The lease contract is not being widely adopted at industrial enterprises in the agroindustrial complex. There are several reasons here. First of all, there is the sluggish attitude toward its introduction shown by a number of managers and specialists at enterprises and associations. The economic relationships that have taken shape between enterprises and the state are convenient for them, but they are covering their economic negligence at the expense of the kolkhozes and sovkhozes.

The role of the lease contract is increasing under the conditions of cost accounting and self-financing. For profitable management of agriculture under these conditions, the state provides kolkhozes and sovkhozes with the necessary funds to establish differentiated markups of the purchase prices for the output being sold, as well as budgetary allocations, long-term credits to build roads, and so forth. Payments on loans from the Agroprombank [Agroindustrial Bank] are also deferred for them. All this enables the farms to ensure that they receive the profit needed and become profitable with skillful management of their affairs. However, we still have quite a few farm managers who traditionally try to "shake out" as many resources and funds as possible, and as a rule, reduce the production program, doing hardly anything to introduce an expenditure reduction mechanism. The lease contract makes it possible to reduce the expenditures for output and increase production efficiency. These examples attest to this.

The leasing collective of Comrade Tuktagulov, from the "Pobeda" Sovkhoz in Kuvandykskiy Rayon, obtained 22 quintals of grain per hectare, which is 4.9 quintals more than the farm obtained. The eight-member leasing team at the "Voronezhskiy" Sovkhoz in Gayskiy Rayon obtained 20.7 quintals of grain per hectare, which is 5.3 quintals more than the average for the farm. The grain-growing leaseholders headed by Comrade Shmidt at the Sovkhoz imeni Kirov in Kvarkenskiy Rayon exceeded the average yield by 2.9 quintals per hectare, and the subunit of Comrade Malyshkin at the "Avangard" Kolkhoz in Kurmanayevskiy Rayon exceeded the average yield by 2 quintals.

In Novoorskiy Rayon, where the potato harvests are not large, leaseholders from the "Luch" Sovkhoz (team leader Comrade Marokhtin) obtained 141.4 quintals of the staple per hectare. Speaking of potatoes, one more example may be cited from the Sovkhoz imeni Gagarin in Orenburgskiy Rayon. Here a single machine operator, Comrade Ustinov, gathered about 225 quintals on each

of 61 hectares (that were irrigated), and the sovkhoz purchased this output at 14.79 rubles, but it cost the leaseholder 7.35 rubles.

The results achieved by leaseholders in livestock breeding are more impressive. At the "Pokrovskiy" Sovkhoz-Tekhnikum, 10 leaseholders led by Comrade Serb obtained more than 4,000 kilograms of milk from each cow. The expenditures to produce a quintal of milk totaled 24.4 rubles in this collective. At the "Rubezhinskiy" Sovkhoz, seven leaseholders surpassed the 3,000 mark in the milk yield, which is 550 kilograms more than for the sovkhoz. And the production cost of the milk here was just 19.70 rubles.

Leaseholders are obtaining good average daily weight gains for cattle; for many this indicator reaches 700 grams, but it rarely exceeds 350 to 450 grams for the oblast. At the "Voskhod" Sovkhoz in Novoorskiy Rayon, leaseholder Comrade Vityazev is obtaining 723 grams of additional weight, at the Sovkhoz imeni Furmanov in Pervomayskiy Rayon, Comrade Mukhametzhinov is obtaining 854 grams of weight gain, and in the same rayon at the Kolkhoz imeni Lenin, Comrade Shamsutdinov is obtaining 797 grams of additional weight.

What is preventing more effective use of the new forms of work organization? The main reason is formalism. Formalism leads to a situation in which the independence of leasing collectives is disregarded when they are formed and the itch to command persists. As an example, last year in the Orenburgskiy RAPO [Rayon Agroindustrial Association] the formation of leasing and contracting collectives took place with the force of an order. But at the "Rossiya" Kolkhoz in Sorochinskiy Rayon, they did not establish the conditions needed and gave an individual lease for raising young cattle to a person who did not know what he was doing. As a result, there was an epizootic disease and weight loss [otves]. The kolkhoz had to cancel the contract.

The thoughtless attitude of different farm managers toward setting the workload norms for leaseholders is also of concern. In the pursuit of high productivity (with a shortage of manpower) they assign 500 to 700 hectares of arable land to each of them. But after all, experience showed long ago that when a machine operator has a workload of over 300 hectares, quality declines and the periods of time for carrying out agricultural operations are prolonged, which results in a lower harvest. The farm managers and specialists are forgetting that a person's physical abilities are limited.

It is no secret that the sectorial specialists often are the first ones to oppose the switch to leasing. Why is this? Because they are operating with the old methods. But leasing has changed the workers' psychology toward a strict and accurate accounting for money and has made them seek to reduce administrative and management costs. The people know the price for each specialist, of course, and do not reduce all of them. The leaseholders

are always glad to have businesslike, competent specialists who do not avoid the rough work. But there are examples of unfavorable characteristics. At the "Kolos" Kolkhoz in Tashlinskiy Rayon, a collective cultivating corn as a grain expressed the desire to work under a lease contract and planned to lease the land. But the farm's economists, together with the management and specialists, brought this process to a stop. There are managers who are saying that they would not want to have any farmers on their farm. As an example, at the Sovkhoz imeni Gagarin, the management went to considerable lengths to ensure that a potato grower was not provided with organic fertilizers.

The work was turning out well in the family leasing collective of Comrade Shtol from the Kolkhoz imeni Furmanov in Grachevskiy Rayon until the chairman of the kolkhoz, Comrade Ivanov, noted that this collective's indicators were higher than the farm's. Then the opposition followed: "make the repairs as you want, with what you want, I won't give you a feed distributor and a tractor cart, you haul the fodder as you wish." The result was deplorable—the promising collective broke up.

At a meeting in the oblast agroindustrial committee, the managers of leasing collectives made a considerable number of justified complaints about the managers and specialists of kolkhozes, sovkhozes, the RAPO's and the APO [agroindustrial association]. Leaseholders spoke of the frequent cases of administrative interference in their collectives' internal affairs, the issuance of all kinds of unnecessary directives, and the absence of partner relationships. A great deal of attention was devoted to wage problems. The leaseholders held the opinion that the question of advance funding and the types and varieties of it should be established and decided by the collectives themselves, not the administration.

Repair shops, vehicle garages, construction sites, ZhKKh [housing and municipal services], nursery schools and dining halls are not doing well in introducing the lease contract. Experience tells us that without a closed cycle (production-services-social, cultural and everyday amenities) there can be no effective contract. When there are one or two leasing collectives available, the supervision of material and monetary expenditures is turned into a game.

Only a closed cycle of relationships within the farm is enabling the "Druzhba" Kolkhoz in Kuvandykskiy Rayon, the Kolkhoz imeno Tsvilling in Sol-Iletskiy Rayon, the "Uralskiy" Sovkhoz in Pervomayskiy Rayon, and the "Voskhod" Sovkhoz in Novoorskiy Rayon to have a stable financial status.

But matters do not stand this way everywhere. There have been many mistakes in planning the production program for leasing collectives and in determining the material and financial resources. Many specialists have treated the conclusion of lease contracts carelessly. And it is no accident that at the end of the year in many collectives, the income for distribution increased by four

or five times as much when production output rose by five to 10 percent. At most of the farms, a correct correlation has not been achieved between the increase in labor productivity and the increase in leaseholders' incomes. More than 100,000 rubles have been paid out without justification because of this alone. We must get rid of these negative aspects.

The main task now is to maintain the leasing collectives in agriculture, since unfavorable weather conditions did not make it possible last year to obtain a large harvest and provide the livestock with fodder to the full extent. It is also necessary to learn lessons from the mistakes which have now been brought to light. We must organize continuous training for personnel. By not being aware of the rights and responsibilities of the leasing collective and the administration, for example, a contract cannot be concluded correctly and the rent for land, equipment, and the fixed capital for production cannot be correctly calculated. The leasing collective should have purchase prices by types of output, a personal account and a checkbook. This is enough for them. However, many accounts clerks are still setting limits on expenditures for leaseholders, even by the elements of expenditure. These cases are the result of lack of knowledge. This is why each farm should have a system that is well-thought-out to train personnel for a lease contract.

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AGROTECHNOLOGY

Concerns Expressed About Overemphasis on Cotton

Efforts To Solve Problem in Chimkent Oblast

904B0034A Moscow SELSKAYA ZHIZN in Russian
28 Mar 89 p 2

[Article by V. Shukurvenov, et al.: "Cotton Monopoly"]

[Text] When cotton growers of Chimkent Oblast presented the sums for the past year, it was found that 325,000 tons of raw cotton had been picked, with 82 percent of it having been machine harvested. This is the highest yield among cotton planters of the republic. Farmers of Pakhtaaralskiy Rayon achieved even better results and the "Slavyanskiy" sovkhoz collective harvested 93 percent of the yield by machines.

These clear facts, however, only confirmed the scandalous contrasts developing in cotton growing in Southern Kazakhstan. Here was a collision of two lines, two attitudes toward the sector—selfless labor of tens of thousands of persons and the rarity of the tenacious method of volunteerism. The command-administrative style of management of agriculture, as before, not only is undermining the scientific base of conducting agriculture but also is creating a real threat to the health of persons, occupied in "white gold."

If you are speaking about the economic aspect of the matter, last year was no exception to some other years. Although the Uzbekistan yield was higher than that of neighboring oblasts, half of the 57 farms were unable to fulfill the tasks. The situation was especially serious in regions of the Golodnaya Steppe zone-Pakhtaarl, Dzhetysay, and Kirov, which grow two thirds of the cotton produced in the region. The State receives 15,000 tons of it and the total debt of farms of Chimkent Oblast has increased to 260,000 tons over the last seven years.

Cotton growing is the base of the economy of the seven regions where people who know their business work well. There is no basis for criticizing their work. Then what is the matter? Why is the leading sector lagging behind?

There is only one answer, the tenacious tradition of the former Ministry of Agriculture of the republic. Beginning in 1970, the oblasts annually present a cotton production plan, proceeding from the principle of "What is obtainable." The total figure of this plan has increased from 240,000 to 340,000 tons. The planned yield, naturally, also was increased. However, these tasks were not backed up by the introduction of new lands nor by improved reclamation and drainage networks nor by reconstruction of irrigation systems and this led to gross disruption of crop rotations already in existence. Now, in most rayons, cotton growing makes up 75 percent of the sowings instead of the optimal 55 percent. On many fields, it has been cultivated without change for more than 25 years, which led to deep exhaustion of the soil, massive spread of harmful weeds, pests and diseases, especially cotton wilt.

Production quality decreased greatly. While, up to 1970, more than half of the oblast's gross collection of raw material delivered to the State was of first quality, this figure has now been reduced to the limit. For example, in the past season, there was obtained a total of 403 tons of top quality cotton, then the volume of sale of the last, fourth quality, was 46,000-50,000 tons. The notorious "percents of fulfillment of the plan" are too expensive, for the raw material about which we are speaking has the lowest commercial properties; farms lose 330-350 rubles for each ton of it. Decrease of yield of the first varieties reduced the quality of the seed material and the cotton itself. The vicious cycle is closed.

In spite of the high level of mechanization of picking, it is necessary to enlist tens of thousands of persons for hand picking annually. This costs the State vast material and, mainly, moral expenses. Involvement of workers from enterprises of Chimkent alone reduced trade production by more than 4 million rubles. In 1988 alone, 116,000 students from schools and trade schools and many students left their studies to pick cotton. For the last three years, they have lost a fifth of their school time. We, you see, are actually robbing the younger generation of knowledge and are preparing inferior specialists and smatterers.

Excessively high plans force the plowing up of alfalfa plots even on animal husbandry farms. Thus, cotton occupied 400 hectares in the Karakul-raising sovkhov "Zhenis," 300 hectares on "Kogalinskiy" sovkhov and 760 hectares on "Karaulyakskiy" sovkhov. The fodder base in the specialized farming association "Progress" was completely overtaxed by the sowing of 1250 hectares of cotton, a large part of which was sown on irrigated land. In a word, an excessive price must be paid for the cotton monopoly, foisted from above.

The recommendations of science in the rayons now actually appeared to be forgotten and no more than 18,000 hectares of alfalfa were involved in crop rotations. An extremely poor fodder base became an ordinary thing for the oblast, where the number of all species of cattle is approximately five million head. It is no accident that the lowest meat and milk production per person in the republic exists here. In the most difficult overwintering of this year, when pastures were deeply covered by snow and temperatures were near to those in Siberia, farms did not get the full amount of the planned 350,000 tons of fodders, basically alfalfa. This is still another facet of the excessively high price for several thousand tons of raw cotton.

Now, the other side of the problem. First of all, the ecological situation was worsened abruptly; the land literally was stuffed with fertilizers and toxic chemicals. The situation in the Golodnaya Steppe zone is especially troublesome. In one of the largest reservoirs, Chardarinskiy, more than 55.2 percent of the fish are contaminated. The epidemiological situation was extremely complicated; acute intestinal diseases and virus hepatitis were common. There was an abrupt increase in children's mortality. In Pakhtaarl'skiy Rayon alone, in 1987, 45 of 1000 children died in the first year of life and 46 of 1000 died last year. This is 1.5 times greater than the mortality rate for the oblast, on the average. This is one more aspect of the cost of cotton!

The pressure-packed bureaucratic system of management of the agroindustrial complex and the disregard of the scientific bases of the sector created a favorable atmosphere for additions, plunder of large amounts of government funds and bribery. Naturally, this system actually was censured at the recent Plenary Session of the Central Committee CPSU. Its solution should, of course, help to normalize the situation.

It is time to bring order, also, into irrigated agriculture as was previously mentioned at the Plenary Session. This is especially important because one-fourth of the irrigated land in Kazakhstan is found in our oblast. Occupying only one-fifth of the arable land, they provide more than 80 percent of all gross agriculture production. However, there are many unsolved problems in the water economy, the major guarantee of production of stable yields of cotton. First of all, there are vast losses of water. In the major Kirov system, where the area of irrigation exceeds 120,000 hectares in the cotton vegetation period, it loses up to 40 percent. Serious miscalculations

in reclamation resulted in more than 20,000 hectares becoming highly salinated and practically being removed from crop rotation; 42,000 hectares were subjected to an average degree of salination. Reconstruction of irrigation systems is going at a snail's pace.

In combination with the cotton monopoly, this now creates a most difficult situation in many links of the agroindustrial complex. There is a shortage of basic food products not only in the regional center but also in industrial towns and villages. The best lands are occupied by cotton plants but, in the shops, there are canned vegetables from Azerbaijan, Moldavia and Ukraine and, in the market, are fruits from Tadzhikistan and melons from Uzbekistan. Even in Turkestan, in the oldest city in Central Asia and Kazakhstan, now an important center of international tourism, there are no fruits, vegetables nor melons. Here is the northernmost zone of cotton growing of the country and the return of the cotton hectare, naturally, is low. However, all the same, the best lands contain sowings of "white gold," while vegetables, for example, in the suburban kolkhoz "Kommunizm," are given a total of 3 hectares!

The good name of the sovkhoz-technicum "Pakhtaaral," which was the model of conducting cotton growing and the example of the highest agricultural crop, was impugned. But the crop rotations, developing for 10 years, were disrupted and the raw cotton yield dropped from 42-43 centners to 32 centners. For the last three years, the farms' debts increased by 5,000 tons. Moreover, the loss here is expressed not only in tons. Actually, an international school of progressive experience, where boys and girls from Asia, Africa and Latin America study cotton growing by a progressive method, has ceased to be.

We must also point out that SELSKAYA ZHIZN never once reported the trouble in cotton growing and the water economy in Chimkent Oblast. In its answers, the USSR Ministry of Land Reclamation and Water Resources, the gosagroproms of the USSR and Kazakhstan, acknowledging the appropriateness of criticism, assured that the deficiencies will be eliminated, measures will be taken to restore crop rotations and plans are being presented according to the real situation. However, all of this was found to be an answer in form only; radical measures were not adopted. Moreover, it was explained that not one of the specialists of the State Agroindustry USSR considered it necessary, on the spot, to become familiar with the developing situation, although problems, presented in the last issue of the newspaper SOLENOYE POLE (14 January 1988) demanded this. Officials simply did not dare to speak frankly and impartially with landholders of the region and did not dare to hear the bitter truth about the coarse disregard for the scientific bases of agriculture.

Calculations show the first stage, restoration of the disrupted crop rotations, requires reduction of the land area under cotton by 16,000 hectares and to make production of 94,000 tons of cotton fiber the basis of the

State order for 1989. This measure will make it possible to eliminate the disproportion in the social and economic development of the cotton-growing regions of the oblast. An important prize will be the fact that alfalfa will return to the field, greatly strengthening the fodder base of animal husbandry. Respecialization may produce yields worth 25 million rubles, which greatly exceeds the previous volume of output of irrigated lands.

The Chimkent Oblast Executive Committee turned again to the Kazakh SSR Council of Ministers with precisely such calculations. The republic Gosagroprom, referring to the USSR Council of Ministers and USSR Gosplan decree, not only did not adopt the proposals of the oblast, but as if in mockery, in punishment for obstinacy, for the attempt at independent solution of its own problem reported: the plan for sale of cotton fiber not only is not reduced but, on the contrary, is being increased up to 106,000 tons. This means that it is necessary to plow up nearly 1,500 more hectares of alfalfa.

Perestroika has been underway in the country for four years. But, as is seen, it still has not touched upon the echelons of authority on problems of development of the national economy of the union republics. In their hands, the cursed methods of rough dictates, command-administrative forms of work, disregarding the recommendations of science and health though, remain, as before. Workers of Southern Kazakhstan were found to be in the unenviable role of simple suppliers of raw material.

It seems it is true, that, in light of the March Plenary Session of the Central Committee CPSU, they finally will be given the right to independent solution of their economic and social problems.

Leader's Follow-up Commentary

904B0034B Moscow SELSKAYA ZHIZN in Russian 16 Sep 89 p 2

[Article by V. Tsoy, first deputy chairman of Chimkent Oblast Agropromkomitet [Agroindustrial committee]: "The Situation is Changing"]

[Text] The article, "Cotton Monopoly," published on 28 March notes with justification the shortcomings that exist in cotton farming in Chimkent Oblast. In order to correct the situation on the basis of the law, "On the State Enterprise (Association)," the oblast has decided to decrease orders for the delivery of cotton fiber by 12,000 tons. In turn, this step will provide the opportunity to decrease the area in cotton and to implement the planned crop rotations. The given question was examined and confirmed at a meeting of the agrarian commission of the Kazakh CP oblast committee with the participation of directors of oblast and rayon agricultural organs and cotton-sowing kolkhozes and sovkhozes.

Some enterprises have already made the transition to 10-field, intensive, separate crop rotations in which the

area of perennial grasses is to be increased by 9,000 hectares, as compared to the existing area. A decrease in the area in cotton and an increase in the area in perennial grasses will provide the opportunity to reduce cotton farming to 60 percent, as compared to 71.5 percent in 1988. The new crop rotations include reclaimed fields and grain spike crops, which will enable us to supply public livestock raising with concentrated feeds. After the harvesting of winter grains, it will be possible to carry out capital planning, the rearrangement and renovation of the irrigation and collection-drainage network and the application of organic fertilizers.

The article points especially to the deteriorating reclamation condition of the land. In order to raise fertility, it has been decided that allocated capital will be directed at improving the condition of existing irrigated lands. Beginning in 1991, all capital will be directed only into such goals. This work and the assimilation of cotton-alfalfa crop rotations will undoubtedly increase productivity and improve the quality of raw cotton.

Thanks to the introduction into production of economic management methods, last year Slavyanskiy Sovkhoz of Pakhtaarskiy Rayon and many subdivisions of other enterprises in the oblast did not recruit pickers to help with the harvest. Today over 90 percent of the sowing area in this crop has been given over to leasing and contract collectives, family links and collectives working from gross income. All of this encourages an improvement in the level of branch mechanization. Moreover, positive changes have been noted in the use of fertilizers and pesticides. In particular, all treatment of crops against pests and weeds is now being carried out only by land units. As a result, the condition of the environment is improving.

Excesses Persist in Uzbekistan

904B0034C Tashkent SELSKAYA PRAVDA in Russian
27 Jan 89 p 2

[Article by Yu. Bondarenko: "This Is Ineradicable Single Crop"]

[Text] There are no quarrels about the necessity for crop rotations in agriculture of the republic. The problem is clear and, therefore, everyone who did not participate in discussion of this painful problem is at fault. This includes scientists, specialists and production workers. Meanwhile, the matter is moving slowly. Last year's decision of union agencies concerning reduction of the plan for reduction of the cotton procurement plan of the republic by half a million tons did not help much.

At first, everyone was overjoyed. It was said that now we will be able to balance cotton and fodder production and we will finally succeed in restoring the natural fertility of the soils. However, the enthusiasm lessened as sowing time approached. What is most interesting is the fact that it began to die down at the lower production level,

i.e., where, it would seem, people should be voting with both hands for withdrawal of some of the land from cotton growing.

From the start-up of planting, the republic Gosagroprom and its oblast and rayon subdivisions, which, properly, should have observed fulfillment of plans for crop distribution, assumed a detached position at that time. At the enterprises they expanded the areas planted to cotton, as they say, without prior permission, and specialists at the above-named organizations only shrugged, "What can we do? They're now independent and it's their right to plant what and however much they deem necessary." Such is the "objective" explanation of an obvious violation of agrotechnology.

Thus, it happened that production workers and specialists, only yesterday sincerely pleased by the reduction of the gross volumes of procurements of raw material, today began to work against this position and against a sound idea, of course. You see, crop rotation not only improves the natural fertility of soils and improves the fodder base of animal husbandry, it is also beneficial for the cotton plant itself. That is, for the very crop which, as is well known, is the "pride of the Uzbek people." Meanwhile, in the past year, cotton sowings exceeded the planned amounts by more than 40,000 hectares.

How do you explain this?

"Very simply", says Mumindzhan Karimov, chairman of the "Pakhtakor" kolkhoz of Markhamatskiy Rayon. "The gross indicator for the farm is not reduced by much. According to the contract, the collective should sell the State 3500 tons of raw cotton. Spread these tons over the 1350 hectares of arable land, existing on the kolkhoz. You received an average yield of 26 centners. I repeat—for all of the land. This means that each hectare withdrawn from cattle growing automatically makes it necessary to increase cotton output from the remaining lands. This places an unsolvable problem before the collective: it is necessary to reduce cotton growing but, then, how do you fulfill the plan? Last year, they sowed 1134 hectares of cotton. This means that 32.6 centners should be produced on each of them. On the average. But, you know, the lands are all different. Therefore, some of them should produce 35-36 centners. Is this matter conceivable?"

Actually, it is not conceivable if the mean yield for the republic was 28 centners, last year. Absolutely objective factors contradict an increase of yield. Take the same kolkhoz "Pakhtakor." The first and main claim of the farmers on the scientists is: give us a high yield variety. It should also be an early variety (we must remember that the cotton-growing zone in our country is the most northern such zone in the world) and quite suitable for mechanized harvesting.

Regrettably, there is no such variety. If it is a high-yield variety with high output of fiber, as "Amdizhan-60," for example, industry reacts to it negatively because of the low quality of the fiber. If the fiber is suitable, as in

"Tashkent-1" variety, it is quite susceptible to wilt. Many such examples could be given.

Secondly, what torments "Pakhakor" cotton growers is the shortage of high quality seeds. There is no elite seed farm in Markhamatskiy Rayon. Last year they obtained seeds from Bukhara. The Bukharites, of course, responded with a proverb: "For you, God, what we do not need." Then speaking simply, they supplied seeds of a third or fourth reproduction. Crumbled and scorched. Is it possible to speak seriously about an increase of yield with such neglected seed-growing procedures as we have?

But you know this suffering was not the last for the farmers. Three reservoirs surround Markhamatskiy Rayon. They were built at the time when we "subjugated" nature and tried to secure ourselves completely against water shortages. They built them without thinking about the ground waters. Here, these artificial "seas" created such backwater that all danger of a lack of water could now be forgotten. On the contrary, water from the reservoirs is no longer needed.

Growing cotton plant roots quickly reach the water-bearing layer and drink to their heart's content. The crop accumulates quickly. But then trouble arises; the bolls do "not want" to open. It is practically impossible to stop the growth of the bush. After pinching, side branches develop. The bolls on them are plentiful but immature. Here the plan is fulfilled.

In a search for a way out of the situation developing, cotton growers "used" adyra on a surrounding farm. This only aggravated the misfortune. Pumping the water greatly increased the cost of raw material. There were increased expenditures on electric power, fuel and lubricants and labor; tractors were of no use on the steep slopes. Moreover, flows from waterings went downward on to the lands cultivated for centuries, increasing the water-bearing horizon even more. Thus, the kolkhoz was locked in a closed circle, as were the other farms of Andishanskaya Oblast and, regrettably, the entire Fergan valley, quite recently called "golden" valley.

How can this vicious cycle be broken? Only by effective intervention. The cotton procurement plan must be greatly reduced. Only this can save the fertility of the land. However, what there is still is fertile. The pursuit of instantaneous success and victorious reports, the introduction of a single crop led to such impoverishment of the soils that one might just as well remove them from crop rotation and let them lie fallow for a long time. Soil scientists have been alarmed about this situation for a long time, indicating that the humus level in the soil has dropped to an unimaginably low level. Speaking truthfully (and today is just the time for this), the yield today depends completely upon mineral fertilizers. Without them,, the land will give us nothing.

Meanwhile, many cheerful remarks appear in the press. It is not necessary to reduce the cotton-growing plan, says head of the board of Gosagroprom of the republic R.

Nazarov in the article "How to Lose Billions," published in PRAVDA VOSTOKA (No. 11, 13 Jan 1989).

The arguments present the following reflections. Just reflections and not facts. First, even the past year's record yield does not satisfy the demand of customers completely. Second, the well-being of a significant part of the people of the republic depends upon cotton-growing. R. Nazarov says agriculture of the republic loses more than a billion rubles for non-shipment of fiber alone.

Let me disagree with this reasoning. This is why I disagree. Only 80 percent of the yield consists of first varieties. Industries do not need the others, at least for output of quality production and not of the notorious "val." Here is why the cotton grower needs this val; customers will experience a cotton shortage in any case.

Mainly, even now, cotton growing cannot name the most profitable sector in the republic. As R. Nazarov should know, a hectare of cotton provides income of 2500-3000 rubles and a hectare of vegetables provides four times as much. How can we speak about the lost billions? Only about those which we do not get because of the single crop. Using part of the arable land for vegetables and fodder crops will make it possible to solve the Food Program more quickly. It is a fact that Uzbekistan citizens consume less fruit and vegetables than the average for the country. We are not even mentioning milk and meat.

In order to achieve the goals planned, we must reduce the plan for cotton-growing. Only this will make it possible for us to forget about the single crop. There is no alternative.

LAND RECLAMATION, WATER MANAGEMENT

Effective Use of Irrigated Lands, Including Private Farms

904B0019A Tashkent SELSKAYA PRAVDA in Russian
10 Oct 89 p 3

[Article by G. Talipov, chief of the Main Administration of State Inspection of Land Management and Use at the Uzbek SSR Gosagroprom, candidate of economic sciences: "Yield of the Irrigated Hectare"]

[Text] Land is our main wealth and priceless treasure. The better we take care of it, cultivate it, enrich it with fertilizers, and irrigate it in abundance and at the proper time, the more generously it endows us. And conversely, it takes revenge on us mercilessly for negligence, mismanagement, and a careless attitude toward it.

Long-term agricultural experience indicates that land cannot be cheated. Those that try to do so cheat, first of all, themselves.

It is well known that areas suitable for agricultural development decrease annually and every new plot is developed with big labor and capital expenditures. Furthermore, after water supply construction this land requires soil cultivation—the establishment of a fertile layer—for several years.

Therefore, the further development of the national economy both in the near and distant future, basically, is connected inseparably with the organization of an efficient use of irrigated land—the republic's gold stock.

Life itself sharply raises problems concerning an efficient use of land as the basic source of our wealth. To do everything that is possible to increase output per hectare of sown areas is the most important task of agricultural workers in the irrigated zone.

In other words, land must be loved, cherished, and protected.

An analysis of the actual use of irrigated land in the republic over a number of years shows that, on the average, its use on private subsidiary farms is three- or fourfold more effective than in the public production of kolkhozes and sovkhozes. The family of pensioner N. Zhalilov, who lives on the Kolkhoz imeni Kalinin in Kalininskiy Rayon, is a confirmation of this. From a private plot of 0.13 hectares in 1989 it received 1,500 kg of grapes, 2,900 kg of fruits, 1,290 kg of meat, and 2,940 kg of milk. The family's net income totaled 5,808 rubles. Another example: The family of kolkhoz member M. Usmanov on the Kolkhoz imeni K. Marx in Tashkentskiy Rayon from a private plot of 0.08 hectares received 1,820 kg of vegetables, 750 kg of grapes, 300 kg of meat, 2,700 eggs, 500 kg of potatoes, and 370 kg of fruits.

Many more examples from the republic's other regions, where private plots attain better indicators than kolkhozes and sovkhozes, can be cited.

Despite this kolkhoz and sovkhoz managers, settlement and kishlak soviets of people's deputies, and rayon executive committees, which, according to land legislation, have been given rights to allocate land for private plots, at times have groundlessly hindered the solution of these problems. As a result, according to our calculations, in the republic as of 1 September 1989 a total of 240,000 families of kolkhoz members and sovkhoz workers and employees do not have private plots at all and 2,100,000 families need an increase in the size of private plots.

The decree of the Central Committee of the Communist Party of Uzbekistan, the Presidium of the Uzbek SSR Supreme Soviet, and the Uzbek SSR Council of Ministers "On the Further Development of Private Subsidiary Farms of Kolkhoz Members, Sovkhoz Workers, Citizens, and Individual Housing Construction" plays a vast role in a highly efficient use of land and in the establishment of the basis for fulfilling the Food Program.

This decree envisages fully providing private plots of no more than 0.25 hectares for all needy families of kolkhoz members and sovkhoz workers and employees before 1 January 1990 and fully meeting all workers' needs for land for housing construction and the management of private subsidiary farms by January 1991.

Throughout the republic during the period from 1 September to 1 October 1989 a total of 14,400 hectares of land for private plots have been allocated to 121,100 families. There are certain shifts in this matter in Bukhara Oblast, where 5,100 hectares have been allocated, Namangan Oblast (2,600 hectares), Fergana Oblast (1,900 hectares), Andizhan Oblast (1,300 hectares), and Samarkand Oblast (1,000 hectares). But in the Kara-Kalpak ASSR and remaining oblasts this activity is still slow. We can judge this by the number of allocated hectares: In the Kara-Kalpak ASSR only 352 hectares have been allocated, in Khorezm Oblast, 638 hectares, in Surkhan-Darya Oblast, 301 hectares, and in Syr-Darya Oblast, 73 hectares. In Kashka-Darya Oblast not a single hectare of land has been allocated for private plots.

However, during the same period 733 hectares of land have been allocated to cities and settlements for housing construction, including 246 hectares for individual housing construction. Furthermore, 26,400 hectares of land have been allocated for the organization of subsidiary farms of enterprises and institutions.

Data on Allocation of Private Land Plots in Terms of Uzbek SSR Oblasts on 1 October 1989

Name of Oblasts	Number of Families Receiving Land Plots	Actually Allocated Land (hectares)
Kara-Kalpak ASSR	1400	352
Andizhan	15210	1250
Bukhara	24340	5114
Kashka-Darya	-	-
Namangan	31467	2608
Samarkand	10330	1013
Surkhan-Darya	3010	301
Syr-Darya	750	73
Tashkent	11847	1190
Fergana	18376	1905
Khorezm	4326	638
Uzbek SSR	121056	14444

The results of a check in localities and the data presented above show that as yet not all kolkhoz and sovkhoz managers and specialists of rayon and oblast organizations feel responsibility for a prompt fulfillment of assignments. Some of them seek different reasons for nonfulfillment, reinsure themselves, and are afraid that a significant expansion of private plots at the expense of irrigated land will be reflected in the production of cotton and other agricultural crops.

For a prompt realization of assignments it is necessary to establish on all kolkhozes and sovkhozes workers' commissions consisting of the farm manager (commission chairman), representatives of the kishlak soviet, war and labor veterans, advanced production workers, the specialist dealing with the land problem on the farm, the chairman of the auditing commission, and the chairman of the people's control group.

The size and place of allocated private land on every kolkhoz and sovkhoz must be based on the specific conditions of farms with the smallest damage to public production. The allocation of private plots to families, which did not have them before, must be made according to the general plan for the construction of settlements; if there is no place within the limits of the general plan, then through an expansion of the territory of settlements on the basis of the norm, in accordance with which this general plan is worked out; if there is no general plan for the development of a settlement, through an expansion of the territory of the prospective settlement on the basis of the same norm. If prospective settlements exist, location in a new place is inadvisable. When expanding the territory of an existing private plot, it is necessary to allocate land near the settlement, or in another convenient place on individual or several tracts of land for all families in the form of an individual garden. This will make it possible to provide help to families on the part of kolkhozes and sovkhozes during plowing, crop cultivation, fertilizer application, irrigation, and road construction. This will also promote public services and amenities in settlements and the creation of the necessary conditions with smaller expenditures.

Applications for additional private land should be considered in every specific case with due regard for the actual use of previously allocated land, the family's participation in public production, and the possibility of cultivating additional private land without damage to

basic production activity and with maximum coordination with land management plans and schemes for the development of crop rotations.

Families, which live on the territory of kolkhozes or sovkhozes and are registered in the farm book of the kishlak soviet as independent families, have the right to receive private plots.

In each case the allocation of new and expansion of existing private land (individual gardens) are determined in accordance with the decision of the general meeting or authorized representatives of kolkhozes and labor collectives of sovkhozes with a subsequent approval of the lists of private land recipients in rayon executive committees.

If the kolkhoz and sovkhoz land allocated for private plots is part of the territory of the general plan of cities of republic and oblast significance, its allocation should be coordinated in advance with the city architectural service.

A demonstration (modeling of private plots) is made by land managers of kolkhozes and sovkhozes and the correctness of their placement is supervised by the chief (leading) rayon land manager.

With respect to the fulfillment of the agricultural crop production plan on the public land of kolkhozes and sovkhozes we would like to recall that the sowing plan is given annually on the basis of the availability of actual sown areas on 1 January of the corresponding year.

Problems of methodological guidance, work coordination, assistance, and supervision are entrusted to land management services of the republic's rayons and oblasts on a permanent basis and they will exert their efforts to successfully fulfill the assignments of the Central Committee of the Communist Party of Uzbekistan and the Uzbek SSR Council of Ministers for meeting the population's needs for private plots.

ELECTRIC POWER GENERATION

Reporter Describes Visit to Volgograd Oblast Nuclear Waste Dump*904E0009A Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 7 Oct 89 p 2*

[Article by M. Verzhba (Volgograd Oblast): "The Atom—Under Our Feet"; first paragraph is source introduction]

[Text] No journalist has ever set foot here before. It is a facility of strict secrecy, the existence of which not very many people have known about. And, what is more is that a radioactive-waste burial site was built in a densely populated region, near Volgograd and its population of a million....Really, time occasionally slips us surprising facts for rumination.

Alas, somehow ChP's [extraordinary events] of various magnitudes have begun to occur to us too often. Then, finally, the commission got to the heart of the matter, and the guilty are being punished severely. But what has been lost cannot be made up, people do not come back to life.

With thoughts something like this in mind, I set out for the burial site with R. Arustamov, radiation-hygiene doctor of the oblast's sanitation and epidemiological station, and M. Merkuryev, chief engineer of the special combine Radon. The site is under the combine's jurisdiction. We ride in a specialized motor vehicle equipped with the necessary measuring apparatus.

Along the way Arustamov demonstrates the potential of his instruments. He measures the radiation background in the city. It is 5-6 microroentgens per hour. True, it can fluctuate as a function of time of day, the weather, and other factors. There were no more than 10-15 microroentgens in Volgograd. This is within the norm. What we are doing is called an automated gamma survey. The SES [sanitation and epidemiological service] does this regularly, to monitor the workers.

I find out that the oblast's sanitary and epidemiological station has on its books more than a hundred enterprises and organizations that use radioactive substances. They are used in medicine and in various flaw detectors and indicators. Something must be done with the substances when their guaranteed life has expired....Thus, special burial sites have appeared. In the RSFSR alone there are more than a dozen, Radon supervisors said. One of them is Gorodishche, to which we are going.

In 1965 more than 78 hectares of land were set aside for the facility. The site actually occupies less area. But now an expansion of it has been required. The Gorodishche ispolkom is categorically against it. This is engendered by the fact that this is the will of the local people. Well, personally, I can understand their worry.

We arrive. We brake at the placard, "Do not stop, ride on!" Alongside is written: "Radiation danger." Never try now to prove that such an unpleasant neighbor does not affect people's health, as has been claimed.

The site is divided into two areas. Situated in the "clean" area are an auxiliary building, a warehouse and premises for protection. In the "dirty" area, on a patch 240x86 meters, is the place where they do the burying. The needle on Arustamov's instrument quivers slightly. But within permissible limits. Seven to eight microroentgens—some cities will envy it.

And here are the tanks themselves. The atom, which has spent itself, slumbers in the tanks under a thick layer of concrete. It is delivered to the site from enterprises and organizations of Volgograd and Astrakhan oblasts and of Kalmykia. At the last burial plot the needle creeps to 80 microroentgens. But 3 meters away, it quickly drops to the background value.

Another, still more sensitive instrument in the special vehicle confirms that our clothing and hands are "clean." One can go back calmly.

But nevertheless there are some who are anxious. For example, alongside, a high-pressure gas pipeline passes some tens of meters from the buried materials, and the gas arterial's safety zone is superimposed over the sanitary-protection burial site. Pipes do break on such trunk lines, also, and not so rarely. Or still another paradox. The special combine Radon is under the jurisdiction of the oblkommunkhoz [oblast municipal services administration]. And this organization, as is known, has so far not been especially accustomed to modern technology. The inevitable manual work follows from this. Theoretically, that is, with observance of all the norms and requirements, harm is remote. But this is theoretically....

What is to be done about the site? The specialists should decide its fate. But it must be decided openly. At present there are some who, when they attend a meeting, demand that they be spared from the neighbor with the burial site, while others prove to various levels of authority the undesirability of this.

PIPELINE CONSTRUCTION,
OPERATION**Pipeline Accidents Analyzed***904E0016A Moscow GAZOVAYA PROMYSHLENNOST in Russian No 10, Oct 89 pp 2-5*

[Article by A.I. Chistyakov of Glavuprtransgaz [Gas Transmission Main Administration] under the rubric "Official Survey—Gas Transport: Problems and Guarantees of Reliability": "Analysis of Reasons for Accidents"]

[Text] The country's unified gas supply system [UGSS] is under constant development, and high-capacity multiple-line gas-transmission systems of considerable length

have been created, the total amount of which surpassed 200,000 km [kilometers] on 1 Jan 89. The length of condensate and products pipelines is growing. The average gas transmission distance totals 2,512 km. Continuous growth in the share of large-diameter gas pipelines (1,020-1,420 mm [millimeters]), at the given moment 56 percent of the overall length of the system, is being observed, while the number of gas lines with an operating pressure of 7.5 MPa [megapascals] is growing. There are 2,665 underwater crossings with an overall length of 850 km on line sections of gas pipelines along with more than 8,000 crossings of roads (5,684) and railroads (2,460).

The concentration of considerable flows of gas in a single technological "corridor," growth in diameters and operating pressures and the large number of intersections of trunk gas lines with transport lines (highways, railroads, navigable rivers) are making enhanced demands on issues of ensuring their reliable and safe operation.

The constant work performed by Mingazprom [Ministry of the Gas Industry] to ensure the functional reliability of gas-transmission systems has provided for the annual performance of groups of planned preventive and repair operations connected with stoppages of individual sections of gas pipelines and compressor stations. Some 2,000-2,500 km of gas lines are subjected to supplementary and repeat testing each year and the annual volume of capital repairs should reach 1,500 km, while the acceptance requirements for pipelines under construction have been tightened. Regular helicopter patrol of the principal gas-transmission trunk lines has been instituted since 1983, along with aerial searches for gas leaks using the Locator-M1 laser system since 1986.

These measures have made it possible to achieve a reduction in the frequency of accidents in the gas pipelines from an average of 8.3 incidents a year per 10,000 km over the 9th Five-Year Plan to 4 incidents a year over the three years of the current five-year plan.

The accident rate on the gas pipelines, however, continues to remain quite high (2.8 incidents per 10,000 km in 1988), especially for reasons of corrosion and due to physical damage to gas, condensate and products pipelines. The tragic incident on the West Siberia—Urals—Volga products pipeline in particular has sharpened the attitude toward possible accidental consequences of the operation of unreliable sections of the system.

From the editors: For these weighty reasons the Gas Transmission Main Administration of USSR Mingazprom organized an emergency conference in Saratov of the supervisors of gas-transmission enterprises and scientific and scientific-production subdivisions of the sector, which accelerated their meeting planned earlier for September of this year. The discussion of a spectrum of problems in the reliability of gas pipelines over the course of the two June days was accompanied by the devising and introduction into the plan of measures calculated for

collegial affirmation by their sector headquarters and concrete proposals relative to equipment and technology, ecology and economy, preventive maintenance and the repair and operation of gas pipelines. Considered in practice at the meeting of the gas-transmission workers were the state of operation of the country's gas-transmission system, the correspondence of the level of their technical maintenance to the requirements of standard documents in effect in the sector and bottlenecks in the resolution of issues associated with ensuring the accident-free and safe operation of the USSR UGSS.

The average age of the country's gas pipelines exceeds 12 years, wherein gas lines of 20 years of age or more comprise 20 percent of the overall length, 40,000 km in all. About 110,000 km (55 percent) of the 200,000 km of gas pipelines have polymer-film coatings of various types, the properties of which cannot ensure their reliable protection over their whole depreciation lifetime.

The unsatisfactory properties of the film coating, the poor quality of coating-installation operations and instances of lags in the introduction of electro-chemical protection after the start-up of the pipelines that have occurred, as well as the natural process of aging of insulating coverings, have led to corrosion damage to the pipelines.

The accident rate for reasons of corrosion began to increase appreciably in the 1970s and reached its height in 1977 (68 accidents, 0.67 incidents per 1,000 km, 64.1 percent of the overall number of 106 accidents).

A particularly unfavorable situation has taken shape in the gas-transmission administrations in the southern part of the country, where the ground has a high corrosive effect. A whole series of gas pipelines have been converted to decreased operating pressures for that reason (the SATs and Bukhara—Urals systems and the gas lines of Sredgazprom [Central Asian Gas], Aztransgaz [Azerbaijan Gas Transmission], Kavkaztransgaz [Caucasus Gas Transmission] and Astrakhangazprom [Astrakhan Gas] associations, among others).

The ministry instituted measures in 1971 to organize the capital repair of line sections of gas pipelines on an industrial basis. Some 15,770 km have been repaired since then. The average annual repair rate has grown from 200 km in the 9th Five-Year Plan to 1,400 km in the 12th. This made it possible to halt the growth in the accident rate due to corrosion by 1984 and later to achieve steady reductions in it, both quantitatively (from 42 incidents in 1983 to 19 in 1988) and in the frequency of accidents per 1,000 of gas pipeline (from 0.32 to 0.19 incidents a year).

Notwithstanding these positive shifts, however, the organization of capital repairs and the rate of their execution cannot be deemed satisfactory for the needs of the sector.

The TED [technical and economic report] for modernization, technical retooling and capital repairs for the 12th Five-Year Plan envisaged the performance of initial

capital repairs on 10,400 km of gas pipelines damaged by intensive corrosion and operating at reduced pressures, basically through the replacement of pipe. But only 4,185 km have been repaired as of this moment.

Only the Uraltransgaz [Urals Gas Transmission] and Sredgazprom associations have in practice successfully handled the control figures for repairs. Considerable lags have been permitted by the Yugtransgaz [Southern Gas Transmission] (615 km), Kavkaztransgaz (455 km), Mostransgaz [Moscow Gas Transmission] (193 km) and Ukrgazprom [Ukrainian Gas] (162 km) associations.

The anticipated actual volume of repairs by the end of the five-year plan—taking into account the annual repair rate that has been achieved, the capabilities of the contract organizations and the funds that have been allocated for pipe—will total no more than 7,500 km, i.e., about 3,000 km will not be repaired in the current five-year plan.

According to the results of analyses of the degree of protection of gas pipelines that were performed annually until 1987 by the Soyuzorgenergogaz Association, over 50,000 km of gas lines have coatings that do not meet the requirements of GOST [All-Union State Standard] 25812-83 for contact resistance and integrity of coverage. The degree of protection of gas pipelines using electro-chemical protection comprises 98.0 percent of the overall length. This means that about 4,000 km of gas pipelines effectively have no active protection. An especially unsatisfactory situation has taken shape in the Tyumentransgaz [Tyumen Gas Transmission] (89 percent), Uraltransgaz (94 percent) and Aztransgaz (96 percent) associations.

In connection with the fact that the rate of "aging" of the gas pipelines is still outstripping the rate of increase in repairs, the need for repairs is growing from year to year. Some 12,450 km of gas lines are thus subject to repairs in the 13th Five-Year Plan, 15,450 if we take into account the expected shortfall for the current five-year plan. The yearly capital-repair programs are not being fulfilled every year, even though while material and financial resources are being allocated in adequate amounts and the contractor organizations are fulfilling and overfulfilling the volumes of construction and installation work in rubles.

We should also dwell on such an important element of trunk gas pipelines as underwater crossings. Lines of an overall length of 241 km (23 percent) of 2,665 underwater-crossing lines did not correspond to the SNiP as of 1 Jan 89 and require repairs, including 241 lines in need of urgent repairs.

The situation is particularly unfavorable in the Tyumen-gazprom GPU [Main Production Administration], where 67 of the 534 lines are in a pre-accident state, the Severgazprom [Northern Gas] Association, where 35 of the 116 lines require repairs, and the Ukrgazprom Association, with 39 of the 238 lines needing repairs.

Experts estimate that the assimilation of 37 million rubles is required just for the performance of urgent repair operations. Some 75 million rubles are required for all types of repairs. The annual volume of operations performed by the SRNUPTR of the Soyuzgazifikatsiya [All-Union Gasification] Association totaled 2.5 million rubles. No more than 40-45 lines are repaired in a year, and these are moreover the easiest types of repairs, principally those associated with the burying of bare sections.

The failure to take timely steps for repairs has more than once led to serious consequences. One line of the riverbed line across the Yenisey River was completely ruptured in 1985 in the Norilskgazprom [Norilsk Gas] Association, while the crossing of the Volga—flooded and not repaired until recently, by the way—surfaced in 1987 in the Yugtransgaz Association.

A ship of the Moscow River Shipping Company "sat" on the reserve riverbed line over the Oka River in 1988, fortunately without serious consequences, due to the laying of the pipeline higher than planned in construction and in connection with a drop in the water level.

Such a technical state of the gas pipelines doubtless cannot be deemed satisfactory or providing for the high safety of their operation.

The acceptance quality of the gas pipelines is a material problem. The laying of gas pipeline higher than the planned levels across shallow rivers, streams and ravines has been permitted as a rule in recent years in the construction of lines for the Yamburg corridor in the Nadym UMG [Trunk Gas Pipeline Administration]. Analogous violations are also being permitted in other subdivisions as well. Deviations from the plan in the construction of the riverbed crossing of the Volga for a gas pipeline branch were permitted with the knowledge of Glavtransgaz.

The construction of a series of crossings of highways and railroads along the Yelets—Kiev and Kremenchug—Krivoy Rog gas pipelines was permitted in deviation from the plan in the Ukrgazprom Association. The quality of coatings work in the performance of capital repairs on the gas lines is frequently poor according to the conclusions of the Soyuzorgenergogaz PO [Production Association].

One can judge the level of operations of the gas pipelines indirectly by the state of the accident rate and the amount of failures due to violations of the Rules for the Technical Operation of Trunk Gas Pipelines [PTEMG] and the rules for protecting them. Whereas there was an average of 1.6 accidents a year over the 11th Five-Year Plan from PTEMG violations, this indicator has risen to 5 incidents a year for the three years of the current five-year plan. The picture is especially unfavorable with ensuring the physical security of the gas pipelines. The accident rate due to physical damage to the pipelines is increasing at practically landslide proportions, starting in 1980 and reaching 25 in 1987 (27.5 percent of the

seemingly suggest to the agencies and the government a way of solving the problem of the ill-starred products pipeline. A letter has been sent to USSR Council of Ministers Deputy Chairman L. Voronin by the chief of the Trunk Petroleum Pipelines Administration for West and Northwest Siberia, N. Leshchev, and the chief of the Urals-Siberia Trunk Petroleum Pipeline Administration, R. Vitayev, on the impermissibility of using it. The collectives of the Tyumen Petroleum Pipeline Administration have sent a letter to the deputies of the USSR Supreme Soviet on this. But it is like they have gone deaf "at the top." The chase to prepare for the launch of the products pipeline continues.

And then there is the explosion near Tobolsk...

Coal Slurry Pipeline Construction Encounters Problems

904E0021A Moscow SOTSIALISTICHESKAYA
INDUSTRIYA in Russian 1 Nov 89 p 2

[Article by SOTSIALISTICHESKAYA INDUSTRIYA correspondent A. Parshintsev, Kemerovo Oblast, under the rubric "Man and Nature": "The Black Pipe"]

[Text] First there were three short press reports over this year.

The newspaper IZVESTIYA. "The technical and economic substantiation for the construction of the Kuzbass—Urals—European part of the USSR coal-slurry pipeline has been compiled. 'According to our preliminary planning,' said project chief engineer A. Tsvetkov, 'the construction of the first phase of the coal-slurry pipeline will make it possible to hook ten major thermal electric power plants to it. The number will later double...' The erection of the Perm, Rostov and Novostavropol GRESs [state regional electric power plant] and several high-capacity central heat and electric power plants [TETs] is projected using the coal-slurry fuel... The planners are now engaged in specifying the rights-of-way, choosing the sites for pumping stations and the reserve storage that is essential in the event of any unforeseen situations. The reliability of the entire system should be such that the uninterrupted operation of all the GRESs and TETs is ensured.

"An unprecedented fuel-and-power complex will be created with the widespread use of automation. All of the technological processes—the preparation of the coal-slurry suspension, its storage and pumping—will be taken under the wing of the electronic control systems with real-time adaptation to changes that happen along the line..."

The TASS report. "An unusual type of fuel has begun to enter the boilers of the Novosibirsk TETs-5—a coal-and-water mixture. It is fed in through a pipeline from the Kuzbass. The mixture is reminiscent of petroleum and consists of finely pulverized coal and water, as well as a special plasticizer.

"The Italian form of Snam-Progetti took part under contract in the construction, which also attracted the work of firms from England, West Germany and the United States."

The newspaper KUZBASS. "An accident occurred on the Belovo—Novosibirsk commercial-test coal-slurry pipeline. The commission of the oblast committee for the protection of the environment inspected the right-of-way of the pipeline and heard the explanations of the chairmen of VNIIGidrougol [All-Union Scientific-Research, Planning and Design Institute of Hydraulic Coal Mining] (Novokuznetsk), the Gidrotuboprovod [Hydraulic Pipeline] NPO [Scientific Production Association] and the directors for construction and operation and came to the conclusion that "the facility was built with serious deviations from the plan and gross violations of ecological requirements. The operation of the pipeline is hazardous..."

I elaborate for the reader that the discussion in the last two reports concerns the initial stage of construction. It was namely along that stretch of the slurry pipeline—the 260 km [kilometers] from the city of Belovo to Novosibirsk TETs-5—that they were planning to run through the technology and automation system and to study exhaustively the process of operation of the new form of transport and the new type of fuel.

The public of the Kuzbass for a long while did not know about this construction site—as always, it was never made public. It stirred last year when, in accelerating the work, thousands of construction workers were rounded up for the lead construction sites of the pipeline, taking them away from social and cultural facilities, housing and mine modernization. Effectively not a single city avoided the human rent for the "black pipe," as the Kuzbass people started calling it. Minugleprom [Ministry of the Coal Industry] and the local leaders evidently badly wanted to report on their success to the 19th All-Union Party Conference in starting it up a full two quarters ahead of schedule.

I do not know what held them back: common sense—or by that time the fashion of early reporting had passed—or administrative impotence had an effect, but the slurry pipeline launch was postponed for another year. And even that deadline, it is now clear, has proven to be inadequate both for completing the work and fine-tuning the equipment.

The public, meanwhile, began expressing serious apprehensions. About what? The Kuzbass suffers from a lack of water, and the pumping of water through the pipeline to Novosibirsk and its combustion there in the boilers of the TETs would definitively undermine the water resources of the region. The fact that mine waters would go into the pipeline, according to the assertions of specialists, would not save the situation—after all, these most fertile grain-producing regions are already wasted with mines and pits.

And more. A plasticizer that contains a substance as toxic as formaldehyde is part of the composition of the suspension. It is not known how it will "embellish" the air of Novosibirsk when it is burned, but there is a direct threat from it for Kuzbass residents—the pipeline traverses small rivers, brooks and streams. There are no guarantees whatsoever of the reliability of this pipeline after the events on the country's gas pipelines.

The June report in IZVESTIYA was the first in the central press on the construction of this unprecedented fuel-and-power giant in the Kuzbass, and many were shocked. But surprisingly enough, only one local official body tried to react in any way to this information: the Kemerovo oblast trade-union committee assembled representatives of the planning organization, construction workers, the future operational workers, the committee on environmental protection, public organizations and the mass media in a roundtable discussion. The party obkom and oblast ispolkom pretended that the discussion concerned simple child's play rather than a global project that would radically alter the oblast in the future.

The first deputy general director of the Gidrot ruboprovod NPO, Ye. Olofinskiy, tried to reassure the public at the roundtable. On the feature in IZVESTIYA he remarked that "The desire of our press for up-to-the-minute coverage of approaching important events is understandable, in this case on the plans for the Kuzbass—Urals—Center coal-slurry pipeline that has frightened everyone. But there is no need to fool anyone! Research work is underway to determine the economic efficiency of the project and the possibilities for its technical realization. The basic foundation of this research is the results of the operation of the experimental pipeline."

Olofinskiy tried to dispel alarm on the score of the reliability of the pipeline as well: "The whole line is equipped with a remote-control system. There are eleven gate valves on the line. The operator receives a signal to close the valves when there is a drop in pressure..." Familiar words, aren't they?

The support staff for the Belovo—Novosibirsk pipeline is 800 people. This fact alone makes it possible to doubt the high technological feasibility of the slurry pipeline, as well as the fact that "all processes will be taken under the wing of the electronic control systems with real-time adaptation to changes that happen along the line."

The design engineers and construction managers sounded notes like this from time to time: we must make any sacrifice, they said, we must not spare any funds, we must show up the capitalists; "the whole world is watching" the experiment, and "the problem of the efficient utilization of coal will be solved in global fashion with its positive outcome."

There is no doubt of this last item. Coal is carried by water abroad, in the United States in particular, and for a lot of money, by the way, as Olofinskiy elaborated, using water bought from the Indians, on whose territory the artesian wells were drilled. That water is removed before combustion. The design engineers of Gidrot ruboprovod have gone a step further—they have decided to transport a ready fuel rather than an intermediate product.

The idea is noteworthy in and of itself. What is bad is something else—our ineradicable striving to be all-encompassing. Why trifle, they say, with laying an experimental pipeline from any of the Belovo mines to the nearby Belovo GRES. Let's have a slurry pipeline unprecedented in world practice with an unknown filling!

The desire to surprise yourself and astonish the world once more, which should be expected in an atmosphere of haste and unclear thinking, played a cruel joke: after a short period of operation, a stopper many kilometers long formed—the new type of fuel had jammed.

The worst assumptions of the public were justified ahead of schedule. They began hastily tossing the concentrate into excavated ditches. Then they began washing out the pipe and discharging the water polluted with formaldehyde into those same ditches. There are reports it has already reached the Inya River.

The reasons for the accident are being researched. Preliminary data testify to the fact that the reliance on the mine waters taken from settling tanks is not justified. Evidently coal of a different quality is required for slurry. Others assert that the pipeline jammed because of the use of suspension that had been sitting around. It is, in short, hard to find the ends here.

And what about the foreign firms that took part in building and working out the technology? Their representatives cautioned against rash decisions from various angles, but their protests were not always listened to. The director of operations, N. Chernykh, now refers to the fact that there was strong pressure on his apparatus to accelerate the deadlines for start-up of the pipeline on the part of the chief of the Main Scientific and Technical Administration of Minugleprom, Zaydenvarg, Deputy Minister (and one of the performers of the work) Sudobin and General Design Engineer Olofinskiy.

Over two hundred million rubles have been spent on the construction project. No small amount of funds has been paid to foreign firms, and 200,000 rubles' worth of the mixture was poured into the ditches. Winter has now come to Siberia. The poisonous effluents and discharges of the "black pipe" will be rushing into the rivers with the waters of the thaw in the spring.

Council of Ministers' Economic Analyst on Draft Pension Law

904F0026A Moscow IZVESTIYA in Russian
15 Nov 89 Morning Edition p 3

[Interview with Vladimir Nikolayevich Bodrov, deputy department head and head of the Economic Analysis Sector of the USSR Council of Ministers Bureau for Social Development, by T. Khudyakova: "The Authors of the Draft Pension Law Believe That Everyone Will Be Winners"]

[Text] In beginning discussion of the draft Pension Law, we decided to question a specialist who was directly involved in work on the document. We hope that the commentary by V. Bodrov, a deputy department head and head of the Economic Analysis Sector of the USSR Council of Ministers Bureau for Social Development, will help in finding answers to certain questions that have arisen.

[Khudyakova] Vladimir Nikolayevich, could you tell us about the concept of the pension reform after noting its advantages over the law that is now in force?

[Bodrov] First of all, the draft of the law is based on the universal application of pensions, and for that reason, it establishes common standards for workers, employees, members of kolkhozes and cooperatives, and "individuals." The needs of the disabled also have been taken into account with the introduction of social pensions. This does not exist in the current legislation.

Secondly, the principle of social justice will be applied more completely owing to the direct relationship between length of service and wages over a protracted period of time (5 years) and the amounts of the pensions granted.

Thirdly, the foundation of the new pension system is based on actual economic categories directly related to everyday life: a minimum wage, the subsistence minimum, and an efficient consumer budget.

It is very important that a flexible mechanism designed for the long-term future has been provided for in the law. Pensions will be increased as wages are increased and the cost of living changes.

Together with its basic function, the law stimulates increased efficiency in public production and labor productivity.

[Khudyakova] How will the Law on Pensions help to do this?

[Bodrov] A large pension must be earned. The longer a person has worked (this is the quantitative aspect) and the higher his wage (this is the qualitative aspect), the more the pension will be. The draft law proposes that it be calculated at 55 percent of the earnings over a 20-year period for women and a 25-year period for men. This norm is 5 percent higher than the existing rate.

There will be a 1-percent increment added to this base for each subsequent year, but no more than 75 percent of what has been earned.

[Khudyakova] But why exactly 75 percent? How was this figure reached?

[Bodrov] We proceeded from the maximum length of service possible by the time that retirement age is reached. Inasmuch as under the new law the training time in a tekhnikum or PTU [vocational and technical school] is included in the total length of service, the length of service for a youth will begin at age 15. Consequently, by the time he or she is pensioned, the necessary 40 or 45 years will have been accumulated. In other words, 55 percent plus 1 percent for each year worked.

[Khudyakova] But the draft stipulates one more indispensable condition at the same time—it is proposed that a pension be calculated on the basis of four times the amount of the minimum wage with subsequent application of "diminishing" factors for higher earnings. Isn't this at variance with the principle of social justice that is being proclaimed? On one hand, they suggest that we diligently earn a large pension, but on the other hand, they intend to "cut" it rather thoroughly in accordance with the scale proposed.

[Bodrov] This matter should not be oversimplified this way. After all, it is planned to introduce the new system being proposed in place of the "ceilings" now in effect, which essentially have already led to a leveling of pensions for the majority of workers who are retiring now. If we do not limit wages at all in calculating pensions, imagine the size of the pensions that will result. Even if you take just 75 percent of 700 rubles (10 times the minimum wage), the pension will come to 525 rubles, and with earnings of 1,000 to 2,000 rubles, which are not a rarity now, the pension would be 750 to 1,500 rubles per month.

The reducing factors proposed have taken social justice into account as well. They will help to avoid "excessive" pensions. For that reason, the maximum earnings used in calculating a pension are also limited to 10 times the minimum wage. This is the system being used in many countries, by the way. The sizes of pensions are changed in accordance with changes in the minimum wage.

[Khudyakova] The theoretical mechanics of all this are not easy to understand. Could you demonstrate this in specific calculations?

[Bodrov] Let us assume that with earnings of 320 rubles per month and the existing minimum of 70 rubles, a wage that is four times the minimum wage, that is, 280 rubles, will be taken into account in full. And 85 percent of the remaining 40 rubles will be taken into account. This is 34 rubles more. Consequently, the earnings on which the pension will be calculated add up to 314 rubles.

Let us assume that a man has worked for 42 years. He can count on a pension which amounts to 72 percent of the wage indicated. So his pension will come to 226 rubles. But if the minimum wage increases to 80 rubles, his entire earnings of 320 rubles will be taken into account in calculating his pension without consideration of the reducing factors. And his pension will then total 230 rubles.

[Khudyakova] Excuse me, Vladimir Nikolayevich, but it is still not very clear why precisely four times the minimum wage is taken as the basis, and not three or five times.

[Bodrov] The point is that the minimum consumer budget is taken as the minimum wage. And four times the minimum is related directly to the average wage.

We calculated that with a maximum of 280 rubles (that is, four times the minimum wage) and a maximum length of service (40 to 45 years), a pension calculated at 75 percent of the wage will come to 210 rubles. This corresponds roughly to the average wage in the country.

[Khudyakova] It follows from what you say that the minimum consumer budget forms the basis for all the calculations. But the entire question is how much does it correspond to the realities of our life today with the soaring prices for goods and services and the increasing inflation?

[Bodrov] Work on calculations of minimum consumer budgets has been carried out over a comparatively long period of time now and it is not being discontinued. All the central economic departments and many scientific institutes are working on this. And in the near future the Council of Ministers Bureau for Social Development will be considering proposals to recalculate the sizes of these budgets in connection with the price increases.

The problem is very complex, although the method of calculation is rather simple at first glance—using the “consumer’s basket,” which contains the basic foodstuffs and essential goods and services. The fundamental difficulty is that this “basket” must be made up for a single pensioner as well as one living with a family, and regional aspects of consumption and many other factors must be taken into consideration.

[Khudyakova] While the new calculations of consumer budgets are in the development stage at present, the mechanism for recalculating pensions, taking the dynamics of wages and the cost of living into account, has already been drafted. What is this mechanism like and how will it function?

[Bodrov] Article 122 of the draft provides for a pension to be increased in conformity with a change in the cost of living index and an increase in wages. At the same time, the article contains this proviso—by no less than 2 percent of earnings. This means the earnings of the pensioner from which the pension was calculated.

Why 2 percent? It was established as a guaranteed minimum for recalculation, taking into account the long-term trends in increasing the average wage in the country. It is well known that similar recalculations are being applied at present with respect to pensions fixed 10 or more years ago. It is planned to extend this procedure to all pensioners, inasmuch as wages are being increased every year for practically all categories of workers.

As far as the mechanism for recalculating pensions by taking the cost of living index into account is concerned, the methodology for this is being worked out right now. I cannot say at this time how this will look in detail. It may be either an absolute sum in rubles or a sum determined in a percentage relationship. How do we make a recalculation based on the cost of living index for one who has a high pension, for example? Add this sum for one who has a small pension as well? Should it be calculated according to the minimum consumer basket or one that has been averaged out?

As you see, it is a very complicated matter. One thing may be said with certainty: any recalculations involve large additional allocations. Just increasing pensions an average of 2 percent of wages every year will cost the state 3 billion rubles.

[Khudyakova] The draft law takes into account the interests of those who live in the Far North and regions where regional factors have been adopted. How will the pensions for these workers be calculated in practice?

[Bodrov] The regional coefficients, as well as the bulk of northern residents’ wages, incidentally, are not being taken into account at present because of the “ceilings.” This injustice has been eliminated in the version of the law being proposed, inasmuch as all wages, taking the regional coefficients into account, will be considered when pensions are granted.

Moreover, the coefficient adopted will be taken into account when minimum pensions are established in these regions. What does this mean? If the minimum pension for the country is 70 rubles and a coefficient of 1.5 is applied in a given locality, the minimum pension in this region will be 105 rubles. However, if a pensioner who receives a minimum pension leaves for a permanent residence in another region where the coefficients are not being used, he will receive the minimum pension of 70 rubles.

I emphasize that this affects only the pensions set at the minimum amount. An exception was made in view of the fact that the cost of living is higher in areas with regional coefficients.

The following condition applies to other pensions. If a person who has earned a pension in the middle part of the RSFSR moves for permanent residence to an area where regional coefficients are applied, as an example, his pension will be recalculated, taking these coefficients

into account. But the amount of the pension will not be recalculated; the earnings on which the pension is based will be recalculated.

[Khudyakova] Many IZVESTIYA readers are concerned about this: will merit pensions be retained?

[Bodrov] Yes, the draft law provides for merit pensions—at the national, republic and local levels. Moreover, enterprises and organizations have been authorized to establish merit pensions.

In other words, any citizen who renders services to the country as a whole, to a republic, a rayon, or his own labor collective may become a merit pensioner.

[Khudyakova] The section of the draft devoted to preferential pensions contains a great deal that is new. For the first time, an economic mechanism has been proposed which helps to put an end to unhealthy and difficult working conditions. In your view, how effective is it and won't the innovation lead to infringement of the rights to a preferential pension?

[Bodrov] The lists of jobs involving unhealthy and difficult working conditions which we have now were drawn up 33 years ago. A great deal has changed since then, naturally. Repeated inspections of working conditions have shown that today roughly one-third of those who are working under unhealthy and difficult conditions according to the lists in effect are only considered to be in this category.

At the same time, there are workers who do not have rights to preferential pensions but who are working under difficult conditions. A new procedure has been worked out to correct such irregularities. I want to draw readers' attention to the fundamentally new approach in financing preferential pensions. In my view, a very interesting and correct economic mechanism has been proposed. It is aimed at eliminating the unhealthy and difficult areas of production, not at infringement of workers' rights.

I want to make a reservation here. In preparing the draft it was taken into account that production facilities where unhealthy and difficult working conditions have changed little in practice under the influence of scientific and technical progress really exist. This means the work of miners, metallurgists, chemists, and other workers included in List No 1. The approaches with respect to them remain unchanged—their pensions will be paid for at the expense of the pension fund.

Essentially what is the new economic mechanism? An enterprise will pay half of the pension with its own funds for each "preferential pensioner" for 5 years, until he reaches 55 or 60 years, that is, the generally established age for the right to a pension. There is no question that it is becoming more profitable for enterprises to eliminate such work positions by making use of modern equipment and technologies. I am aware that many enterprise managers and labor collectives as a whole may

consider this to be social injustice. In this regard, I want to draw their attention to the fact that this applies to the production facilities, jobs, and vocations in List No 2, the ones where working conditions may be improved in the coming years, but this will come into effect only after the preferential length of service has been earned in accordance with the new pension law, beyond the limits of the next five-year plan.

For those who are now engaged in unhealthy and difficult work, preferential pensions will be calculated in conformity with current legislation, and for those who have not worked for a full period of service, they will be calculated in proportion to the length of service available. The pension fund will bear all the expense for payment of their pensions.

[Khudyakova] Miners are among those who have the right to preferential pensions. How completely does the draft take their demands into account in the section on the change in pension legislation?

[Bodrov] The conditions for providing miners' pensions which were defined in agreements between the miners and the government were fully taken into account in the draft law. In order to see for yourself, it is sufficient to become familiar with the appropriate articles in the draft, and I do not think there is any point in repeating them here.

[Khudyakova] Let us turn to the figures cited in the report. Full implementation of the new law will require 29 billion rubles. It is a vast sum, and for that reason the question arises: where is this money coming from? After all, only a couple of months ago there was a heated discussion on the problem of financing a so-called small pension law, and they literally scraped together the 6 billion rubles needed "piecemeal" [po "susekam"].

[Bodrov] As far as doubts whether the money will be found are concerned, they are unfounded. The money will be found. The source of financing is well known—an increase in the payments by enterprises and organizations for state social insurance. It is a different question—whether the commodities to cover them will be provided. But this depends on fulfillment of those plans which have been outlined for the next year or two and on the condition of our economy as a whole.

[Khudyakova] With respect to this arrangement, a "delicate" question arises. Commodity coverage still has to be provided for, but payments for the new pensions have been firmly promised. Isn't there a certain disparity here? Hasn't the sharp increase in pensions concealed a change in retail prices that is just as sharp?

[Bodrov] The fact is that an increase in wages and any forms of payments, including pensions, will naturally lead to an increase in the amount of money held by the people and cannot help but have an effect on the commodity market. If there are no commodities, the gap between supply and demand will inevitably widen. And this can have a definite effect on prices.

For this reason, the report by N. I. Ryzhkov particularly emphasized that introduction of this law is directly related to an increase in work efficiency in all areas and saturation of the market with the commodities needed. The central, republic, and local organs and associations and enterprises are now working on this problem in earnest.

In conclusion, I would like to assure IZVESTIYA readers that the draft law provides for an increase in pensions for all categories of pensioners, regardless of the time their pensions begin. And it stipulates that when the "old" pensions are recalculated, they will be increased to the amounts established by the new law, but not by less than 10 rubles per month. Thus the law will operate only for an increase in pensions.

[Khudyakova] And one more point. When will the new law come into force?

[Bodrov] Introduction by stages is being planned. Beginning on 1 January 1991, invalids and war veterans will receive pensions in the new amounts, as well as all those receiving minimum pensions and those who will be given social pensions.

Beginning on 1 July 1992, the law will come into force completely and all pensioners will receive the new pensions.

Miners, United Labor Front Members, Others Hold Roundtable

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[Roundtable discussion by A. Dubovik, member of the Executive Committee of the Coordinating Council, Regional Union of Strike Committees of the Donbass; V. Stepanenko, member of the Voroshilovgrad Oblast Strike Committee; V. Utkin, chairman of the "Tsentrallyaya" Mine Strike Committee, Vorkuta; V. Rogovtsev, member of the Oblast Workers Committee, Mezhdurechensk; V. Yakushev, lecturer at the Academy of the National Economy and cochairman of the United Labor Front; I. Yepisheva, OFT [United Labor Front]; and E. Volodin, doctor of philosophical sciences. Discussion opened by S. Rybas, deputy chief editor of LITERATURNAYA ROSSIYA: "The Strike: Who Is Right?"]

[Text] The first reaction to the article "The Strike: A Look on the Inside" (LITERATURNAYA ROSSIYA No 38, 1989) was a telephone call from representatives of the regional strike committees. They suggested that collaboration be continued by holding a "roundtable" at the editorial offices on the questions concerning our society and that the prospects for the country's political and socioeconomic development and conditions in the mining regions be discussed.

As fate had willed, representatives of one more organization which our newspaper had also written about—the United Labor Front—appeared in the editorial offices on

the day appointed. Thus the "roundtable" was turned into a platform for debate. Taking part in the free exchange of opinions were representatives of the movements mentioned as well as persons who were not formally representing the interests of either the strikers or the OFT, but who are far from indifferent to the problems discussed in the meeting.

In opening the exchange of opinions, S. Rybas, the deputy chief editor of LITERATURNAYA ROSSIYA, noted that the workers movement is picking up speed in our country today and that the level of society's politization has increased: it appears that there is no one in the country who is not interested in the changes in our political and economic life. It is precisely for this reason that it is particularly interesting to learn the views of the meeting's participants on the development of the political and economic situation in the country.

A. Dubovik: I would not be in a hurry to make predictions and I would not advise anyone to engage in this, since our strike movement is a new phenomenon in the world. Our draft laws on labor disputes (conflicts) are radically different from those in the West, which is related to a large extent to the place of trade unions in the strike movement. So it turns out that the trade unions, which in concept should protect the workers' interests, have proved to be at the tail end of the movement.

V. Stepanenko: The trade unions have not been at the tail end—they have not been seen at all, just like other public organizations. After all, we have a lot of young people, but where has the Komsomol been?

We have come to Moscow this time to check the progress in meeting our demands. At one time, when it was necessary to stop a wave of strikes, managers often agreed to demands without even thinking about whether or not they were feasible. They were in a hurry to promise the earth, but now they are procrastinating. The demands are very important for the miners—42 days of leave and a pension after 25 years of work in the mines remain unsettled matters. The supply of produce is not being improved, and the people continue to be hungry. We are not concerned with the questions of politics—the social and economic area is what is important to us now. I make no secret that representatives of the "Rukh" have come to the region informally from the Baltic. But we are not getting in contact with them.

V. Utkin: I fully agree with Viktor concerning our objectives. However, if we assess the political situation in the country, we cannot help but notice that the CPSU ceased expressing the workers' interests at some stage and has been losing the people's confidence. The political demands advanced during the strikes are related precisely to this. But on the other hand, I do not see a force capable of becoming an alternative to the Communist Party. This is not only my firm conviction.

A. Dubovik: The wording in Article 6 of the Constitution has been eroded. It needs new editing: let the party play

the role of ideologist, but nothing more. Party functionaries, as the strike has shown, are not capable of leading and directing the workers movement. It is precisely for this reason that they have now begun to discredit it—they count up the losses from the strike, speak about the strike committees' extremes, and play off the miners against other representatives of workers' vocations. When you read some articles you get the impression that the strikers are to blame for all the economic squabbling.

V. Stepanenko: When the strikes began, the press threw light on all aspects of this phenomenon. But later someone sought to have all papers in the Donbass reprint the RABOCHAYA GAZETA article "Are the Strike Committees Thirsting for Power?" [Editorial staff footnote: LITERATURNAYA ROSSIYA plans to provide more detail on the debates about this material in one of its issues in the near future.] This was not the initiative of local managers; the directive came from the top, I have no idea where. And we cannot blame everything on the local authorities, either; there are a great many questions that are obviously not within the competence of the local leadership. Take housing construction using one's own resources, for example—what can the manager of a rayon unit decide if the funds remain the same and the building materials are released from the top... But the leadership has been seeing us only as manpower. It is not important what the worker needs after his shift. But after all, palaces have been built with our money...

V. Rogovtsev: And we still have barracks from the 1930's. But what can be done if only 4 kopecks from every ruble earned are left for our social needs.

People have been speaking about pensions for miners here. But it is common knowledge to everyone that a miner lives an average of 48 years and that only one in 20 lives until his pension. Our mineral resources have been exploited mercilessly all these years. We have already removed the cream from all the deposits, and we cannot get rich by shifting to cost accounting for this reason. We will not be able to increase labor productivity by 5 percent each year by zealous management. There is one way out: we must develop processing plants, and trade in a product, not raw material; the slogan "Power to the soviets, the plants for the workers, and the land for the peasants" must be realized for this. The mines should be transferred to labor collectives for personal use, for leasing.

V. Yakushev: But your production cost of coal is different at different mines, and if you take them as property, some will be poor and others will be extremely rich.

V. Rogovtsev: If you had seen how the mines are exploited and what capacities are left you would not say that. I can assure you that no one will be destitute.

V. Yakushev: All right, but let us assume that you have leased a mine and you sense that you are going bankrupt. Then you will also begin plundering the deposits in order to survive?

V. Rogovtsev: It must be looked at and tried.

V. Yakushev: The OFT believes that wages for miners should be higher than the other categories of workers, regardless of where they work and regardless of cost accounting. If each one of you taken separately makes demands, the entire country loses. Assume that they pay more to all of you. But this can be achieved only by a purposeful, well-organized economy.

V. Stepanenko: I don't see how an increase in wages will take place. What do we do, simply hit the table with our fist and say: give us earnings of 700 rubles, period?! But it makes no difference, because there is no coal. The root of the problem is something else: the mines are old, and the equipment is antediluvian...

V. Utkin: Our state is giving the ministry a subsidy of several billion rubles. If we increase wages as you suggest, the state will have to take even more. As chief of a section, I see that people have been torn away from the coal, but they are tied to the plan. If you deliver short, you receive less.

V. Yakushev: In speaking of increasing miners' wages, we are not thinking about your productivity increasing. In this case the main objective is social justice.

V. Utkin: We have 50 million poor people. Let us also give to them for the sake of social justice.

V. Yakushev: Correct. But if you strike, the poor will not be better from this.

A. Dubovik: We will not do anything and we will not save any poor people if the state does not act on the compromise which was brought forth during the strike: the state order should account for 70 percent of the real resources, not 70 percent of what has been achieved, with 30 percent for self-development.

I. Yepisheva: Our immoral economic mechanism is leading to the breakup of property, to imbalance in the economy, and in the end, to disunity. They are forcing each one of us to "pull the blanket" to himself, but our strength is in an association in the name of a high purpose. Deterioration of the economic situation has been the result of the workers' loss of power—the bosses are not on strike! Our task is to take the power in our hands; only then can we conduct an economic policy in the interest of those who produce material wealth—the workers. The slogan we are advancing is not simply "Power to the soviets!" but "Power to the workers!"

V. Utkin: I do not take exception, but let us return to the economy. An automatic increase in wages will yield nothing. Only when the working man is the master of the means of production will we be able to speak about the productivity of his labor. It is a paradox, but a fact: a member of a cooperative works better with an outdated machine tool than a worker with good equipment.

V. Yakushev: Why does a worker in the United States who is not a master of the means of production work more efficiently than our worker?

V. Utkin: Because across the street there is a line at the labor exchange.

V. Yakushev: So you want unemployment as well? Your suggestion is some kind of anarcho-syndicalist method.

V. Utkin: I don't see anything bad in the fact that each person receives his share of a common profit. How it is divided is a matter for the smallest structural units, such as brigades, for example. A person should have his own personal means of production.

V. Yakushev: You are echoing the day before yesterday...

A. Dubovik: But I do not see either economic calculations or concerns for the Motherland in your social justice. A wage of 700 rubles is not the way out.

V. Utkin: I should have my own personal equipment, so to speak, to gradually become accustomed to it. We must rid ourselves of the dictates of the State Bank first of all...

V. Yakushev: But what is the fate of the Motherland if we rid ourselves of the dictates of the Gosbank?

V. Utkin: I see the solution in the establishment of regional banks which pay a tax to the Gosbank, but at the same time they themselves are in charge of their own funds. Where does this bank get its money? There is the fixed capital of my mine and other mines—that is, we have taken what belongs to the workers from the state.

I. Yepisheva: Comrades! Instead of becoming masters of the country, you want to become masters of a machine tool, a pneumatic drill.

V. UTKIN: Being the master of the country is only a slogan for me now.

I. Yepisheva: You complain about a large state order, but this is the most advantageous in the whole world. This is what must be achieved—real payment for the state order, and it should be as much as the country needs. And the master of the country is the one who takes part in the distribution of profits and wealth. This is "Power to the workers!"

V. Stepanenko: We spoke of this as long as 70 years ago. And the result? After all, we also believe that workers promoted from the ranks should wield authority.

But in returning to the question of independence, I will note that we want to sell everything above the state order ourselves. Whether it is raw material or products... This is our affair.

V. Yakushev: You are waging war on the ministries, but after all, the tasks of sales and accounting for production remain all the same. These functions are yours, and for every manager that is discharged at the top, 10 will make their appearance below. We believe that the workers

should decide through their representative organs where to direct production. But under a market economy, which has its own laws, you, the coal miners, only lose, and the members of cooperatives and speculators will win. We are suggesting a different mechanism...

V. Utkin: But if we follow your mechanism, it will turn out this way: the ministry took what we earned and then decided how much to give back for wages.

V. Yakushev: It is not the ministry but the Supreme Soviet that will decide.

V. Utkin: We earn, but someone will decide...

V. Yakushev: But you will go bankrupt in another way. How has it turned out with the fur trade? Comrades went into the international market independently and established competition for themselves, and as a result prices naturally fell. No, centralization is necessary.

V. Utkin: All the same, what arouses a person's interest so that he works better?

E. Volodin: You will excuse me, but for me a discussion with a strike committee is a discussion about the kind of fate that awaits our country in the near future. We cannot limit ourselves just to the economy and reduce everything to wages alone.

The strikes have become a cold shower on all the hot heads. Both on the left and the right. It appears that there is still a working class! And now the principal question is the responsibility for the fate of the country. I am prepared to devote my efforts to all the healthy forces of society which, in criticizing the current political and economic system and the social confusion, still believe that we must find a way out of the chaos by a sound, humane path.

A. Dubovik: We are also worried about the second round of the strike that is coming nearer, but for some reason this does not concern the comrades from the Ministry of the Coal Industry. The officials of all ranks continue to carry on in the old way: they have a chair, and everything is all right. You repeat over and over again to the minister: the people will not wait, and they will sweep both you and us away. Though for some reason I am confident that the miners' reason will gain the upper hand and that the working class will not permit failure. Although I would not single out the political aspect alone here. The social area, the economy and politics are tied in one bundle, and they cannot be separated. We want to meet with Mikhail Sergeyevich, have a heart-to-heart talk with him, and explain...

V. Yakushev: Faith in the good tsar?! If he tells you that everything in the country is bad and that we don't have this or that...will it be easier for you?

A. Dubovik: We need workers' control on a national scale now. But why didn't the scholars come to us right away, why have we been forced to open the way like blind kittens? Before it is too late and we are led under some

obscure banners, let us think together. And as far as faith in the good tsar is concerned, we have faith in Gorbachev. For the present.

S. Rybas: We must organize close ties between miners and the representatives of science; they must come together on a common platform.

E. Volodin: When perestroika was beginning, a group of people who declared themselves the "foremen" of it forged ahead. It was precisely this group that began planning our future: first a market economy, and later on almost suggesting capitalism as a model for our society's development. But after your strikes the thought occurs that there seems to be a gap between the intelligentsia and the workers which is being widened by the workers themselves. So there now exist political forces which seek to dismember our community. This is of particular concern to me because by shifting to administration through the Supreme Soviet, political games will lead to the point that a close, selfish group of people will impose its interests on all of society. The political differentiation of the society—the formation of all kinds of unions, blocs and fronts—is a symptom of its unhealthy condition. It is precisely for this reason that unity of all the strong patriotic forces is necessary. This consolidation has taken place: we have instituted the United Council of Russia. We have done this not to organize one more political force, but in order to preserve the society and borders that actually exist and to defend those ideals, however they may have been trampled for decades, so that our political leadership, after straightening out the problems of a market nature, responds to the interests of those that it represents. Our interests are with you.

It is very important to us: to whom we give our brains—we do not want them to be prostituted. We are prepared to offer assistance.

V. Yakushev: We offer you collaboration as well.

V. Utkin: There are so many different fronts now—you cannot tell them apart. How do we recognize our own scientists? Write and suggest. Collaboration is extremely necessary now.

From the editorial staff

When this material was being prepared, it became known that the strike committees, as the result of heated disputes even before discussion of the Law on Labor Disputes at the USSR Supreme Soviet session, made the decision to cancel the strikes planned for October.

It is characteristic of the situation's development lately that the trade unions have finally turned their attention to the strike committees. In particular, in order to resolve an exceptionally difficult situation in Vorkuta, where the threat of a strike was more obvious, representatives of the central committee of the coal miners' trade union flew there.

We must also note that most of the demands made during the strikes are in the solution stage. This was demonstrated again at the collegium of the USSR Ministry of the Coal Industry on 19 October, when Minister of the Coal Industry M. I. Shchadov provided a detailed analysis of the situation.

We note this fact as well: the strike committees have reoriented their objectives to a certain extent. While they previously considered checking fulfillment of the demands set forth during the strikes to be of primary importance, more and more attention is being devoted now to the country's needs for coal, reaching the planned limits of coal mining, and strengthening labor discipline. A wise position.

Alarming reports are also reaching us at the same time.

At one time our newspaper addressed the subject of relations between strikers and the mafia ("When What Was Secret Became Obvious...", LITERATURNAYA ROSSIYA No 39, 1989). Getting things put in order in supply, closing the cooperatives that are openly criminal, and monitoring trade organizations—all this was not liked by those shady forces which we call "the mafia."

It is no secret to anyone that a criminal environment can make use of any means of struggle against its opponents. It was reported to us that Aleksandr Aleksandrovich Sotnikov, born in 1949, was killed in the settlement of Zverevo, in Rostov Oblast. A. Sotnikov had been elected deputy chairman of the strike committee of the Mine imeni 60th Anniversary of the Komsomol and was part of the regional union of strike committees in the Donbass; his activity was threatening the interests of forces close to the "mafia" circles. Before that day, when A. Sotnikov was found with a fractured skull, he had been repeatedly warned by anonymous "well-wishers" and had been openly threatened with physical violence. Did miner Sotnikov become the first (?) victim of the confrontation between the strikers and those forces that do not profit from workers' control?

The international contacts of the strike committees are expanding. (Anthony Freeman), special assistant to the U. S. Secretary of State for labor and international social problems, and (Nicholas Birkoff), an executive secretary at the U. S. Department of State, have been to Donetsk. They held a number of meetings with leaders of the strike committees and exchanged views on a broad range of questions.

When this issue was being put together, Aleksandr Dubovik telephoned the editorial office and reported that the workers in Gorlovka are nominating him as secretary of the Ukrainian CP Gorkom. In response to our question about his future work in the strike committee, A. Dubovik said: "I am not giving up my work yet; I am doing everything possible to stabilize the situation in the Donbass as well as in other coal mining regions. If we strike now, it will be a strike directed against the people, against ourselves."

* * *

This material was prepared by Gleb Kuzmin and Grigori Pyatov.

Pension Law Evaluated, Discussion Called For

904F0018A Moscow IZVESTIYA in Russian
9 Nov 89 Morning Edition p 1

[Article by E. Gonzalez: "Multiplying Years by Rubles"]

[Text] When reading the draft law "On Pension Security for Citizens in the USSR," I caught myself constantly applying its terms to myself—my length of service and my earnings. But I am not retiring on a pension tomorrow and, moreover, this is only a draft. It seems that I could look at it more broadly—how fair are the initial terms and how the living standard of pensioners in general and of individual groups in particular will rise. However, the first desire is to compute in a column my own future pension. So what? Apparently, this is a normal human reaction, which will also have to be taken into consideration during the discussion of this draft, whether we want this or not.

It was fortunate that the draft law, which directly affects the interests of every person, was published on the eve of holidays. It is possible not only to give perestroika and its fruits their due, but also to calmly read, analyze, and discuss.

The first thing that catches the eye is that the draft law is set forth very intelligibly and, for a legal document, simply. If some of you do not agree with this, please do not hasten to argue—read the incomprehensible or complex part once more. In the end, take the following into consideration: A national discussion is ahead—everything up to the last point will be clarified.

To be sure, however, right now it is possible to single out knots, which will be discussed and argued especially. It is interesting how society will react to social pensions. Will it properly assess the new mechanism of computing pensions? Perhaps, approving it as a whole, it will not agree with details—with the point of reference when a pension is granted (fourfold amount of minimal wages), reducing coefficients, and the top limit? After all, all these terms appeared as a result of discussions by the

draft's authors. However, this does not mean that the argument cannot be continued.

It is not ruled out that again there will be talks about age limits—who should retire on a pension and at what age. Moreover, there are still many elements in the draft law, which will seem controversial to those who did not participate in the arguments at the drafting stage. Why does the possession of many children mean five children and more? Why the need for a person's paid care is determined by his age, not condition? And so forth.

We hope that at the very beginning of the draft's discussion specialists in the field of social security will give us a correct interpretation of ambiguous elements, including in IZVESTIYA.

And what do economic executives—managers of enterprises, kolkhozes, and institutions—think about this draft? After all, we pay more attention to what we will get and are not concerned at all about where to take this from. However, the country's pension fund will not appear if deductions remain at the previous level. Of course, pensioners and those who are getting ready to change over to this status are for an increase in deducted funds. But what about directors of enterprises and chairmen of kolkhozes and other cooperatives?

One can assume with confidence that, of course, pensioners will speak out most energetically about the draft law. Even before, when other problems were discussed, they could not be accused of passivity, but now... I imagine how many contradictory and mutually exclusive opinions we will receive in envelopes. However, there are indisputable matters. First, the country's financial possibilities are not limitless and 29 billion rubles is a vast sum. This is approximately what the implementation of this law will require. Second, social justice does not have a clear mathematical expression and looks differently from different points of view.

The draft law, which we are about to discuss, is noted primarily for the same approach to social security for different strata of the population. Therefore, to be sure, everyone will benefit from its implementation. Apparently, this is the chief thing. However, man is built in such a way that he arrives at the most important conclusion only after he computes in a column his own future pension, even if he receives it no earlier than in 10 years...

RAIL SYSTEMS

Measures To Help Ailing Rail System Proposed

904H0005A Moscow GUDOK in Russian

1 Oct 89 pp 1-2

[Article by Robert Minasov: "Why Is the Sector not Priority?"; Notes of our parliamentary correspondent from a meeting of the Commission on Problems of Transport, Communications and Information]

[Text] Everyone is complaining about the railroad. The passenger—about the trials and tribulations at the terminals and en route, about the chronic, often multi-hour, train delays. The enterprises and organizations—about the regular lack of cars. The legal protection bodies—about the steady increase in freight theft.

On the other hand, however, the railroad workers themselves are complaining. The locomotive workers do not have enough electric locomotives and diesel locomotives, the car workers—passenger and freight cars, the track workers—new, highly productive equipment and machines facilitating manual labor, ties, rails, etc. All of them together have had more than enough disorders in housing, everyday life and production.

In a word, it is not particularly difficult for a railroad service producer to justify himself to a client. This does not make things any easier for the client, however.

Really, though, who is to blame for the fact that the railroads have found themselves in an awkward situation? All right, the answer can be brief: the situation that has formed in railroad activity is a mirror image of the critical situation that has struck the entire economic mechanism of our state.

The main thing now is not to use all our energy seeking the guilty parties, but somehow, by some means, to untie the tight knot of economic and social problems. In particular, what is it important to undertake to lead railroad transport out of this dead end?

The members of the Commission on Problems of Transport, Communications and Information, gathered in a cramped, bleak little hall in the Hotel Moscow (no more suitable accommodations were to be found for them in this huge capital!) to discuss the drafts of a plan for the economic and social development of the country and the budget for 1990, most probably, set themselves a local task. That is, originally, the topic should essentially have been limited to answering the question: does what is included in the drafts satisfy the representatives of the Ministry of Railways invited to the meeting of the commission, or not?

Before answering this question, it is important for us to know what is in the drafts.

A. Bevzenko, deputy chairman of USSR Gosplan, chief of the combined division of Transport and Communications, spoke about the plan for economic and social development of transport and communications for the coming year.

He was kept on the improvised rostrum for a long time, being literally tormented with questions. I, just as many of those present, could not help but marvel at the stand of a man who only recently, when he was the deputy minister of Railways, had fervently defended the interests of railroad transport. Does the chair change the convictions? Comrade Bevzenko chose, as the initial stand of his report, one of the main and principal arguments contained in the explanatory notes of USSR Gosplan. Here he says: "Reducing the volumes of production construction and singling out all-state priorities and pressing and important sectorial tasks (such as building motor vehicle roads in the Nonchernozem zone) have made it necessary to specify, in the draft of the plan for 1990, nontraditional measures in the sectors of transport and communications, to reduce capital investments, immobilize some of the construction sites and postpone the construction start for new facilities and toughen the regimen of economy in the expenditure of material and financial resources."

To put it simply, "nontraditional measures" for railroad transport will turn into maintaining almost the same volume of transport, while reducing the capital investments to develop it. More specifically: the passenger turnover for 1990 is slated to increase over the present by 21 billion passenger-kilometers and will be determined (what would you think?) by the "potentials for the fleet of passenger cars." The total volume of freight transport next year, the plan compilers contemplate, should be 4,099 million tons, which is 32 million greater than the volume for this year, but less than that specified by the five-year plan.

Now for some other figures. Some 3,272.1 million rubles of state capital investments are directed toward the development of railroad transport, including 792.9 million for construction-installation work, which constitutes respectively 61.9 and 54.3 percent of the plan for 1989.

Someone attending could not endure it, and declared sharply:

"The railroads are going to pieces, but we are cutting down capital investments for their development. Just how do we want to get out of the situation?"

Did the deputy perhaps get excited for nothing? After all, a way out is suggested and is, it seems, quite promising. (That is apparently the way the compilers of the drafts felt.)

In any case, that is the way things looked in the report of P. Kushnarev, chief of the Division of Transport and Communications Financing of the USSR Ministry of Finance.

He announced that, for all types of activity, the profit for railroad transport in 1990 will increase by 4,269 million rubles over the plan for this year and will constitute 9,650 million rubles. How? First of all, answered Com. Kushnarev, because of the outlined increase in rates for freight transport by an average of 35 percent (revenues and profit will increase by 5,433 million rubles). The increase in the rate for special insurance, from 10 to 13 percent, will lead to a 316 million reduction in profit. Wholesale prices are to rise by a factor of 2.3, which will reduce profit by another 1.1 billion rubles. Some 3.8 billion rubles will go into the state budget.

The rest of the profit (of the 9,650 million) should supplement the funds for economic incentive and the development of production, science and technology, and will go to pay the cost of freight cars and containers and construction of facilities with a high degree of readiness.

I. Shinkevich, chairman of the Central Committee of our trade union, a member of the commission of deputies, commented, reasonably:

"It is turning out strangely. Raising rates for freight transport has substantiated our social needs exceptionally well, but the drafts have allotted not a penny by individual construction sites. No, this is categorically unacceptable."

He was ardently supported by V. Yarin, deputy, a member of a different commission:

"Just where is the working man?" he appeals to the representative of the Ministry of Finance. "Your whole plan has the emphasis purely on production. What will it do to improve people's standards of living and to lighten the work of women in transport?"

V. Tetenov, chairman of the commission, calmed down those present:

"It appears that we have found a billion for this purpose.... Do you know nothing about this?" he asks Kushnarev.

"I cannot rely on talk, in my report I operated only with facts that had been worked out and approved."

"Your draft does not even guarantee the source of financing for public health and education for railroad transport. What does this mean?" asks V. Pryadko, chief of the Main Administration of Centralized Accounting and Finances of the Ministry of Railways.

The answer was—silence. Indeed, what was there to say to the chief of the Division of Transport and Communications Financing of the Ministry of Finance, if the drafts presented for the discussion of members of the Supreme Soviet were literally larded with mines—questions that would sooner or later blow up.

Here, let us say, is just such a question: where do the revenues and profit from raising the rate for freight transport go? It is proposed that every fifth part of it be

used to supplement the equipment park. Is there any guarantee, though, that the Ministry of Railways will be able to acquire new machinery with these funds, if the Ministry of Heavy, Power and Transport Machine Building has completely disrupted the fulfillment of Resolution No 401 of the Council of Ministers on supplying cars, locomotives, electric units this year? Should we buy them abroad? That will have quite an effect on our depreciated rubles.

It was clear why G. Fadeyev, first deputy minister of Railways, spoke with such alarm at the meeting of the commission.

"We are working at the extreme limit, without any reserve, even though, with respect to all the norms, this reserve should be at least 30 percent of the sector's material-technical potentials. Any strike in railroad transport is fraught with unpredictable consequences. Transport stops—life dies.

"We have a mass of unprofitable transport," the deputy minister continues, "and that is a half-billion rubles of loss a year."

Why has our sector not become a priority direction in compiling the plan and the budget? After all, it was promised at the highest government level that it would become priority.

Yes, Comrade Fadeyev is right. When you study the drafts, you come to the same conclusion. Certainly a highway to the Nonchernozem zone must be built, of course the poverty-stricken existence of poorly provided for pensioners must be eased little-by-little, it is important to help the disabled "Afghanistan veterans", and it is extremely necessary to purchase abroad medical preparations and instruments, food and industrial goods.

It is no less important, however, for the circulatory system of our entire domestic organism to function. The "blood-clots" on the railroads are paralyzing life in many other sections of the national economy as well. Nobody should forget about this.

It was painstakingly emphasized in the speeches of both those reporting that an increase in rates was outlined only for freight transport and therefore, they said, the passenger had nothing to worry about.

I am not an economist, but in this emphasis I detected, for myself as a rank-and-file passenger, a future encroachment on my empty purse. Raising the rates for freight transport, according to the laws of the economic system, will lead to an inevitable increase in prices for the goods transported (after all, these are building materials and electric household appliances and industrial goods!). Let us take just coal. If you raise its transport price, it is fully in accordance with principle that the cost of heat in an apartment house will increase. Is that not so? So I, the passenger, will still have to fork out.

Well, fine, I am prepared to sacrifice out of my own pocket any amount for the cause of saving a drowning

man. Will it help? Apparently, even those who gave birth in suffering to the drafts of the plan and the budget are not sure of this. That is why extreme measures are needed. They are still in the stage of confirmation, and therefore, they can be spoken of only hypothetically.

The entire packet of emergency measures, directed toward normalizing railroad transport work, consists of nine points:

Analyze how fully problems of railroad transport are reflected in the draft of the Law "On the Procedure for Solving Collective Labor Disputes," and present the necessary proposals.

Prepare proposals on allotting resources for the Ministry of Railways through raising the freight rate to solve the pressing problems posed in the requirements of the work collectives on removing tension, creating normal work conditions and raising the prestige of workers in railroad transport.

Prepare proposals for changing and supplementing the Regulations for the Railroads of the Soviet Union with a view to bringing them into correspondence with the new economic mechanism and improving economic relations and mutual responsibilities of the enterprises of the Ministry of Railways and consignors for violation of contractual obligations in freight transport.

Work out measures to improve the use of cars.

Draw up documents related to the introduction of higher rates for freight transport in violation of the systems of normal routes for freight flows and for distances exceeding the established distance for the transport.

Put in order the supply and transport of freight in the Armenian SSR.

Prepare a plan for the direction of the USSR Council of Ministers on converting railroads, enterprises, associations and organizations of the Ministry of Railways to currency cost recovery.

Prepare proposals to assist railroad transport in supplying specific types of materials and spare parts.

Review, in the USSR Council of Ministers, the basic premises of the plan for the Program of Modernization and Technical Equipment of Railroad Transport for 1991-2000.

What will the Supreme Soviet say?

I would hope that these measures will be adopted, implemented and will to at least some extent help railroad transport to find confidence and vigor.

Maritime Fleet, Rail Collegiums Examine Mutual Concerns

904H0056A Moscow GUDOK in Russian 4 Nov 89 p 1

[Article by Ye. Khrakovskiy: "From Mutual Claims to Joint Decisions; From a Meeting of the Collegiums of the Ministry of Railways and the Ministry of the Maritime Fleet"]

[Text] "It is more difficult for us, the seamen, to come forward, we are 'playing' on someone else's 'soccer field.'" In this way, in a joking tone, Viktor Ivanovich Kharchenko, chief of the Baltic Shipping Company, began his speech at a joint meeting of the collegiums of the Ministry of Railways and the Ministry of the Maritime Fleet, held on 1 November on the premises of the Ministry of Railways.

The matter being discussed, however, was by no means a joking one. This fall a tremendous amount of imported freight, bought for currency and for national money, piled up at the seaports. There were goods here that the Soviet people were waiting for. Moreover, their rapid sale would have eased the country's financial situation. But they lay about, spoiled and were even plundered.

At the government's request, the ministries of Railways and of the Maritime Fleet took the most decisive measures. The situation at most of the ports was normalized by the beginning of November. Only the Port of Leningrad failed to cope with the government assignment to accelerate the dispatch of imported freight. On 1 November there were 170,000 tons of various commodities remaining here—48,000 tons of grain, 12,500 tons of sugar, 65,000 tons of pipes and almost 1,800 containers.

This is where a wealth of experience was accumulated, in the close interaction of the workers of various types of transport, where in due course they worked out and introduced an efficient system of joint plans and schedules, which was used at most of our transport junctions. Much that contributed to coordinated operations has been forgotten and lost. Even though Comrade Kharchenko, as chairman of the Soviet of the Leningrad Transport Junction, tried in every way to vindicate himself, and enumerated the measures seemingly adopted by the Soviet, the state of affairs testified against him.

Transport containerization and widescale use of large containers is the most important trend in technical progress in transport and in increasing its work efficiency. Were the directors of the Baltic Shipping Company and the October Railroad and indeed of both ministries really unaware of this, did they really not know? Did no one really think about the fact that when many billions of rubles worth of consumer goods are purchased abroad, the flow of containers rises sharply, particularly of large ones?

It appeared that the railroad workers do not have enough large platform-cars to transport them, the commodity

bases, warehouses and stores are not adapted to accept them, and that even a major transport junction such as Leningrad did not have enough mechanisms and motor vehicles adapted for this, and those that it did have were worn out.

This shortsightedness, irresponsibility and lack of concern cost the state and the people dearly. The people say, with justification: we have wasted gold and bought commodities abroad which we ourselves have not yet properly learned to use, and have brought them to ports and border stations, and there they rot! This sort of mismanagement is taking on a political nature and is doing tremendous harm to perestroika.

Anatoliy Aleksandrovich Zaytsev, chief of the October Railroad, complained about the Leningrad trade organizations. If they had accepted 180 containers a day, there would have been no problem. At that, they take only up to 90 on Saturday, only 30 on Sunday, and at night do not accept anything. And, they say, appeals to the directors of the municipal organizations yield no results. Comrade Kharchenko—the chairman of the Coordination Council on Transport—also complained about this. Is there proving to be no one in the city on the Neva to answer for negligent workers, and finally, to make use of authority?

The Leningrad seamen and railroad workers criticized the system that has formed for planning import transport. A plan is beginning to be imposed in which there is still no completely clear pattern for the approach of cargoes to the port and the presence of rolling stock on the road. As a result, the plan is one thing, and reality—something completely different. Thus, the Leningrad citizens asked that, as an experiment, they themselves be permitted to work out a plan for the few days until the coming month. Many people supported them, even though the system for gathering information, coordinating assignments and responsibility for their fulfillment must be thoroughly thought out and perfected.

A complicated situation is also forming in export cargo transport. The group of participants in foreign economic relations has been repeatedly expanded. Over 10,000 have now been registered. It is important to create a reliable system of contractual relations and to work out a procedure for planning and organizing these transports. Meanwhile, the first timid steps are being taken. Indeed, fulfillment of the plan for export transport is not making anyone happy at present. The debt is large and by the end of the year, as has already happened repeatedly, there will have to be an attack.

The railroads and shipping companies are working under new conditions of economic activity, but the cost accounting levers, which would efficiently spur cooperation through combined efforts to achieve high end results, have so far not been worked out. This must be done, not by shelving, but by most serious study. It is not a command from above, but economic interest that should spur the people on to strive in every possible way

to accelerate the transshipment of cargo in the ports, so that it does not lie idle for a long time there, and so that the ships and cars do not stand idle. It was proposed that thought be given to creating, at major junctions, associations of transport workers working on common stock.

The fact that there were virtually no altercations or mutual accusations at the joint meeting of the collegiums, as often happens at such meetings, was a cause for rejoicing. Moreover, the seamen said sympathetically: it is several times more difficult for the railroad workers right now than for the port workers. The extremely complex situation that has formed in the country has a much greater effect on their work. The disproportions in the development of the economy are also having an effect. In Leningrad, for example, the throughput of the maritime port is 1.5-fold greater than the railroad stations serving it. The disruptions in the plans for the development of the Avtovo and Novyy Port stations have already become a sensation.

Ministers N.S. Konarev and Yu. M. Volmer, sitting next to each other at the same table, their deputies and members of the collegiums tried to be self-critical, to find mutually acceptable solutions and to solve the questions that had arisen in a State-like manner.

“The proportion of import cargo in the total volume of transports is a computed percentage,” said N.S. Konarev. “We have every possibility of removing all the commodities arriving at the ports and at the border stations in the shortest time. Not a single car should leave the port empty, if there is import cargo there. Is this really a matter when pipes are lying around at the Port of Leningrad and they take cars from there in accordance with regulations? Truly unified technology should be introduced at the junctures of the various types of transport. Closer contact is needed, and closer interaction with the ministries of Foreign Economic Relations and Trade. Otherwise it will turn out that in the period for transporting grain and potatoes from our harvest, mass delivery of them from abroad will begin. Then complications with the cars will begin. This must be taken into consideration in the future. Right now, what has been bought abroad should be immediately delivered to the consumer.

So how did they treat those guilty of disrupting the government assignments? Comrade Kharchenko, chief of the Leningrad Shipping Company, was in no mood for soccer passes. A reprimand was announced for him. Comrade Zaytsev, chief of the October Railroad, was given a severe warning. Comrade Sidenko, deputy minister of Railways and Comrade Tsakh, deputy minister of the Maritime Fleet were to take note of the need to intensify attention to interaction at transport junctions and putting in order precise, uninterrupted and efficient work.

Coal Basin Rail Support Reviewed

904H0037A Moscow GUDOK in Russian 26 Oct 89 p 1

[Reports by GUDOK correspondents B. Sverdlov, P. Kuchumov, and V. Vashchenko, followed by commentary by Ye. Gusev, chief of the Coal, Ore and Metallurgical Raw Material and Ferrous Metal Transportation Department: "The Watchword Is 'Coal'"]

[Text] A report on the joint session of the collegiums of the USSR Ministry of Railways, Ministry of the Coal Industry, and Ministry of the Timber Industry, which concerned the problems arising in the delivery of coal for the winter supply, was published in the 14 October issue of GUDOK. It was stated in the same article that the newspaper would periodically inform readers of the state of affairs on the rail lines serving the country's major coal basins. Today we provide the first reports from our correspondents.

Donetsk Railroad. Following the strikes that were reported, the miners in the Donbass [Donets Coal Basin] still cannot straighten their shoulders—the river of coal has become shallow. It would seem that the railroad workers had the opportunity to take coal out of the dumps and remove the tension. But not here. The "Shakhterskugol" Production Association, through the railroad's fault, was unable to ship 60,000 tons of coal to consumers; this was a little less than the "Selidovugol," but the "Donetskugolobogashcheniye" Production Association had 100,000 tons!

As always, there is an adjustment. In just the past 2 months the Donbass received 50,000 railroad cars less than it needed. It turns out to be roughly a thousand a day. But it is not worth placing the blame on undisciplined neighbors. With the critical shortage of gondolas, they are still standing idle at the bunkers of individual mines. The point is that the situation today demands that empty cars be supplied to the Donbass strictly by the hour. Besides, regulatory discipline also calls for this. While previously the railroad workers delivered the cars to loading areas at any time of day and the miners returned them without question, now they have to wait until the faces bring coal to the surface. So a situation is created in which there is no linkup.

The question may arise: why is the fuel accumulated in piles here and there? Because only the leavings are obtained from the coal-loading division itself—the Debal'tsevo Division, which is supplied with empty cars from the south and the north, as an example. In October alone, the North Caucasus Railroad managed to owe the Donetsk Railroad 15,000 cars. The Southern Railroad owes it 6,000 cars. And it is far from simple to break through to other mines, since the line has been blocked up with cars from the Caucasus.

This is the situation. In spite of a substantial adjustment in the state order, the Donetsk Railroad is minus 2 million tons. It is unlikely that local railroad workers will be able to get out of this "vise" without the ministry's

help and without strict adherence to the procedure of delivering empty cars in accordance with the time of day.

[Signed] B. Sverdlov.

Kemerovo Railroad. Since 15 October, the railroad has been taking out coal in excess of the daily plan to a certain extent. However, the situation in the Kuzbass [Kuznetsk Coal Basin] will not be relieved as quickly as they would have liked. While there were about 12 million tons of coal in the dumps by the beginning of October, in a little over 20 days they managed to bring out roughly 1.7 million tons. For this reason, the demands continue to come from the enterprises: "Give us the empty cars!"

A telegram sent on 23 October to V. Kolmogorov, chief of the Belovo branch of "Kiselevskugol," reported that more than 140,000 tons of coal had been accumulated at the Dalniye Gory mine yard, whereas the norm is 25,000 tons. The coal is shining. The miners are asking that 120 cars be provided every day to take it away. The railroad workers have promised to help, but will they succeed? After all, the situation is similar at most of the mines and concentration works. And the Kemerovo Railroad has been short more than 114 gondolas under its norm since the beginning of the year!

They have been throwing everything that they could here, as they say, in October. A telegram from the ministry received by the line's management states that because of the emergency situation with respect to the shipment of coal from the Kuzbass, all leased block trains on a circular route that are made up of gondolas coming to the Kemerovo Railroad are authorized to be loaded with coal until 31 October. Cars have begun arriving from a number of lines more rapidly. But we cannot help but mention that unsatisfactory work by clients continues to be a serious obstacle. Over 23 days in October, the unloading of 3,175 gondolas on the line has been disrupted through the fault of local enterprises. Some 225,700 tons of coal could have been shipped out in them, that is, nearly three-fourths of the debt incurred in October, in spite of the steps undertaken.

When this report was being sent to the newspaper, one more message was received by the railroad's management: 900,000 tons of the fuel had been accumulated at the storage area of the Krasnogorskiy Pit, while the norm is 175,000 tons. The pit's manager, N. Cholakh, who did not expect to have it shipped out quickly, sent a telegram to the Ministry of the Coal Industry asking that the plan for coal mined this month be reduced by 250,000 tons.

This is one of the many proofs of the complicated situation involving the miners' and railroad workers' work.

[Signed] P. Kuchumov, department head at the newspaper ZHELEZNODOROZHNIK KUZBASSA.

Tselina Railroad. It is common knowledge that this railroad has been among the debtors in the reports on

coal shipments for many months now. They already owe over 1.5 million tons. But the line's managers have become optimistic: for the first time this year they have managed to overfulfill the targets for Ekibastuz by 103,000 tons. In exceeding the plan it has begun sending coal for coking from the Karaganda Basin. In 20 days they were in the black by 64,000 tons, but at the start of the third 10-day period the problem with empty cars began to develop.

In a word, there have been shifts: when "winter hit them in the eye," the power workers hurried to build up the proper stocks, and their capacities began going down more rapidly. This affects primarily the Ekibastuz GRES-1, which is 25 kilometers from the pits. The cars have begun "spinning around"...

Why didn't they "spin around" earlier? The power workers were in no hurry—they still had fuel from last winter. This is an old problem of coordinating coal shipment planning among the Ministry of Power and Electrification, the Ministry of the Coal Industry, and the Ministry of Railways. The transport workers have to "take the blame." The coal miners are adding to the problems. An example of this is the Maykubenskoye coalfield of the "Ekibastuzugol" Association, which borders on the Ushkulyn station. Development of it was begun recently, but the plans for coal mining are ahead of the railroad development, there are no car cleaning points and it is difficult for trains to pass through...

The fact that the more than 103,000 tons extra that have been "mined" in Ekibastuz may soon disappear is giving rise to concern as well: as of 23 October several power generation enterprises were denied fuel delivery once again.

Incidentally, the power workers and the coal miners have a considerable number of complaints against the Tselina Railroad workers: failure to deliver enough empty cars to load the coal and the large accumulation of cars in need of repair. This last problem is the result of the chronic shortage of metal and lumber to repair them. The situation is being aggravated by the continuing disruptions in the delivery of cars to the railroad from neighboring mainlines in accordance with the schedule. Under the plan, the Tselina Railroad should receive an average of 3,370 per day, but it is receiving a little over 3,000.

We particularly have to mention the coal impellers [vertushki]. They are the basis of the technology for transporting the fuel from Ekibastuz. But in this year alone, more than 50 were broken up by the South Urals Railroad alone. The ministry also made its "contribution" to this matter. At its instruction, about 40 circular route block trains were withdrawn from circulation to the Tselina Railroad; most of them were sent to the Kuzbass. That is, the technology has been disrupted and ruined in order to ease the situation in another region.

[Signed] V. Vashchenko.

Commentary

As we see, the situation with respect to fuel shipment has not improved by much in October either. We asked Ye. Gusev, chief of the Coal, Ore and Metallurgical Raw Material and Ferrous Metal Transportation Department, to comment on it.

"Let's begin with the Donbass," he suggested. "The basin failed to ship more than a half million tons of fuel over the 22 days of October. Some 429,000 tons were to have been moved by the Donetsk Railroad, and 100,000 tons by the North Caucasus Railroad. The Dnepr Railroad has a plus of 13,000 tons."

The coal miners have a right to complain: since the beginning of the month, 7,000 gondolas were not turned over according to schedule. But there is another side to this: they did not make use of an even larger number of them (7,300) because they did not order enough or refused them. On 23 October the Uzlovskaya TsOF [Central Concentration Mill] for the Nikitovka station refused 30 cars, another enterprise for the Dobropolye station refused 100, and a third enterprise for the Sbornaya station refused 40. As a result, about 200 cars were lost in just 1 day.

"Yevgeniy Alekseyevich, lack of coordination such as this can also be traced in other basins: they don't have enough cars, they ask for them and they are given to them, then they are turned down, and so forth. You cannot provide for everything in the plans, of course, and the situation changes rapidly, but should there be day-to-day dispatch supervision? Not the former interdepartmental headquarters and selector haggling, but a regional command and management point with representatives having authority from the Ministry of Railways, the Ministry of the Coal Industry, as well as the Ministry of Power and Electrification and the Uglesnab [Coal Supply; exact expansion unknown]."

[Gusev] Such a synchronization of actions is not enough, either. On the Tselina Railroad, Ekibastuz had a surplus for 20 days, but from 23 October to the end of the month there was a refusal to accept coal from the Karaganda GRES-1 and TeTs-3, and a refusal from the Tselinograd TETs-2 for 4 days. Meanwhile, no one corrected the plans for mining and the addresses for shipment.

The Karaganda miners made a commitment to turn over 100,000 tons of coal for coking in October to help pay off the debt of their Donetsk colleagues. They shipped about 70,000, but there was a break on the 22d—the Alma-Ata Railroad turned over only 800 cars for the Mointy junction instead of the 1,330 that had been planned... They must make up to the metallurgical workers at any cost for the debt that was created.

The problems of the Kuzbass and the Kemerovo Railroad are known well. The Krasnoyarsk Railroad is 350,000 tons behind because of the car shortage. The Transbaykal Railroad is 138,000 tons behind: in the Raychikhinsk coalfield it is being held up by the coal

miners, and in the Kharanorsk area by the railroad workers. The Baykal-Amur Mainline is ahead of schedule: the Tynda Division by 6,000 tons and the Ural Division by 5,000 tons. But at the other end of the country, in the Baltic, the situation with respect to the shipment of shale for the Riga GRES has not improved.

Roundtable Critiques BAM Program

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[Roundtable discussion by L. Sharin, member of the USSR Supreme Soviet, first secretary of the Azhur Obkom of the CPSU; V. Gorbunov, chief of BAM; Ye. Basin, deputy minister of Transport Construction, chief of the Bamtransstroy PPSO; N. Travkin, deputy chairman of the Yakut ASSR Gosplan; V. Larionov, first deputy chairman of the Buryat ASSR Gosplan; and V. Kamysenko, chairman of the board of the Khabarovsk Krayrbpotrebsoyuz; conducted by V. Cherkasov, SOVETSKAYA ROSSIYA special correspondent: "The Steel String of Russia"; Tynda, date not given]

[Text] Today railroad workers are accepting the Baykal-Amur Mainline for continuous operation on its entire length.

The participants in today's "roundtable" are working on the vast stretch from Baykal to the Pacific Ocean. They have various positions and types of occupations, but one thing unites them all—BAM. The life of my collocutors is inseparable from the mainline. The reason for the meeting was an event of historical significance: the Baykal-Amur Mainline is in operation and the State Commission is signing the acts of acceptance for the final objects.

All of BAM is thus turned over to the railroad workers. What is next? How can its cost accounting be improved? Speaking of this at our "roundtable" are L. Sharin, member of the USSR Supreme Soviet, first secretary of the Azhur Obkom of the CPSU; V. Gorbunov, chief of BAM; Ye. Basin, deputy minister of Transport Construction, chief of the Bamtransstroy PPSO; N. Travkin, deputy chairman of the Yakut ASSR Gosplan; V. Larionov, first deputy chairman of the Buryat ASSR Gosplan; and V. Kamysenko, chairman of the board of the Khabarovsk Krayrbpotrebsoyuz [kray union of consumers' societies].

[Cherkasov] It is finally possible to buy a through ticket to Sovetskaya Gavana at the Lena station in Ust-Kuta and pass along the entire BAM without changing trains. This is unquestionably an achievement for the builders. For the 17 years of construction, however, the mainline has gone through both bright and difficult times. At first—the continuous thunder of victory, and now—disparaging epithets of the type, "a monument to the stagnant age", "a road to nowhere", etc.

[L. Sharin] I think that many people have not yet comprehended what great work our country has done. Both the artificial newspaper sensation about it at the

beginning of construction, and the present dejection, which has now been intensively propagated by certain mass information media, hinder a sober view of BAM—either from ignorance or from malicious intent. BAM opponents have the same argument: why, they say, have 10 billion rubles been swollen up into a mainline, along which there is nothing to convey and which leads to a dead end.

I remind you that 10 billion—is only the cost of two submarines or one aircraft carrier in the American fleet. As for the "child of the stagnant period," that historical information is probably necessary.

The preliminary decision to build the Great Siberian Mainline was adopted as far back as the Tsarist Government in 1886—over one hundred years ago. At that time, the survey of the northern variant of the road, along which BAM is mainly laid, was under the direction of Col. N.A. Voloshinov, of the general staff. The ports of Ayan or Okhotsk were outlined as approximate exits to the Pacific Ocean.

Is BAM, which began to construct it under Brezhnev, to blame? After all, we are not going to wipe polar Norilsk or the oblast center of Magadan from the map of the country just because they were built by prisoners—victims of the cult of Stalin. BAM was built by free people for the sake of developing the inestimable riches of the Far East and Transbaykal. The ridiculous labels, thought up for unenlightened people, are, to put it mildly, inappropriate.

[Cherkasov] Are the riches actually inestimable, or is this epithet the debt of the past?

[L. Sharin] Actually, they are tremendous, and could not be taken out without the railroad. Amur Oblast has now become the largest currency shop in the country—the cheapest gold is being mined here. And the copper from Udokan in the north of Chita Oblast?! There are greater reserves of it here than in Chile, Brazil and Argentina taken together. After all, they have the largest deposits of this metal in the world. The Japanese were shaken when they first saw the 80-meter bed of coking coal in the north of our oblast. In Yakutiya, 30 billion cubic meters of overmature taiga now have to be chopped down.

Agreed, the Soviet regime managed these krays extremely unassiduously in past years. Indeed, as before, Transbaykalye and the Far East remain a raw material adjunct of the country. Three forests in our woodlands are rotting, simply because of a lack of thorough timber processing. We and our neighbors are now completing regional plans for comprehensive development of our oblasts, in which the priority will be given to processing raw material at the site. It is a question of the art of developing the BAM zone, which encompasses millions of square kilometers.

[Cherkasov] Equipment for just one person in these bleak krays costs 20,000 rubles. Obviously, therefore, union departments are in no hurry to set up their

enterprises here—it is much cheaper to attach any production facility to inhabited places, particularly large cities, which are growing boundlessly.

[L. Sharin] That is precisely it. Only four ministries out of the 11 suitable for developing the BAM zone have placed their capital here. These are the Ministry of Transport Construction, the Ministry of Railways, the Ministry of Health and Gosobrazovaniye. The rest have not turned a shovel. Scarcely over 10 percent of the territory of the Tynda region has been surveyed by geologists; we do not even know what we have under our feet....

I should add that it is also useless to draw all the ministries to large cities. Huge megapoles are growing, and the industrial concentration in them is so great that one cannot breathe. Communication lines have spread. If you take all of these minuses, and add to them the growing social tension, which is as a rule lower in small cities, you still cannot understand where it is more advantageous to develop a new production facility, to invest funds....

[Cherkasov] How will it be with popular approval: will they say, look, BAM has been built, but there is nothing to convey along it?....

[V. Gorbunov] That is not true. When all the roads were put into operation, we put through only 30 pairs of passenger trains a day. People will go on wheels from Neryungri and Tynda straight to Moscow. After all, in the summer here all hope rested only on the airplane. Indeed, the freight transport front is expanding each day. On Malyy BAM—from Neryungri to Skovorodilin—its throughput capacity no longer satisfies us: construction of a second track has begun here.

This means that the labels and curses for BAM were dictated either by lack of information or by the upcoming business conditions, for which there is always a master. Those who now heroically "unmask" BAM, beat the drum loudest of all on Komsomol Square in Moscow, while sending the regular shock detachment of young people to the "construction project of the age." Besides, the way in which stagnation hindered the builders of the mainline is a subject for separate discussion.

The essence of the matter lies in something else.

The board of the Ministry of Railways, in its plan of 8 September 1988, wrote: the BAM problem should be solved in this way—either before the end of the five-year plan, by reducing its huge expenditures and increasing road work, it will stop being just an expenditure, or we will be obliged to reorganize it by splitting it into sections and turning them over to the neighboring roads—the Far East, the Transbaykal and the West Siberian.

This information aroused unanimous indignation in the entire hundred-thousand-member collective of BAM construction workers and its operators. The Ministry, on

paper, wanted to reduce the number of unprofitable enterprises, and shift their losses to other roads.

In Tynda they immediately opposed the poorly-thought out project which had matured in Moscow offices. A city newspaper set up a Center to protect the mainline. It was headed by Andrey Shingarev, director of the Operations Group of RSFSR Gosstroy. BAM is a phenomenon not only technical, but also social and moral. It is not simply 5000 kilometers of main and station tracks laid in the taiga, in the mountains and on permafrost, dozens of stations and settlements on them and several large cities such as Tynda, Neryungri and Severobaykalsk. It is—the main thing—a school of manhood for almost a million young people, who laid the route at various times.

Having raised its hand against BAM, the ministry is attempting to prop itself up with the Law on the State Enterprise (Association), according to which an unprofitable facility is of no use to anyone. Its railroad workers, just as in other sectors, are due to vanish by at least 1990.

All right, the idea is praiseworthy. It is just that you cannot reduce all BAM to the same level.

"Disbanding" the staff and part of the road services of BAM will reduce the ministry's expenditures by 2-3 million rubles a year. These millions will immediately be "eaten up" however, by the administrations of the three other roads to which our road can be transferred. They will increase their staffs, or else they will get lost in the vast expanses of BAM. The funds saved will not be enough even for traveling expenses for the railroad workers.

Not even the slightest fuss has been raised toward the BAM administration about the road, which has not yet been completely built and has only just been turned over for continuous operation. Consequently, its unprofitability must be understood in the sense that the object has not been completed, and it is not yet an enterprise in the sense customary for us. Moreover, in 1990, according to the estimates of the BAM economists, 1.2 billion rubles will be left unutilized here by the organizations of the Ministry of Transport Construction. This money will go toward building up station settlements.

From what is the present BAM subsidy being formed? Just as everywhere, the expenditures considerably outstrip the revenues. The BAM workers spend 262 million rubles a year, and return to the state 60 million. It is the 202 million rubles that are the "discrepancies" being argued about.

As the area around the mainline develops, however, its profitability will increase, for the main thing—the freight that must be conveyed—will appear. The rates to transport along permafrost must be reviewed. They are much higher than, let us say, the operation of the ships of the Ministry of the Maritime Fleet in the Black Sea and the Northern Arctic Ocean.

BAM, just as the entire ministry, is working under cost accounting. After all, though, the road is not an end in itself in these regions. Its economic indicators can grow only with the transition to regional cost accounting by the entire territory of the development. After all, this constitutes several oblasts, two autonomous republics and two krais. Each one has its own special feature, and its own priorities for industrial development....

[Cherkasov] The further development of the BAM area inevitably raises the question of territorial division of labor. Neighbors should not duplicate each other and develop the same production. Otherwise the "local interest" will prove to be worse than the former dictate of the center. Henceforth, it will be impossible to develop the extensive zone of the mainline according to the "raw material" principle. BAM, following the Transsiberian, should form a second latitudinal industrial belt, and this will be 1.5 million square kilometers of almost uninhabited space....

[V. Larionov] Let us take Buryatiya. Its overall economic indicators are quite modest. With respect to the production of airplanes, metal structures and repaired locomotives and cars, the republic receives 10 percent of the share of the entire Union. To this day, the north of our autonomy is a blank spot in industry. After all, geologists have discovered mineral deposits here, count them, of the entire Mendeleyev Table. Most of them are located a stone's throw away from the BAM rails.

It is now clear to us that the "Far East" program, calculated up to the year 2000, is unrealistic. The money is there, but the construction industry has provided only half the material resources. Meanwhile, on the Buryat section of BAM, so much gypsum, alabaster, marble, granite and raw material for cement production has been discovered that these materials could fill up the entire market. Only competent territorial specialization is needed. If everyone rows for himself, it will make no sense.

The "Far East" program, in my opinion, is a classic example of our slow restructuring. The possibility of implementing it has been discussed several times now in the central organs, but it continues to spin its wheels. That is because it was adopted under the conditions of a cut back five-year plan, without broad discussion or proper working out. Little is known about it, not only in the country, but in the region.

[Cherkasov] And the ministries? Are there really none of them who want to develop the region?

[V. Larionov] A number of departments, when forming the program, relied on funds from the budget. Now, transferring to the new conditions of economic activity and self-financing, they say: it is not advantageous for us to develop the BAM area. We are waiting to see who will be the first to go to the taiga and settle down there, in order not to develop our own base and social-cultural sphere here, or create normal conditions for people to live. We agree, let us say, with the criticism that in the

mainline area the public health base is very weak. Why, then, does the Ministry of Health not promptly order hospital complexes in at least the large settlements? So far the problems of comprehensive development of the region are mentioned only on paper. Under these conditions it is difficult to escape the role of a parasite.

There is a way out, however, and not just one. Developing the natural resources under the specific conditions of the BAM area imposes special requirements on the spatial organization of its productive forces. The basis here is to create territorial-industrial complexes (TPK). At one time, when the launching of BAM was still far off, there was talk about organizing Yuzhno-Yakutsk, Severobaykal, Verkhnelensk, Zapadno-Amur, Selemdzhinsk, Komsomolsk and other complexes. Today the first one—the Yuzhno-Yakutsk—has been more or less developed. Its coal is going to Japan regularly. The organization of the others is essentially at the stage of those talks. It is expedient to set up specific TPK, the sectorial structure of which, particularly at the first stage of development, should be relatively simple, directed toward the production of 1-3 types of goods. Let us say, organizing building material production in Buryatiya....

[Cherkasov] It is characteristic: even the very capital of the mainline, Tynda, with a population of about 70,000, produces virtually nothing except printed forms for numerous local offices. The ministries, as we can see, are in no hurry to go to the taiga. Enterprising people at the site should do this.

[N. Travkin] In order for people to inhabit these far-off lands without feeling like transients, a level of social comfort should be created for them that is higher than the average for the country. This means that there is a greater need to construct housing, social-cultural projects and communal facilities. We must start, let me add, by creating a developed infrastructure, "tied in" with the needs of the people of Yakutiya and including a solution to the problems of transport, power supply, communications and a food complex. When BAM was turned over for continuous operation, a real possibility appeared for part of the construction capacities released to be changed over to achieving these precise priority goals. Without this, the industrial development of the territories to the right and the left of the mainline is simply unthinkable.

Common sense suggests which production facilities are exceedingly necessary in Tynda and the entire region. It would be sensible to construct waste-free enterprises for a woodworking complex, and to produce, on the spot, furniture and other products of thorough timber processing. As for rolled metal, in the Far East the problem of constructing a metallurgical plant has long been an urgent one. For many years this problem was put aside because of the lack of a raw materials base. Large deposits of iron ore have now been discovered in Yakutiya and indeed in the entire BAM area. This will make

it possible to create a new metallurgical base for the country in a complex with the Yuzhno-Yakutsk coking coal deposit.

Intensified division of labor between TPK and the southern regions of the Far East should be implemented at the same time, to ensure their normal functioning. It is a question of strengthening ties of the "North-South" type. Their beginnings already exist. For example, BAM is getting precast reinforced concrete, structures and industrial equipment for industrial and civil construction, particularly for Yakutiya, from Shimanovsk, Tayshet and Birobidzhan. BAM construction has again raised the question of using the tremendous sources of fuel revealed at many sites of the vast area. Raw-energy coal is concentrated (except in the existing basin at Neryungri) in Verkhnebureyskaya province, with reserves up to 12 billion tons predicted, and in the Ural area, which is in the Eastern section of BAM. The emergence of the new mainline to the Pacific Coast will give impetus to the development of shelf petroleum deposits, particularly at Yakutsk and Sakhalin. All together, this should become a reliable base to satisfy the demands for fuel on BAM itself, and in the regions, remote from it, of Kamchatka, Chukotka and Kolyma. Transport expenditures to provide them are now much more expensive than building BAM itself.

It is quite clear today that in the next 5-8 years, large material and financial injections into the development of the region's economic system can no longer be expected. Under these conditions, however, interesting variants will be possible for increasing the economic potential of the BAM area. Sensible proposals can be heard about creating an area of free enterprise and mixed enterprises here to intensify the processing of the local raw material. Trade enterprises. The small subsidies, on which, for the time being, the youngest road in the country "is sitting", can be substantially reduced, or eliminated in general, by loading BAM with advantageous transshipments through Nakhodka and Sovgavan. There is one more way—accelerated construction of the Amur-Yakutsk railroad mainline, which now and then is interrupted because of useless financing. Using BAM and AYam in the same bundle will provide an unquestionable economic advantage and will make it possible to provide year-round navigation along the Northern sea route. There is, finally, the not unattractive idea of singling out the BAM zone as an independent administrative territory—with its own regional management, material and other resources, with clearly marked out goals of social and economic development....

[Cherkasov] Even before the revolution there was a plan to construct a railroad from Paris to New York through Siberia, with bridge crossing of the Bering Straits. At that time the railroad monopolies would take on its financing, with just one condition: give them indefinite use of the territory 40 kilometers wide on both sides of the mainline for its entire length. It is clear that this was bondage, and the Russian government, reasonably, did not agree to accept this "gift." Today, since the state has

few funds for the main BAM areas, you often hear reports of creating joint Soviet and foreign enterprises here. Would this not result in the plunder of our national resources?

[V. Kamyshenko] This danger exists, and the public has a morbid reaction to each such report. To say, however, that mixed business is making gigantic strides means to err against the truth. The report on the creation, in Tuguro-Chumikanskiy Rayon in Khabarovsk Kray, of a branch of a Soviet-Japanese fish-processing company, Soniko, had hardly appeared in the press, when the voices of the opponents of the new business were heard: help, we are squandering the national riches of the Far East!

This is really not so, however. We have a totally different goal: to set up, on a quite broad scale, the processing of herring, humpback salmon, smelt and other fish. At the same time, we are getting ready to obtain a product with a quality that would be competitive on the world market. Lightly salted, unique packaging, a distinctive commodity form—that is what we are trying to "achieve." That is the precise reason why an agreement was made two years ago with the Japanese Nisso Boeki firm to use its equipment and technology.

There are no grounds for the local population to suspect Soniko of profit-seeking activity. The enterprise will be engaged exclusively in processing, not in catching fish. Finally, Soniko was not originally created as a fly-by-night enterprise. It is advantageous for the Japanese and for us. Judge for yourself: Tuguro-Chumikanskiy Rayon has so far had virtually no prospects, just as many others in the BAM area. Except for a reindeer breeding sovkhoz, there is not a single worthwhile enterprise there, earning profit for the development of the territory. What kind of cost accounting can there be here?

[Cherkasov] In the five years that have passed since the "silver spike" was driven in and the main track was joined, the transport construction workers have been laboring to build up the mainline. The work was at least as heavy as laying out the tracks "in two rows." Construction of the stations, terminals, housing, sidetracks, auxiliary enterprises and social-cultural facilities—all this lay on the shoulders of a 100,000-member collective, created in a brief historical period, from representatives of all the nationalities of our country. Of course, with the turnover of BAM for continuous operation, the problem arises of the subsequent fate of those united by a common goal, the exceedingly mobile subdivisions of the Glavbamstroy PPSO, concentrated on the 3501 kilometer stretch.

[Ye. Basin] It would be foolish to disband this collective. Right now it is not made up of temporary workers, but of people hardened to the severe conditions of the North. People who have behind them tremendous experience in constructing a variety of objects on permafrost. Suffice

to say that even the Americans and Canadians are very interested in the way we are building. Alaska has no railroads.

Now, when the mainline has been turned over to the Ministry of Railways, we owe a "debt"—about a billion rubles for objects which had to be built for the railroad workers, primarily housing.

The main thing is—the demobilized subdivisions of Glavbamtstroy should rather be directed to the mainline area development.

Those who will develop the area should not repeat the mistakes and negative lessons of BAM. Many stereotypes of economic thinking should immediately be renounced. For example, the cost of the temporary available housing in this region is higher than the expenditures to construct and maintain substantial houses. Facilities for the social infrastructure should immediately be built, with thorough execution and at outstripping rates, without wasting huge resources for the makeshift structures that are a real scourge today.

An extremely well-thought out labor-saving policy is needed. But where is it? Right now every settlement is planning powerful boiler houses using solid fuel. They require from 40 to 72 service personnel. This typically BAM shortcoming has been repeated even on the Amur-Yakutsk Mainline, which goes past the Neryungri GRES. There should be a bolder transition to electric power supply, which is the most advantageous under the conditions of this region.

The perspective for development of new projects is being taken into consideration extremely insufficiently. It took only 5 years to exhaust fully the throughput reserve of the Malyy BAM. Today we are already building second tracks here. It is obvious that the Berkakit-Tommot line should immediately be designed in a double-track variant. This is much cheaper.

Another thing—the mainline passes by the copper-ore of Udokan, a mineral deposit in northern Buryatiya and a number of other extremely rich regions. Not one of the ministries or departments, however, has shown the proper interest in prompt construction of motor vehicle and railroad accesses to the future freight areas which will inevitably appear here. After all, the transport construction workers, having completed work in these regions, sometimes go many hundred kilometers away.

Our everlasting misfortune at BAM is that the surveyors are not keeping pace. Because of them, we have suffered a number of defeats. The stations at Muyakan, Dyugabul, Leprindo and Mogot were destroyed, and had to be rebuilt. Under hurried conditions, of course, there was no time to make a scrupulous analysis of the geological data, work out variants of the plans and compare them competitively. This is a lesson for the ministries and departments who are to participate in developing the region.

The shortage of building equipment for work under northern conditions is generally known. We have no domestic truck-mounted cranes, excavators or bulldozers capable of operating continuously at low temperatures and with a sufficient level of comfort. As for foreign equipment, its engine life was long ago exhausted, and only due to the BAM workers proprietary attitude toward it is it still "holding on."

The general conclusion is this: with the turnover of the mainline for continuous operation, the BAM program is in its initial stage of realization. There can be no talk of any "construction completion." Today there must be utmost activation not only of the actual participants in the development of the region, but of all those who are involved in it: supervisors, suppliers, creative organizations and unions. BAM is always awaiting them....

Rail Traffic Problems at Borders

Freight Congestion at Polish Border

904H0023A Moscow GUDOK in Russian 18 Oct 89 p 1

[Report by GUDOK correspondent L. Dulinets: "Traffic Congestion at the Border 10 Days Later"]

[Text] Brest—The congestion at the border with Poland is the worst bottleneck on the Belorussian Railroad. But while the transshipment of freight on the border practically came to a stop—there were no enclosed railcars—2 weeks ago, the situation today is somewhat different. Judging by information from the railroad's computer center, there are many empty cars: the Belorussian Railroad receives about 800 empty cars in return, together with refrigerated units, every day. Nearly as many are reloaded from the West European gauge to the Soviet gauge. But in order for all the "warehouses on rails" to be finally put into motion, we must dispatch at least 900 cars per day.

About 3,000 cars are waiting to be unloaded as before at the Brest junction and in the Malashevichskiy Transshipment Rayon. They include hundreds that have been waiting their turn for 10 and even 20 days. Priority is given to Polish potatoes, detergents, and... toxic chemicals.

Lately, when the demand for herbicides and pesticides declined in foreign countries, they began shipping them to us in large quantities. At least cars with this dangerous freight have never come through the Brest junction before in such large numbers. A special ramp has been set aside for them. And while cars with shoes, clothing, and other commodities are hard to find, they are trying not to hold this dangerous freight at the junction.

Dispatcher Valeriya Golika was in charge of the day shift traffic on the Belorussian Railroad on 16 October. They were bringing empty cars to the border even during the night. One problem was that a good half of them are not

suited for carrying imports. There have been cases when washing powders and detergents are even dispatched in refrigerator cars.

The shortage of rolling stock has forced many customers to undertake their repair themselves. Special brigades have been created for this even in small procurement offices. Though there have been attempts to "shake out" cars in the old way, by sending telegrams to all the authorities, but this does not help much in the present situation.

The congestion at the border continues. But the optimism of those who are associated with the transshipment of imported freight has increased, all the same. In the first place, there are more empty cars. Secondly, Belorussia has practically coped with the shipment of potatoes. It was the principal load during September. The Polish railroad workers are also helping to organize the transshipment. After all, this congestion at the border takes the form of considerable financial losses for them and paralyzes their work.

Finns Turn Back Defective Railcars

904H0023B Moscow GUDOK in Russian 18 Oct 89 p 1

[Report by GUDOK correspondent V. Yurasov: "Traffic Congestion at the Border 10 Days Later"]

[Text] Leningrad—So the railroads in Finland have refused to accept defective loaded tank cars from us. This was reported by GUDOK on 6 October. In September and the first days of October more than 3,000 such cars accumulated at the border. They choked up the tracks of the Vyborg junction and other stations. This step was completely unexpected for the domestic rail consignors, who were not particularly accustomed to adhere to the Rules for Technical Operation.

What is the situation today? GUDOK's correspondent asked this question of V. Minin, chief of the Repair and Operation Department of the Railcars Service on the October Railroad.

"Altogether in September and 13 days of October about 2,000 defective loaded tank cars were returned from Finland," V. Minin says. "But the defective rolling stock has been gradually decreasing in number. Thanks to GUDOK, which has been supporting us. While previously nearly one-fifth of the tank cars in each train were rejected, there are now three times less."

Representatives of the railcar administrations in the Sverdlovsk, Kuybyshev, Donetsk, and Belorussian Railroads, against whom the basic complaints were made, came to the October Railroad. Repairmen from these lines were sent to the Vyborg Railcar Depot to correct the technical defects.

All the same, we were forced to return more than 100 tank cars which can be repaired only after they are emptied to the lines that had dispatched them.

"Today," V. Minin concludes, "there are 305 loaded tank cars in need of repair at the Vyborg junction."

What can we add to what has been said? First of all, the fact that the consignor railroads have incurred substantial financial losses because of violations of the PTE [Rules for Technical Operation]. Their irresponsibility also cost the October Railroad, where their tank cars stood idle, a pretty penny by paralyzing the mainline's mobility.

But who will make up for the losses and answer for the damage? We are addressing this question to the main administrations of the Ministry of Railways which are responsible.

Locomotive Production Plans Questioned

904H0026A Moscow NTR: PROBLEMY I
RESHENIYA in Russian No 19, Oct 89 p 7

[Interview with K.V. Kulayev, head of the Transportation and Communications Department of the USSR Council of Ministers Administration of Affairs; N. Yerminev, chief of the Equipment Department of the "Novocherkassk Electric Locomotive Plant" Production Association; Z. Chivadze, general manager of the "Elektrozostroitel" NPO [Scientific Production Association] in Tbilisi; B. Kapanadze, deputy chief of the Economic Planning Department of the NPO; and A. Beridze, chief engineer of the NPO, by TASS correspondent A. Dragan, "especially for NTR": "We Are Planning Antiprogress"]

[Text] It is common knowledge that an electric locomotive is four times more productive, 10 times more reliable, and much less expensive than a diesel locomotive. But a decision was made at the highest level recently: to reduce the number of electric locomotives turned out by 800 instead of increasing the output as proposed by the MPS [Ministry of Railways]. Just the opposite with diesel engines. The Ministry of Railways suggests that their number be reduced, but it is planned to increase the number turned out by hundreds of units. This was the decision made by the Bureau for Machine Building of the Council of Ministers together with the USSR Gosplan, the USSR Ministry of Railways, the Ministry of Heavy, Power and Transport Machine Building, the Ministry of the Electrical Equipment Industry, and other ministries concerned in reviewing the fundamental differences of opinion on the draft program for reequipment and modernization of railroad transport in the period from 1991 to the year 2000.

Why? What is the reason for the antiprogress planned in the offices?

After several attempts we found the only associate in the Council of Ministers who courteously agreed to comment on the situation. That was K. V. Kulayev, head of the Transportation and Communications Department of the USSR Council of Ministers Administration of Affairs. In particular, he said:

"Yes, a trend toward reduced production of electric locomotives has taken shape recently."

What was the decision to reduce deliveries of electric locomotives based on? Generally speaking, there is a kind of paradox here which deserves serious attention. Look, the plan increases every year, and consequently the actual electrification of the network. Thousands of kilometers are being electrified every year. But we are cutting back production and deliveries of electric locomotives for the Ministry of Railways. How do we explain this?

It was very simple to answer this before. There is the Gosplan, which plans everything, and it is responsible for it. But now...the labor collectives themselves are making the decisions. Take the Novocherkassk plant, let us say...

So the explanation is quite simple? The plant workers are fighting for a cutback in electric locomotive output... The first "culprit" was also named—Novocherkassk. Let us see just why they are opposed to technological progress.

The country's largest collective of builders of the world's most powerful freight locomotives work here, in the "Novocherkassk Electric Locomotive Plant" (NEVZ) Production Association.

It must be said that the collective has been keenly aware of the devil-may-care attitude toward electric locomotives for many years. This may be judged by the profitability of its production, which is at the level of 2 to 3 percent (much lower than the average for the sector), and it is understandable that it makes this output unprofitable.

It would seem that the problem can be resolved simply today—increase the price of the item. But the customers—the Ministry of Railways and the Ministry of the Electrical Equipment Industry—on the contrary, are forcing the cost of the VL-85 electric locomotive to be reduced in spite of their own interests.

Over the past 3 years, they have reduced the cost of the engine here from 1.46 million rubles to 798,000 rubles.

But the economic mechanism is such that the railroad workers cannot pay more for the engine, even if they wanted to. After all, money for the electric locomotive is allocated to them centrally. And the budgetary blanket is so full of holes that it cannot be pulled over anyone.

There is a second way—increase the plant's profitability by reducing the production cost of the electric locomotive. But is it within the collective's power to do this? Here is the opinion of N. Yeregin, chief of the equipment department:

"Some 2,788 units of metal-cutting and forging and pressing equipment were installed in the plant's shops; 706 of the machine tools are over 20 years old, 256 of

them are 30 to 40 years old, and 119 are 40 to 50 years old. In short, half the equipment is obsolete."

The plans for technical reequipment have provided for improvement in production by stages up to 1991. However, it is obvious now that everything that was outlined will not be implemented. The reason is the inadequate pace of construction operations. It is expected that no more than 50 percent of the order for equipment this year will be provided for.

As a result, 89.4 percent of the plan has been fulfilled, taking deliveries in accordance with contracts into account. Last year the electric locomotives which the national economy should have received but did not were valued at 12.7 million rubles. The overexpenditure in accordance with the production cost of commodity production was more than 8 million rubles.

But since the plant, by working in accordance with the first model of cost accounting, is not fulfilling the scheduled figures established for the five-year plan, particularly the plan for profit, under the existing mechanism (in which the amount of the planned sums of deductions for centralized funds cannot be touched) the funds which remain at the enterprise are automatically cut, including for production development. Which naturally aggravates the financial situation in the NEVZ, which is difficult as it is.

There are several other enterprises in the country which are turning out electric locomotives for the Ministry of Railways.

But since everything we have was built in accordance with the principle of army uniformity, the troubles and problems of the enterprises are identical.

For further substantiation, there is one more example, from Tbilisi:

"The condition of the plant's economy is extremely serious," says Z. Chivadze, general manager of the second most powerful enterprise turning out electric locomotives, the NPO "Elektrovozostroitel" in Tbilisi. "Beginning in January last year we shifted to self-financing and full cost accounting, but the debts of previous years are a heavy burden on the collective's shoulders."

[Dragan] What is the main obstacle in your work?

"That our independence is a sham," said B. Kapanadze, the deputy chief of the Economic Planning Department, joining the conversation. "They reduced the plan, but then they raised the deductions for the state budget, and it turns out that no matter how much you work, the situation will not change for the better. Judge for yourself: while they take 64 percent of our profit for the state budget and the ministry reserve, we are left with crumbs which are not enough for production development or even the economic incentive fund."

"And the price dynamics are such that the machine tools we acquired last year have become 10 times more expensive over the past 5 years," stressed A. Beridze, the association's chief engineer.

In such a situation, when the plant capacities are in such a disastrous condition and when there are not enough funds to bring them up to date, can we blame the electric locomotive builders for being unwilling to increase the rate of production? I doubt it. Otherwise they would not have planned a reduction in locomotive output for them. The ministries adopted the simplest decision. But without any trouble, and the main point is that they remained masters of the situation, the secret of which is not complicated: do not give independence and wield power...

MARITIME AND RIVER FLEETS

Minister Addresses Maritime Fleet Students

904H0072A Moscow VODNYI TRANSPORT in
Russian 11 Nov 89 p 1

[Letter by Yu. Volmer, USSR minister of the Maritime Fleet: "The Time for Action Has Come"]

[Text] To the students, professorial and teaching staff, tutors and directors of higher engineering maritime and nautical schools.

Respected Comrades!

The party has set for our nation the grandiose tasks of perestroika and the updating of the entire economic and social life of Soviet society. Any revolutionary updating, in accordance with Lenin's definition, requires the active participation of the young people.

The Party has therefore outlined specific measures to improve the work of higher and secondary specialized schools and sharply raise the quality of training and educating specialists. The USSR Congress of People's Deputies has paid great attention to these problems.

The time for action has come, a time for the active work of all the collectives of educational institutions. The success of perestroika for the entire fleet will in many ways be decided by those who today possess scientific knowledge, are shaping their vocational skills, awakening their social activity, hardening their will, arming their intellect and developing their spiritual needs.

Scientific-technical progress and the modern development of the fleet require not only a grasp of the "secrets" of skill and not only high professionalism, and that means thorough and sound knowledge, but also a new type of seaman, possessing a broad scope of thought, a strong reserve of psychological stability, purposefulness, broad interests and demands, moral wealth and spiritual standards and the ability to retain and augment general human values and achievements. A Soviet seaman is

always distinguished by patriotism and internationalism, nobility and courage, a love for work and responsibility, will and skill, comradeship and mutual assistance.

The sea loves strong, bold people, the sea does not pardon defects and shortcomings.

It is sometimes said that the sea leaves no traces.

No! The sea will always retain the traces of courageous acts and the traces of high morality, honor, bravery and dedication to one's job.

Those whose dream has called them to the sea should already be mastering the positive lessons of the history of the fleet, as well as the negative lessons, which could not have taken place if love for the sea and the fleet had not been replaced by other criteria failing to correspond to our socialist morals.

The student of today should remember that the conditions of life and work in the fleet, the long periods of time away from the shore and the family, and sojourns abroad place a heavy load on a person's shoulders and have an adverse effect on his moral and psychological state. Practical work proves convincingly that adaptive qualities are considerably higher among those who are well educated and trained and are purposeful and active, who possess spiritual values and a broad range of interests, and who can be charged with energy from the environment, that is, people with high standards. It is precisely these specialists who should come to the fleet today: honest, conscientious, respectable, tactful, sincere, respectful, exacting toward themselves and others, uncompromising and infinitely devoted to their native land. These qualities must be instilled by using vivid examples of the life and activity of the progressive intelligentsia of the past and present, using vital examples, and of the heroism of today. In every basin there were and are people of whom we are rightfully proud, who are the bearers of advanced ideas, high morals and glorious maritime traditions.

Using specific examples, we must develop the self-awareness of the students, foster in them the fine and noble traditions of the fleet, and perfect and introduce qualitatively new forms of work.

It is no secret that in the last few years we have, little by little, lost and sometimes even forgotten our traditions. This pertains to wearing the maritime uniform, the appearance of the living quarters, general neatness and smartness, the professional ethics of interrelations and maritime morality. Maritime traditions must be revived to the fullest, and each graduate must be proud of his school, treasure its honor and multiply its glory.

I appeal to the students with a request that they have a deep and serious attitude toward the processes of perestroika and updating, democratization and glasnost taking place in our country, and actively instill them in the daily life of the schools.

I appeal to the teachers and educators and to all those working in the schools: decisively raise the level of educational and training work, paying particular attention to shaping the high moral qualities of the future seamen. You, the mentors of the students, are given only one right—the right to be a shining example in your service and public activity, in work and in your personal life. You should constantly remember that an individual is educated only by an individual.

An educator should be in the thick of the students, solve their problems together with them and help them master the marine sciences and grasp the complexities of human interrelations. After all, it is impossible to teach morality by words alone. Young people are tired of edification.

A personal example, mutual respect, trustworthiness and humanity—all these educate. You must constantly adhere to the principle of combining high requirements with concern for the students, you must be among them and not above them and you must establish interpersonal relations.

The ability to see in a student an individual, to gain his favor and make the student want to see the teacher and the educator—that is an indispensable condition for success in educational work.

This subject is profound and inexhaustible. I am convinced that each of you understands the importance and significance of the new tasks, to the solution of which it is so necessary for you to make a serious contribution.

I ask you to discuss this letter at councils, meetings and in all the subdivisions, to give an exacting analysis of the state of affairs in the school, to outline specific measures and to draw up a full-blooded program to update the moral education of the students. It should specify the development of forms such as studying the professional ethics of the seaman, the socio-psychological features of life and the activity of the ships' crews.

Pay particular attention to the development of student self-awareness as the true path to the development of initiative and responsibility, a harmonious combination of the methods of collective and individual effects on the personality. The training of specialists in the departments of the social professions must also be included here.

We should teach the students to learn from life and from the older generation. Learn and teach the students the formation of special features of the individual such as his character and temperament, depth of thought and perception, which could in the future ensure navigation safety, accident-free work and the preservation of human lives, the ship and the cargo.

Learn and teach the ability to utilize free time sensibly, and supplement your knowledge with a knowledge of the riches which mankind has produced.

Learn and teach the ability to organize one's leisure time, to have enthusiasm for any job, and knowledge and

mastery of a broad circle of interests, the criterion for which would be the true spirituality of man.

Learn and teach the culture of communication and the habits of correct behavior in public places, at business meetings and when performing official duties.

Learn and teach the practice of a responsible approach to making decisions and organizing their fulfillment and the ability to have a subtle sense of the situations arising in life and the correct reaction to them.

Learn and teach how to wear the maritime uniform handsomely and expertly and how to observe maritime rituals, particularly with respect to the State flag, mutual salutations and mutual respect.

Think about the problem of the esthetic appearance of living quarters, mess halls and snack bars, and places for rest and entertainment, with emphasis laid on a maritime theme.

Create ward-rooms for the students in graduate courses, organize celebrations for your students on holidays and on their birthdays, show, in this matter, desire, concern and attention. These are not trifles, these are the sources of a fruitful future life.

Organize regular sociological studies among the students, find out their point of view with respect to various aspects of study, life and everyday life, and their opinion of the teachers and educators who surround them at the school.

I will also express this wish: when certifying the workers of the school, take into consideration not only their professional knowledge and habits, but also the most important factor—what is their ability to be a personal example, and what is their knowledge and adherence to the demands of pedagogical and maritime ethics.

Comrades!

Our time—is an amazing time!

Our work and study today—are the future life of the fleet.

Life obliges us to overcome obsolete stereotypes of thought, style and methods of training and educational work. Let each day bring something new, even just a small, but specific deed on the path of improving maritime education.

I have no doubt that the collectives of the educational institutions will correctly understand and be aware of their responsibility for the future of the fleet, will show their inherent enthusiasm and innovativeness, initiative and creativity, and will find the necessary forms and methods to help in the formation of a worthy replacement of the old generation of seamen of the Soviet fleet.

Remember, our future belongs to the young.

Know that this future is in your hands.

Let your knowledge and skill be embodied in the deeds and achievements of today's students—tomorrow's seamen.

Maritime Passenger Fleet Future Examined

904H0072B Moscow VODNYI TRANSPORT in
Russian 18 Nov 89 pp 2-3

[Article by L. Paladich, deputy chief of the Main Fleet Administration of the Ministry of the Maritime Fleet: "The Hard Lot of the Passenger Fleet"]

[Text] The main task of the passenger fleet, as we know, is maximum satisfaction of the need of the Soviet people for maritime transport. A great deal is being done on this plane. For example, the increase in the volume of services carried out in the sphere of tourism, rest and leisure is slated to triple by 1995, as compared with 1986. At the same time, the revenues from transporting Soviet passengers will next year increase by almost one-fourth, and by 1995—by 42 percent.

Fulfilling this assignment is complicated, however, by the fact that the material-technical base of the fleet has been intensively reduced: in the 12th Five-Year Plan the number of ships with passenger capacity was almost cut in half, and therefore, without major changes in organizing the work of the passenger fleet, it is difficult to ensure the growth rates of its profitability without tearing the ships away from foreign operation. This inevitably leads to added difficulties in allotment and thus to insufficient currency funds for their regular modernization, to the most highly skilled service personnel leaving the fleet for shore work, etc.

In giving the characteristics of the maritime travel industry, the newspaper LLOYD'S LIST notes: "It should above all be realized that cruise shipping should not be compared with shipping in general. A cruise ship has much more in common with a leisure park than with shipping.... The times when a shipowner could operate cruise ships as a sideline have passed. The leisure industry mainly dominates the cruise industry."

It is precisely because of the specificity of the maritime tourism industry that the overwhelming majority of foreign passenger ship owners have been turning them over on lease to a professional cruise operator for 10-15 years and more. In the process, each ship guarantees work for up to 70 persons, and the long-term basis of the contract gives the operator a basis for spending the necessary funds to support all shipping systems on the proper level; it ensures him the possibility of advance (for 2-3 years) planning of a cruise and of carrying out the appropriate advertising to attract passengers, and of working out all the organizational details of each cruise; it ensures the shipowner a stable and predictable income, and the crew—stability of routes and adapting to a certain category of passengers (language, national customs, etc.); it rids the shipowner of the need for constant searches for an operator to organize the ship in brief

periods, in pursuit of a dubious benefit, expressed in the yearly rise in leasing rates of up to 1-3 percent.

Solid operators will take on organization of the whole "package" of services for the cruise passenger, are the owners or co-owners of hotels, charter airplanes to deliver passengers for the voyage, guarantee the link-up of the cruise routes with other types of transport, organize various conferences and symposiums on board, seeing in these services, above all, sources of revenue and at the same time pursue the goal, not simply of selling a passenger a ticket for a means of transport and forgetting about him, but of making him your steady customer.

As for our passenger fleet, we have so far not one single operator of our ships who would completely organize sea voyages. This is not within the competence of nor in accordance with the profile of the shipping companies.

Because of its specificity, a passenger fleet is an isolated formation in the system of our shipping companies, not only organically unconnected and not contributing to its basic activity, but often even complicating it, since the basic function of the transport fleet is to transport cargo, but of the passenger fleet (even on the main lines)—is to serve passengers.

The activity of the passenger fleet is mainly that of social directivity. Strange as it seems, however, USSR Gosplan adheres purely to the commercial point of view: "Considering the poor efficiency of operating the passenger fleet, the supply of passenger ships is outlined for a minimal volume, necessary only to satisfy the demands for transport on inland routes, where this transport is not provided by other forms of transport."

Because of this, the Ministry of the Maritime Fleet is faced with a very complex problem: how does it ensure in practice the "increase in the role of maritime transport in conveying passengers" and its "maximum utilization to satisfy the demands of the population for tourism and recreation," as was specified by the Comprehensive Program To Develop the Production of Consumer Goods and Service Spheres? After all, the approach of the central planning organ virtually dooms maritime tourism to gradual fading away and to the departure of the Soviet passenger fleet from the international cruise market.

Foreign sailing for the passenger fleet is not an aim in itself, since the importance of its work on the international market is much broader and is directly connected with the level of service for passengers in coastal sailing. One of the Black Sea passenger captains worded this interrelation quite graphically: "Without foreign operation, our ships will turn into ordinary floating dining halls."

Therefore, fulfillment of the main task—increasing the revenues from transporting Soviet passengers and considerably raising the level of their service—in many ways

depends on maintaining the level of currency revenues of the passenger fleet (or at least utmost curtailment of possible currency losses).

Both these tasks can be resolved successfully, but this requires a radical change in the passenger fleet operating system, as well as a guarantee of its stable, uniform updating and supplementing.

In the sphere of maritime tourism, the key to increasing passenger fleet operating efficiency is the development and improvement of long-term leasing relations. Our passenger ships on cruises at present also operate mainly on leases from territorial tourist agencies, TsSTE [Central Council for Tourism and Excursions], the VTsSPS [All-Union Central Council of Trade Unions], the Sputnik BMMT [Bureau of International Young People's Tourism], the Inturist VAO [All-Union Stock-Holding Company] and numerous foreign operators. The essential difference from world practice, however, is the fact that the overwhelming majority of the contracts are short-term. As a result, some ships pass from hand to hand 12 times (!) in the course of a year. Naturally, this makes it impossible for the crews to take stock of specific groups of passengers and has an adverse effect on the level of service organization, calculated for some "average statistical" passenger.

Our ships' expenditures in foreign sailing sometimes reach 80 percent of their revenues. It seems that they could be substantially reduced if our fleet were transferred to working in our ports, which would make it possible to reduce the currency expenditures for bunkering, port and navigation dues and supply. Calculations show that even with today's extremely weak shore cruise base at Black Sea ports, both the financial results and the currency receipts of a ship during operation along the Odessa-Yalta-Sukhumi-Istanbul-Varna-Odessa route, increase 2-3-fold. The comprehensive development of our own shore system of service can increase this figure still more.

This reorientation of our fleet's operation is urgently dictated by the trends in the development of the world cruise markets, on which, in the next two years, will appear the most modern cruise ships with a total passenger capacity of 27,000 spaces (a 25 percent increase). As market researchers expect, this will lead to intensifying the competition and to further cruise company consolidation and amalgamation, which have begun to appear actively since last year.

Therefore, creating an internal efficient system of exporting cruise services, earning currency here, on our territory, is becoming quite an urgent task. This, however, of course requires larger currency investments in the fleet and shore base, which can then be used in a comprehensive manner for both foreign and Soviet passengers.

This situation, along with the economic aspects, will apparently also be of social and political significance, since it will contribute to virtually overcoming the set of

imperfections that is settling in: better for foreigners, but for ourselves—whatever turns up.

The question of creating a joint cruise venture, with the participation of associations or shipping companies of the Ministry of the Maritime Fleet, of Soviet and foreign tourist companies for professional organization of maritime voyages on all the marine basins in the country, is presently being studied.

The consolidation of major cruise companies, which began in 1988 on the world market, the formation by 1993 of the United States of Europe with mutual elimination of customs barriers and the creation of a special commission for quality control of goods and services offered on the West European market, and the introduction of restrictions on the age of ships for port calls urgently dictate our need to adopt immediate measures to reorganize the system of passenger ship operation and to create our own cruise market and energetically update our passenger fleet, which cannot be solved separately.

The shipping companies are presently studying the problems of creating independent joint ventures on the basins, by solving their regional problems (Baltic Shipping Company, Black Sea Shipping Company, Sakhalin Shipping Company, Far East Shipping Company), but the uncoordinated nature of the steps taken reduces both their possibilities and the possibilities of the sector as a whole, particularly in questions of supplementing the passenger fleet. This also threatens the gradual pulling apart of the passenger fleet "by pieces", which contradicts the developmental trends of the world cruise market.

These centrifugal trends prevent the working out of a unified foreign economic strategy in exporting the cruise services of the Soviet passenger fleet, without which it is impossible to achieve serious shifts toward increasing the efficiency of its operation and expanding the opportunities for the Soviet people to enjoy their services. Therefore, consolidating the activity of the passenger fleet within the framework of a joint venture or stock-holding company is an urgent need today.

By 1990, tourism, including maritime, can become the leading sector of many states, and by the end of the century will emerge in first place in the world with respect to revenue. As for us, we are at present satisfying only 10-15 percent of the demands of the Soviet people for maritime tourism, and unless decisive measures are taken to set this situation right, against the background of the general development of international maritime cruises we will soon take a back seat.

The shifts presently taking place in our foreign policy have placed on the agenda the problem of converting the military industry. Considering the critical situation forming in the passenger fleet, it appears exceptionally expedient to use the conversion to solve simultaneously the three problems important for the maritime fleet and for the entire national economy:

- a substantial saving of the currency resources allotted to acquire an expensive passenger fleet;
- stable supplementing of the passenger fleet through our own available resources;
- ensuring the fulfillment of the State order for the paid services of maritime passenger transport for the population.

Unfortunately, at the present time our shipbuilding industry is not ready to build passenger ships, and therefore they have to be acquired abroad, where the cost of a single passenger space averages 150,000 dollars.

Simple calculation shows that with a normative service life of 25 years for passenger ships, merely to maintain the fleet at today's (inadequate!) level will necessitate our acquiring two ships with 500 spaces yearly, i.e., spending up to 150 million dollars. Therefore, in the five-year plan this comes out to 750 million, and moreover, year after year, five-year plan after five-year plan. The State has no possibility of allotting such sums. The sector itself will not be able to seek out these funds. There is another path, however, which is being opened in connection with the conversion of the military industry and, specifically, military shipbuilding.

Its essence lies in building, in our yards, two hulls with ship power units yearly, and then transferring them to the shipping companies, which, by means of a joint venture, would build up a passenger complex at foreign shipyards through credit and would organize professional operation of the ships.

At the meeting of the Commission of the CPSU Central Committee on Problems of International Policy on 28 March 1989, it was noted that the relative proportion of foreign trade in our national income is dropping constantly, that in the current five-year plan alone the country lost about 40 billion foreign currency rubles, and that the ministries, departments and organizations intend to buy or sell virtually nothing. Our proposal is directed toward a substantial reduction in currency purchases. Putting it into effect will make it possible to steadily replenish our currency-intensive passenger fleet and to spend only 200 million Soviet rubles in a five-year plan, instead of 750 million dollars. After all, saving currency is, with respect to the national economic effect, the same as increasing export, and moreover with a currency effectiveness 2- or 3-fold higher than the export of finished cargo ships.

Another thing that should be taken into consideration is the subsequent national economic effect of this proposal—a strong passenger fleet is a powerful means of satisfying the demands of the Soviet people for transport-tourist services (and consequently, making the financial situation of the country's economic system healthier), and indeed a solid source of obtaining currency. Unfortunately, our attempts to draw the shipyards of the Ministry of the Shipbuilding Industry into carrying out this idea so far remain unsuccessful. Moreover,

the Ministry of Shipbuilding feels that "it is simpler to purchase passenger ships abroad" (VODNYI TRANSPORT of 28 November 1989). The figures given above show what this "simplicity" costs.

It should once more be emphasized that carrying out this proposal does not require additional capital investments and does not require changes in the technology of the shipbuilding yards. It requires only making an administrative decision efficiently. Its first effect could be felt as early as 1990-1991. An optimum variant, in consideration of the general serious situation in the maritime fleet, would be to transfer one or two shipbuilding yards to the jurisdiction of the USSR Ministry of the Maritime Fleet.

Ministry Official on Port Congestion

904H0036A Moscow VODNYI TRANSPORT in Russian 17 Oct 89 p 1

[Interview with Eduard Vasilyevich Perepelitsyn, first deputy chief of the Main Fleet Administration of the Ministry of the Maritime Fleet, by S. Parshikov, VODNYI TRANSPORT correspondent: "Why are the Stores Empty"; date and place not given]

[Text] The desk of Eduard Vasilyevich Perepelitsyn, first deputy chief of the Main Fleet Administration of the Ministry of the Maritime Fleet, has a pile of "impassioned" telegrams from port and shipping company directors. The addressees are most varied, but the requests in them are the same—help obtain the necessary number of cars to transport the freight imported. Because of the lack of them, a total of over 2.1 million tons of goods has already piled up at berths, warehouses and in ship holds in the sector. Our correspondent's interview is about how to remove the stress, get out of the serious situation and organize smooth-flowing work in maritime, railroad and motor vehicle transport, which is mentioned in the open letter of the Presidium of the VTsSPS [All-Union Central Council of Trade Unions].

[Parshikov] Eduard Vasilyevich, every day there are reports in the press that at one or another of the ports, ships are standing idle and the warehouses are crammed full. What can be said in general about the situation that has formed in the last few days?

[Perepelitsyn] First, I would like to say that a Collegium of the Ministry of the Maritime Fleet was held recently, and it summed up the work of the sector for nine months. The results, I shall say straight out, are not bad. For example, in the regions of the Far North alone, 490,000 tons of cargo above the state order were delivered. The ministry fulfilled the government assignment for net currency receipts. This is good. The situation is very alarming, however. Despite the fact that the seamen delivered all the cargoes presented by Eksportkholeb, Prodintorg and other foreign trade associations, and the port workers are efficiently engaged in processing them, there are too many ships standing idle.

Imported goods, like the "ninth wave" [fatal to sailors], have swamped the berths. They consist of grain, rice, sugar, tinned goods, vegetable oil and soap. That is, the goods that our purchasers are waiting for.

[Parshikov] Can you show, using specific examples, the hot spots, where the situation is most unfavorable?

[Perepelitsyn] Let me take a few telegrams at random. Here, let us say, are the ones from Nakhodka. "A critical situation has formed at the port with respect to transporting imports. Over 20,000 tons of goods are stored in the warehouses, and another 20,000 tons more are in ships standing and waiting to be processed. In September, the port sent in a requisition for 3187 cars—it received only 991. The attitude of the directors of the Far East Railroad led to the excess stock at the port. We are insisting that the Ministry of Railways provide what we requisitioned. Popov, acting port chief."

Or let us take the Baltic. A communication from Klaypeda. "The port requisitioned 136 cars—the Baltic road supplied 50. Five cars have been shipped with detergents, and five—with sacks of sugar—with 424 tons of detergents and 321 tons of sugar in the warehouse and 3795 tons on board the motorship Olga Ulyanova. ChM. Anilenis."

"Despite repeated appeals to the management of the road and the Tallinn department," it says in a telegram signed by Konayev, chief of the Port of Novotallinn, "it is impossible to solve the problem of transporting imported foodstuffs. A thousand tons of butter and 2000 tons of bananas are being stored at the port. There are 3000 tons of citrus fruit on the motorship Kundava. In the period from 6 to 9 October, only 19 cars were supplied, out of the 120 requested. I ask you to give instructions to provide refrigerated sections."

The Leningrad citizens are sounding the alarm. There, there are over 20,000 tons of food sugar in warehouses and in holds there. The ships have been standing idle, waiting to be unloaded, for over a month.

The situation in the Southern basin is also very alarming. Mariupol, Nikolayev, Taganrog, Kerch, Odessa, Izmail and Reni are asking for help, because the most varied goods are not moving there, as well: rice, sugar, tinned goods.... Our country has observed a heavy intake of tinned goods from Bulgaria this month. In Izmail, for example, 11 barges are standing idle, with a total of 6300 tons of tinned goods in the holds. In Reni there are 9 barges, with 4300 tons of tinned goods.

Vegetable oil is going through the Port of Ilich. It must be transported in tanks, of which, unfortunately, there are none. Therefore, three ships have been standing in the roads and in the port for a long time now, with 33,000 tons of vegetable oil in their holds.

A very long list of examples can be given, if you concentrate your attention on each specific port. I will give the overall figures for the sector—by types of cargo.

Since the beginning of October, the ports have not had prompt receipt of 4360 cars for grain, 625—for sugar, 440—for rice and 400—for tinned goods.

[Parshikov] But does the matter lie only in the lack of cars? There is no arguing that this, of course, is the main reason for the exacerbation of the situation. Probably, though, a great deal also depends on the organizational measures. How have they been set up?

[Perepelitsyn] It must be said that the shipping company chiefs and port directors have considerably weakened their contacts with the railroad representatives. There is no clear-cut interaction with other types of transport at the transport junctions. Apparently, this comes from complacency, and some people reason: "We have brought the cargo to the port, and what happens next is no concern of ours." The local authorities are not interested in rapid dispatch of the imports, for after all, they are as a rule in transit....

[Parshikov] Eduard Vasilyevich, what can be done here, as they say, "from above", to correct the abnormal situation?

[Perepelitsyn] We, of course, are seeking a way, in conjunction with the Ministry of Railways. We are meeting with our railroad colleagues on the most varied levels. The USSR Council of Ministers is well aware of the situation that has formed with respect to transporting imports. At one of the recent meetings, Voronin, first deputy chairman of the Council of Ministers, commissioned the Ministry of the Maritime Fleet, the Ministry of Railways and the MVES to compile a schedule for accelerated transport of goods from the ports. They compiled it. Undoubtedly, the open letter from the All-Union Central Council of Trade Unions to the Central Committee and the trade union councils, and to all the economic directors, workers and collectives will also help. The foreign trade associations who purchased these goods abroad should, finally, stir themselves, and establish strict monitoring of their movement. This is no time to think of departmental interests, when the consumers are suffering from this.

For the sake of objectivity, it must be noted that the situation with respect to supplying cars for containers with consumer goods at the ports of Riga, Ilich and Odessa has improved somewhat. This is, as you realize, an insignificant crumb, against a background of prolonged idle times for the whole sector. To put it briefly, today we must, in conjunction with our allied workers, strictly control the fulfillment of schedules and make the guilty parties accountable. Local organs of authority and the trade union organizations of enterprises should play a substantial role here. All forces must be mobilized....

Opponents Question Nuclear Icebreaker Safety

904H0036B Moscow VODNYI TRANSPORT in
Russian 17 Oct 89 p 3

[Article by V. Ivanov, on board the nuclear-powered icebreaker Taymyr, in the Karsk Sea: "Will the Taymyr Be at Taymyr"]

[Text] **Local public opinion requires that the new nuclear-powered icebreaker be forbidden to call at the Yenisey. Specialists assert that the safety is guaranteed....**

At a speed of 7 knots the motorship of the strengthened ice class, weighing over 26,000 tons, cut at a right angle into the side of the nuclear-powered icebreaker Taymyr. The blow came in the area of the nuclear reactor. The side was crumpled and sheets of very strong steel were torn. The protective casings and shell of the nuclear steam conducting unit were not damaged, however. The "heart" of the icebreaker proved to be securely protected.

I had occasion to see the accident, not at sea, but on the screen of a television set in the cabin of N. Krylov, captain of the icebreaker Taymyr.

The Finnish specialists, embodying in metal the joint project with the USSR, paid particular attention to secure protection, not only of the parts of the ship that came into direct contact with the ice, but also the sides in the area of the central compartment. This was not by chance. The Chernobyl catastrophe showed graphically what could happen if reliability and safety are disregarded. The accident rate of the world fleet made the requirements for the new icebreaker with a nuclear-powered unit even more stringent: even in the most serious collision, the Taymyr should stay afloat, and its central compartment—isolated from the surrounding world.

If you trust the videofilm that you have seen, which printed tests on mock-ups, the goal is achieved. Even after this, however, in conversations with members of the crew and specialists, I kept trying to cast doubt on their words. I needed not only effective figures, but also specific examples proving the full ecological and radiation safety of the new ship.

Introducing year-round navigation in the western region of the North Sea required the development of a generation of transport ships, new in principle. This is how the family of motorships of the strengthened ice class of the Norilsk type appeared. The icebreaker Rossiya came to help the nuclear-powered Lenin, Arktika and Sibir in the high latitudes. In the near future the ship Soviet Union will begin operation here. In the future are two new 75,000-tonners, the Oktyabrskaya Revolyutsiya and the Ural.

Even in the hardest frosts, motorships with cargoes for the Norilsk Mining-Metallurgical Combine and the Taymyr Autonomous Okrug run continuously along the Murmansk-Dudinka line.

While escorting ships on the maritime section of the route is well ensured by icebreakers, however, this can in no way be said of the river. The first runs to the mouth of the Yenisey showed: beginning in January, icebreakers of the Kapitán Sorokin type operate here to the limit of their potentials. Their power, over 20,000 hp, is not enough for fast and reliable ship escort.

It was at that precise time that specialists first began to talk about the fact that new icebreakers with a shallow draft and nuclear power units would have to be built for the Siberian rivers: on 30 June 1989, the first of them—the Taymyr—entered the consist of the Murmansk Maritime Shipping Company.

Letters poured in to the CPSU Committee, Ispolkom of the Okrug Soviet and editors of the newspaper SOVETSKIY TAYMYR, the phones did not stop ringing for days, people kept coming in.... The public demanded that the new icebreaker be forbidden the stop at the Yenisey, planned for November. The Northern citizens doubt the expedience of using such a powerful icebreaker on the river, what is more, with a nuclear reactor on board.

What worries them most of all? In the first place, where are the guarantees of safety for the people and the wounded natural environment of the peninsula? In the second place, there is the problem of radiation monitoring. In the third place, what effect will the Taymyr have on the fishing resources of the Yenisey and the berths of the port? Lastly, how will the transport service between the settlements located on the various banks of the river be ensured?

You will agree, the questions raised are serious ones. Public opinion must not be ignored, especially since everyone remembers the story of the nuclear-powered LASH ship Sevmorput, which could not stop at Far East ports for a long time. Many people were afraid that a working reactor would be found alongside their houses. The lack of proper glasnost and lack of information exacerbates this fear. The latter reproach should wholly refer to the directors of the Murmansk Maritime Shipping Company. Did the Far East story really teach them nothing?

The opponents of the Taymyr are not even convinced by the fact that for three decades, nuclear-powered icebreakers have been making regular stops at the Dikson Port settlement, located on the territory of the okrug. Even children have become accustomed to them here....

"We ran into public opposition even in Tallinn, where we arrived from Leningrad to do special work, not related to the reactor," says A. Zyuganov, chief mechanical engineer of the nuclear-powered Taymyr. "The inhabitants of this city demanded with enviable persistence that the nuclear-powered icebreaker be removed from the port's harbor. Only after the ship was visited by representatives of the press and the public did the fear subside. Now we have the protest from Dudinka...."

"Are there grounds for worry? Undoubtedly, there are. A nuclear-powered ship is not a pleasure yacht under sails. It would seem, however, that things must be looked at more realistically. I am convinced that nuclear power must not be rejected groundlessly in the future.

"As for the reactor on our icebreaker, it must not be compared with AES reactors. It is different in principle, and virtually no catastrophe like Chernobyl could take place on it. Even if an emergency situation occurs, however, our reactor banks itself—this is its special physical feature. Moreover, the automatic machine 'takes everything into its own hands.' The electronic devices have functions placed in them for multiple protection against 'a fool.' I do not understand why the public, coming out against the nuclear-powered ship, does not believe our calculations. Certainly, if there were even the slightest danger here, I would not have been working on nuclear-powered ships for 30 years. In Tallinn, families would come to us and live on board. Then the icebreaker was more like a floating kindergarten."

One cannot help but listen, as well, to the opinion of A. Sinyayev, chief engineer for Nuclear Units of the Murmansk Shipping Company. He headed the state commission accepting the reactor compartment of the icebreaker Taymyr at the Baltic yard in Leningrad. He was convinced that the nuclear-powered ship conforms to international requirements imposed on ships using nuclear fuel.

Until recently, everything pertaining to nuclear-powered ships was kept secret. Hence the gossip, cock and bull stories and conjectures.... Sailors confessed to me that just a year or two ago they could not even imagine a journalist entering the central compartment. Then V. Ishin, the chief of the Radiation Safety Service, suggested that we put on white coveralls and held out a dosimeter. Just a few minutes, and finally the automatic machine opened before us the two massive steel doors of the sluice passage. Beneath our feet was a working nuclear reactor.

"These facilities should not cause Taymyr residents any alarm," says Valentin Vasilyevich. "They are securely insulated, not only from the world outside, but also from all the facilities of the icebreaker. The protective shell of the compartment is capable of withstanding an interior pressure of two atmospheres. If an accident should happen to the reactor, the pipelines of the first circuit will burst, so that no discharges will occur in the environment. Indeed, in these facilities the radiation doses are somewhat higher—look, now the dosimeter shows two milliroentgens an hour. What is this like? For comparison: in a year every inhabitant of the earth will receive from his natural background 100-150 milliroentgens. In an X-ray room, in some cases you can 'endure' a dose equal to what we receive in 10-15 years. If you speak of our norm, it is equal to five roentgens a year. I cannot remember a case, however, when anyone took all of it.

"Now about the wastes. The liquids are collected and stored in special tanks on the icebreaker. When we call in Murmansk, where the repair-technological enterprise Atomflot is located, we turn them over. There, under the strictest supervision, the nuclear fuel in the reactor is recharged. There is not a single aperture in the central compartment for the overflow of radioactive waters on board.

"I would like to speak separately about the gas emissions. The facilities of the central compartment are ventilated, however, and this air goes out into the atmosphere over the mainmast. We have constant radiation monitoring of these emissions. They have some specific activity, but I can, with all responsibility, state that they are extremely low and conform completely to the sanitary norms and requirements of the IAEA.

"If it is hard to believe my words, I will give one graphic example. When the icebreaker was going from the Baltic to Murmansk, we were the object of constant surveillance from the Swedes, the Danes and the Norwegians. Their helicopters and airplanes made regular flyarounds of the Taymyr. 'Greenpeace' launches and yachts were going around testing the air and water.... There were no claims against us."

"Still, what will happen if an emergency occurs in the reactor," I ask my guide.

"Nothing. The automatic machine will completely block off this facility. It will cease air emissions and will bank down the reactor. Even at the central control post, and this is three bulkheads away from here, we will not have to restrict the stay of the personnel by time, and the watches will be kept in accordance with the usual procedure."

"Year-round navigation in the Western region of the Arctic became a reality only when nuclear-powered icebreakers came to the route," says V. Podolnyy, chief of the Fleet Operations Administration of the Ministry of the Maritime Fleet. "For 10 years now the Norilsk Mining-Metallurgical Combine has had no trouble shipping its products to the 'mainland' in the winter months. All these years, diesel icebreakers have ensured year-round navigation to the mouth of the Yenisey and from the Gulf of Yenisey to Dudinka. Their operation costs dearly and heavily. We have been forced to retain on the route two icebreakers of the Kapitan Sorokin type to escort one ship. Each of them 'eats up' 100 tons of fuel a day. The bunkering conditions, particularly through the polar night, in 50-degree frost, do not exist here. We supply every ton of fuel from the 'mainland,' that is, instead of useful cargo, the transport ships are obliged to take fuel for the icebreakers from Murmansk. That is why we tie greater hopes to the Taymyr, for after all, it requires one charging for 3-4 years of work."

"As far as the way in which the operation of the Taymyr affects the river's fishing resources," Captain N. Krylov enters the conversation, "it would seem that science

should draw its conclusions, at least the Scientific-Research Institute of Agriculture of the Far North, located in Norilsk. I can only elaborate that the channel for us will be not 50 meters wide, as some 'experts' in Dudinka state, but only 30 meters—5 meters wider than for the Kapitan Sorokin. It is also quite important that, with 50,000 horse power, the Taymyr will not as a rule operate in the Yenisey ice with impacts, but will escort the transport ship along the river completely freely, if you like, and easily. In contrast to our predecessors, there will be no need to lay 7-9 parallel channels during the winter.

"Finally. As a captain who has for many years worked on transport ships and has often been in Dudinka, I can in all certainty say that the misgivings of local citizens with respect to the possibilities of the Taymyr negotiating the shallow sections of the river are also unfounded. The icebreaker was designed and constructed in consideration of these depths. Our minimum draft is only 8 meters and 10 centimeters, and transport ships with a draft of 9 meters and even more travel here. If, however, it should happen that the Taymyr runs aground, and this is quite an accident, the 2-meter high double bottom would prevent water from entering the central compartment.

"The newspaper SOVETSKIY TAYMYR singled out, as a separate question for sailors, the problem of ensuring reliable transport service between the banks. In actuality, the channel is a serious obstacle. What is the way out? It is impossible to answer unequivocally. It would seem that the experience accumulated in the preceding years, when diesel-electric icebreakers went along the Yenisey, should be utilized to the maximum. It is also worth, apparently, turning to the example of the Baltic: there, before the construction of the dam in the Gulf of Finland, transport service with Kronshtadt was carried out along the ice, and a pontoon crossing was constructed across the channel. The sailors knew that some times it was impossible to go along the route....

"Therefore, the horrors around the Taymyr at Taymyr are increasing."

"It seems to me, that they are based on three main points," notes V. Sokolenko, chief physicist of the icebreaker, "well, Dudinka citizens forgive me, on their ignorance of nuclear physics. Alas, the school curricula here are inadequate. On the fully reasonable fear of potential danger, sustained by that same lack of education. And on the popularity of the subject. We can operate at sea. But who loses the most from this? I wish to emphasize: the Taymyr is the first icebreaker built since Chernobyl. This has put its mark on it. The designers worked out in detail the most improbable emergency situations. In some cases they even considered superimposing two major accidents. All this has been described by specialists and worked out by those sitting at the control panel of the reactor. The reserve reliability of the icebreaker is tremendous. These are not

simply words. We invite everybody who wants to, to come on board. Let the people make their decision then...."

Nuclear Icebreakers Safety Features Detailed

904H0011A Moscow PRAVDA in Russian

8 Oct 89 First Edition p 3

[Article by V. Ivanov and Yu. Khots, TASS correspondents, specially for PRAVDA: "The 'Taymyr' Comes to Taymyr"]

[Text] With all the force of its 26,000 tons, the motorship of the strengthened icebreaker class rammed the side of the nuclear-powered icebreaker Taymyr. The sides were crumpled and bent by the terrible blow. There was a thunderous noise. A terrible foreboding took one's breath away—it seemed that the protective guards and casing of the nuclear reactor itself would not hold out for another second, and then....

"Impressive?" asks N. Krylov, captain of the nuclear-powered ship, turning off the videotape. "Even in the most serious collision, the Taymyr should stay afloat, and its central compartment is reliably insulated. What the testers did not create with mockups, experiments captured on videofilm showed that the Finnish shipbuilders know their business, and the ship proved to be safe...."

This conversation took place on board the nuclear-powered ship, which began its first trip through the Arctic ice. Its work schedule includes piloting ships from Murmansk to the Port of Dudinka with freight for the Norilsk Mining-Metallurgical Combine and the Taymyr Autonomous Okrug. Over 10 years ago, the diesel-electric icebreaker Kapitan Sorokin, at that time just built, also in Finland, opened the first chapter in the history of year-round Arctic navigation in the western sector of the Arctic. While on the maritime section of the route, icebreaker piloting was guaranteed, from the mouth of the Yenisey to Dudinka—over 200 miles—it was said to be totally impossible. The first runs of the Kapitan Sorokin showed that ships of this type would operate here to the limit of their possibilities. The engines with over 20,000 "horses" proved not to have the power for the over two-meter thick Yenisey ice.

A contract for the Finnish to build two nuclear-powered ships with twice the power was signed exactly 5 years ago, and on 30 June of this year the Taymyr entered the consist of the Murmansk Maritime Shipping Company.

For the first time, "unauthorized persons" passed through the multi-ton steel doors, behind which the holiest of holy ship was concealed. V. Ishin, chief of the Radiation Safety Service, suggested putting on the traditional white coveralls and extended the dosimeter. A few minutes pass before the automatic instrument permits us to enter the transition chamber. The working reactor is right here under our feet. The dosimeter sensor swung and fixed at the two-roentgen per hour reading.

"The reactor is breathing," explained Valentin Vasilyevich, catching our worried looks. "Just compare: in a year every inhabitant of the earth receives 100-150 milliroentgens from the natural background. Our occupational norm exceeds this figure by a factor of almost 40. No one anywhere has taken it up fully. You will note that anyone who smokes two dozen cigarettes a day can think: he spent a month at uranium mines...."

"And if there is an accident?"

"This reactor banks itself down in an emergency situation. This is its special feature. The reactor was built after the Chernobyl tragedy, with multiple protection 'against a fool.'"

This is a painful subject for everyone on the nuclear-powered ship with whom we had occasion to speak. The intense surveillance was sensed by the crew itself, when they went through the Baltic Sea around Europe to Murmansk. Swedish, Norwegian and Danish airplanes and helicopters constantly flew over the ship and took measurements of the air and water. They traveled on and on, however, and ended up at their bases. Everything was in conformity with the norms approved by the IAEA.

"The wastes?" one of us was unappeased. "Where do you discharge the wastes?"

"We will discharge them nowhere," V. Ishin became excited. "They are stored in special tanks on the ice-breaker. When we come to Murmansk, we turn them over to the repair-technical enterprise. Each kilogram of them is more precious than gold. There we recharge the reactor. This will happen once every few years."

Radioactive wastes. We are sure that few people supposed that so much horror would develop around them. We were reminded of another story about them that caused a sensation. It happened a few months ago, also at the Yenisey meridian, but just a few thousand kilometers south, in Krasnoyarsk. Glasnost drew aside the dense blinds of secrecy, and the citizens suddenly found out that, not far away, a storage vault was being built for spent nuclear fuel. The construction workers had already dug a tunnel under the Yenisey, and were preparing to lay pipes, along which the liquid wastes would be led to a clear field, and then go several hundred meters into the depths.

The public caused so much trouble about this method of storing the wastes that first the construction had to be suspended and then given up completely. From the scientific, engineering point of view, everything had been thought out, down to trifles. They failed to heed the main thing, however: the people, their lives and their daily concerns. Yes, indeed, that very "human factor." It proved to be stronger than the wise explanations and the hundred-percent guarantee and the objective need for the construction. We could not help but take into consideration the opinion of the people. I will add just one curious fact. After visiting there, our Krasnoyarsk scientists, who until then had been serious opponents of the

construction project, acknowledged: both the design and the technology were unique.

The people's ill-informed state, not only about the projects, but about radioactive elements in general, played a great part in this and many other stories. It is worth telling just the stories about the vials, several dozen of which were found at various places in Krasnoyarsk at one time. Some appeared in plant yards and school flower beds, simply thrown in a heap. The radiation points could be discovered only from a helicopter. But who did this? The people from that very district. The story caused quite a sensation in the city. Every possible rumor was spread, they said that they were specially placed there surreptitiously. Upon checking, however, it proved to be much simpler. Irresponsibility, nurtured by elementary illiteracy.

The recovery since the non-glasnost period comes painfully. Indeed, the medicine for it often has side affects. It is possible, of course, to protest the construction of a plant producing chemicals, but where, then, can you get the medicines, the lack of which also causes dissatisfaction? What is simpler and cheaper: to extract all new tons of uranium ore or to recover, at existing plants, the spent fuel and put it to work again?

Now the crew of the Taymyr tensely awaits their meeting with Dudinka. The inhabitants of the center of the Taymyr Autonomous Okrug are also preparing: they are writing protests, and they are, undoubtedly, right, in that they are the masters of the Arctic land. Yenisey should know the real truth. Did the story about the nuclear-powered LASH ship Sevmorput, which the Far East citizens did not allow in their ports, really not teach the management of the Murmansk Maritime Shipping Company and the USSR Ministry of the Maritime Fleet anything? After all, at that time only the policy of completely "open doors", including the central compartment, could have removed the people's distrust. The time for glasnost has come here as well.

Shipbuilding Official Comments on Ship of Present, Future

904H0068A Moscow VODNYY TRANSPORT in Russian 28 Oct 89 pp 2-3

[Interview with K.G. Suvorov, first deputy chief of the Scientific-Technical Main Administration of the USSR Ministry of the Shipbuilding Industry, by V. Uzelman, VODNYY TRANSPORT correspondent: "Ships of the Present and the Future"]

[Text] What will the ship of the year 2000 be like? Why are the prices for maritime ships rising? What will conversion of the shipbuilding industry provide for the maritime fleet? Will our ships meet the ecological requirements? K.G. Suvorov, first deputy chief of the Scientific-Technical Main Administration of the USSR Ministry of the Shipbuilding Industry, answers these questions and others asked by our correspondent.

[Uzelman] A joint meeting of the collegiums of the USSR Ministry of the Maritime Fleet and the USSR Ministry of the Shipbuilding Industry was held in January of this year. Outlined at the meeting were ways to create, by the year 2000, economical maritime ships with substantially increased transport efficiency, corresponding to the technical level of the best ships in the world fleet that will have appeared by that time. Konstantin Gennadyevich, what is the Ministry of the Shipbuilding Industry doing in this direction?

[Suvorov] The technical approaches and equipment used on these ships, conditionally called the ships of the future, as well as the system for their technical service, need to be perfected in practice. Therefore, it was decided to build experimental ships of this type. Right now, three design bureaus—the Nikolayev Chernomorsudoproyekt, the Kherson Izumrud, and the Leningrad Baltsudoproyekt—are working out the initial technical-operational requirements of the seamen for pilot projects for four types of promising ships. We are talking about an all-purpose dry-cargo ship with a deadweight of 17,000 tons, a medium-tonnage tanker with a deadweight of 30,000 or 40,000 tons, a container ship with a capacity for 500 standard twenty-foot containers, and a timber-pallet-carrying ship with a deadweight of 5000 tons. That is, typical representatives of the ships needed by the transport fleet were selected. The pilot projects will be completed in the first quarter of next year. The deadline set by the collegiums was put back slightly because the purchaser delayed issuing the initial requirements.

The Nikolayev designers proposed an initiative this August that the seamen and workers of the Black Sea Shipping Company also work out a draft design for an all-purpose dry-cargo ship. After being reviewed by the shipping company, the problem of building these ships will also be solved.

It is often asked why the problems of creating ships of a different architectural-structural type are not worked out. They have in mind here submarine tankers, double-hulled ships, and ships with a semi-submerged hull. We have studied these directions, but have to say that this is still exotic equipment. The ship of the future will be of the displacement type. Many people are also fascinated by structures with simplified lines, but in this variant the economic efficiency and propulsion qualities are poorer.

The final selection of structural and technical approaches, however, is left to the head designers of these ships. It would be interesting and expedient to organize, with the aid of the newspaper, an examination of these pilot projects in a broad audience of seamen-operations workers, in order to choose the correct path of development, departing from the traditional procedure, in which the opinions of the base organizations and prominent individual specialists are taken into consideration.

What is embodied in the concept of the "ship of the future"? A higher and more nearly perfect level of equipment for control and information for efficient operation of the ship, and navigational equipment using "electronic charts". It specifies an analysis of the performance of the crew and prevention of various emergency situations and a diagnosis of the state of the machines and their repair when they reach a pre-danger state. I would characterize it as a ship with increased intellectual contents.

It must be noted that the TsNII [Central Scientific-Research Institute] of the Maritime Fleet, with the participation of the shipbuilders, has prepared a draft of the long-term program for work on creating the ships of the future. At present it is being finalized in consideration of the comments of the Scientific-Technical Council of the USSR Ministry of the Maritime Fleet.

[Uzelman] The shipbuilding industry has ties with hundreds of suppliers. How is this reflected in the quality of the ships being built?

[Suvorov] You have touched on one of the most painful problems. The technical level of the ships being built is determined primarily by the completing equipment. For example, for an ore-carrier of the Khariton Greku type, there are about 100 types of equipment supplied by 56 enterprises and 14 ministries. We analyze each type, comparing it with the world level. Well then, only half of it meets today's requirements.

If we return to the ships of the future, their principal distinguishing feature is the extremely widescale use of the achievements of information science to solve literally all the problems arising during the operation of ships and the fleet as a whole. Unfortunately, however, it is precisely in the field of producing means of processing, storing, transmitting, displaying and fixing information that our electronics industry and communications industry are lagging farthest behind the world level.

It is also more difficult to create ships of the future because of the lagging behind of the domestic power machine building and electrical engineering industries that supply ship equipment, but are less reliable and heavier and larger than foreign analogs.... There is a shortage of modern insulation and paint and varnish materials....

Diesels, pumps, compressors, centrifugal separators.... This is a list of the equipment that should have many of its performance features improved in order to reach world indicators, and it could be continued indefinitely. I will give an example. A good deal of domestic completing equipment was installed on the nuclear-powered icebreaker Taymyr, built in Finland, and the comparison was often not in our favor. The same pump, purely externally, differed from the Finnish analog—it is larger, enclosed with a coaming in case the oil leaks, etc.

The grievances of the seamen and shipbuilders against the suppliers of ship completing equipment and shipbuilding materials are not new. We have repeatedly, together, prepared numerous statutes, decrees and entire programs, which alas, did not give very good results.

For example, last year, under the aegis of the USSR State Committee on Science and Technology and Gosplan, a list of new equipment, which should have been developed by the enterprises of 10 ministries, was prepared. It was impossible, however, to have it coordinated and financed. Now the work is being done in an uncoordinated fashion, without the basic documentation.

Under the new conditions of economic activity, and as the result of conversion, things must get better.

On the other hand, the demand for equipment and materials for ships according to general industrial standards is small, and the suppliers, with their new-found independence, may feel that the development of complicated and small-series output is not worth the cost. In general, improvement of the equipment and materials needed to build the ships of the future is on a critical path.

[Uzelman] So the reasons are clear: the generally low level of domestic machine building and other sectors, and the low-series nature of the equipment produced for shipbuilding, as the result of which the related workers are not interested in developing new types of goods. What way out can be found now, without waiting until our industry gets on its feet?

[Suvorov] One of the ways is international cooperation and specialization. For example—Sweden is producing excellent desalination outfits, and firms in other countries have nothing against buying them. We too can outfit ourselves by this method. It is clear that currency is needed here. The Ministry of the Shipbuilding Industry has very little of it. Therefore, the purchaser, that is, the Ministry of the Maritime Fleet, could allot money to purchase equipment for a new fleet. Of course, right now the seamen are providing the means, but the practice should be expanded.

Or why should we not use the variant now being used in agriculture, in which the peasants are paid for the grain in currency? If the purchaser paid for at least some of the ships in currency, this would give an impetus to develop the industry. Of course, this will at first be disadvantageous for the purchaser, but later on he would be reimbursed.

[Uzelman] You speak of the poor quality of the goods produced by the related sectors. How do things stand with the completing equipment of the Ministry of the Shipbuilding Industry itself?

[Suvorov] We are constantly analyzing the conformity of our output to the world level. Let us say, boilers correspond 60 percent to world parameters, intraship communication facilities and pumps—80-90 percent and

desalinating units—100 percent. We have now worked out a program to develop and modernize ship equipment, which specifies the output of 300 new items to replace obsolete ones. This year, 80 percent of the work is already at the execution stage. It is intended that in 1992-1993, 90 percent of the boiler output will reach the world level.

[Uzelman] The seamen often complain about the constant increase in the cost of domestic ships....

[Suvorov] The prices for maritime cargo ships being constructed by the USSR Ministry of the Shipbuilding Fleet really have gone up as time has passed. In the last 30 years the cost per ton of deadweight for dry-cargo ships has more than doubled. This is the result of three (in 1967, 1973 and 1982) rises in the prices for materials and completing equipment, the revision of the rates in 1973-1975, the increase in the withholdings for social insurance and the introduction of payments for long service in 1982. The gradual stiffening of requirements for ensuring navigation safety, economical operation and the livability of the ships has also affected the price. Also, you must not forget that during these decades, the transport efficiency of dry cargo ships increased, among other things, because of adaptation to accelerated cargo-processing, and this cost quite a bit.

An attempt can and should be made to solve the problem of having the increase in the transport efficiency of the new ships outstrip the increased expenditures to build and operate them.

Speaking of the prices for ships supplied to the USSR Ministry of the Maritime Fleet by the USSR Ministry of the Shipbuilding Industry, I wish to emphasize that these prices are established on a calculation basis, and the purchaser can always make certain that they do not include any super-profit shipbuilding enterprises that go beyond the framework of the norms established in the country. The institutes of the Ministry of the Shipbuilding Industry and the Ministry of the Maritime Fleet are now working to create a methodology that takes into consideration the anti-expenditure mechanism of price formation.

In world shipbuilding the competitive struggle does not lend itself to price increases. For us, under the conditions of monopoly, with a unified system of price formation for the suppliers, the price does not matter. Therefore, the high price is not a disease of shipbuilding, but a disease of the entire national economy.

I would like to draw attention to a problem which is, I think, of considerable interest, under the conditions of transferring to the shipping companies the functions of purchaser and reducing centralized financing to purchase ships. How do we make shipping companies order new ships which will be even more complex and expensive because of the constantly heightened demands for environmental protection, safety and a guarantee of the work and living conditions for the seamen, etc.? And not

only make them order new ships, but also invest the funds earned by them in developing promising ship equipment and machinery.

There are no such economic levers right now. It is possible that there should be sharply increasing taxes on operating ships after a certain period, and in this case it would be more advantageous to order a new ship and write off the old one. Perhaps there must be a decrease in taxes, if the shipping company invests funds in the development of new ship equipment.... To work out this economic mechanism, the newspaper could, by attracting the economists of the Ministry of the Maritime Fleet and our sector, hold a discussion of the possible variants and submit proposals.

[Uzelman] What sort of new ships are the seamen obtaining for work in the Arctic? Why were orders for the construction of the nuclear-powered icebreakers Vaygach and Taymyr given to the Finns—because of a lack of capacities, or were there other reasons here?

[Suvorov] In the next five-year plan, the Ministry of the Shipbuilding Industry will build two nuclear-powered icebreakers with up to 75,000 horsepower—the fifth and sixth icebreakers of the Arktika type—for the Ministry of the Maritime Fleet. The fifth, Oktyabrskaya Revolyutsiya—was put into the water the other day, and the sixth—the Ural—has been laid on the building berth freed.

A series of supply ships will also be built for the Arctic, with helicopter unloading, differing from the Vitus Bering type of ships for the same purpose, by its power unit—instead of a diesel-electric unit, an economical low-speed diesel, turning, through a flexible resilient coupling, a shrouded, adjustable-pitch propeller.

Several types of icebreakers, which are to be built at three of the ministry yards, are designed to operate under ice conditions to transport timber from Igarka.

The answer to the question as to why the icebreakers Taymyr and Vaygach, the nuclear steam-producing units of which were manufactured and installed in the USSR, were ordered from the Finnish firm, and not built wholly at our yards is simple: our building berth was being used for other projects.

[Uzelman] Right now, as the result of the conversion, however, the capacities have been freed. What will the shipbuilding conversion give to the USSR Ministry of the Maritime Fleet?

[Suvorov] This problem is not so simple as it appears at first glance. It takes time to convert enterprises from building warships to building civilian ships. The rates of the conversion are held back by the length of time required for the processes of designing and technologically preparing the construction of new ships, and the need for timely order of materials and completing equipment for the additional fleet being built. In a number of cases there must also be a change in the structure, and

retraining of the production personnel, for after all, the proportion of various types of work in building warships and maritime transport ships is different.

Nevertheless, preliminary studies show that in the 13th Five-Year Plan it will be possible to increase the total deadweight of maritime cargo ships being built by the USSR Ministry of the Shipbuilding Industry by almost 30 percent. Here is a recent example. The Baltic Yard in Leningrad laid the keel of the first ship using the horizontal loading method, and will build the entire series. Or timber carriers—conversion has made it possible to build them.

True, a certain number of the ships built additionally will probably have to be sold abroad—we need the currency to acquire the materials and equipment lacking for the ships that are being developed, as well as technological equipment to modernize the sector's enterprises.

There is reason to assume that as the result of conversion of the instrument making sector of the USSR Ministry of the Shipbuilding Industry, the USSR Ministry of the Maritime Fleet can be guaranteed a supply of modern navigation sets, the development of which will utilize the experience in manufacturing similar defense items.

This fact must not be forgotten either. In addition to the seamen, we have orders from fishermen, geologists and petroleum workers. Some of the capacities should be respecialized to the output of goods for the agroindustrial complex.

[Uzelman] The seamen are disastrously short of passenger ships. Can the shipbuilders help them improve the situation?

[Suvorov] Do you remember that the program "Vzglyad" showed the passenger liner Rossiya? After all, our shipbuilders built it. In principle, the enterprises of the Ministry of the Shipbuilding Industry are in a position to build any new motorships, including passenger. But then the program for building the cargo fleet will have to be cut back.

The USSR Ministry of the Maritime Fleet is obviously particularly in need of large passenger ships. These luxurious ships require various finishing materials, electrical and plumbing equipment that is high-quality and up-to-date, various types of furniture, dishes, table devices, and many, many other things. I suppose that it is easier to purchase ships like this abroad.

If you speak about the high-speed fleet, this year a new surface-effect ship, the Barguzin, was turned over. It is designed for tourist runs along Baykal. The Tsiklon, a turbine ship new in principle, is being finished. It will operate in the Black Sea Shipping Company.

[Uzelman] The environmental protection requirements are growing stiffer all the time. Can it be said that our ships are ecologically pure?

[Suvorov] All the requirements imposed for ecological purity of the ships by international and our own national regulations, are being fully fulfilled on the ships being built by the USSR Ministry of the Shipbuilding Industry. Let us take tankers, for example. In designing them there was a conscious opting for increased expense, and they were made double-skinned, to heighten the ecological safety.

The quality of some types of domestic environmental-protection equipment on the ships is censured. This is taken into consideration when doing the final work on the ships being produced and when working out new models, planned for series production beginning in 1990.

Formerly it was a question only of preventing pollution of the water, but now they are also beginning to talk about the air as well. This problem is now being studied.

Redundant Organizations Impede S&T Progress in Maritime Fleet

904H0040A Moscow VODNYI TRANSPORT in Russian 24 Oct 89 p 3

[D. Davydov, division chief of the Scientific-Technical Administration of the Ministry of the Maritime Fleet, and S. Ezerin, division head of Soyuzmorniiprojekt: "We Need a Unified Staff: What Is Preventing the Acceleration of Scientific-Technical Progress in Maritime Transport?"]

[Text] If the eye of an inexperienced reader happens to fall on the reference book of the central staff of the Ministry of the Maritime Fleet, it will probably see an abundance of all possible subdivisions, working on problems of scientific-technical progress. There is quite a simple explanation for this: NTP [scientific-technical progress] is now highly respected, it has become simply prestigious to be working on it. It is for this precise reason that each main administration of the ministry has created appropriate services with fine-sounding names—be it the Division of Scientific-Technical Progress in the Main Administration of Shipbuilding, Ship Repair and Machinery Yards or, somewhat more modest, the Division of Technical Progress in the Main Fleet Administration, or the Technical Division at GUPiKS [Main Administration of Transport and Ship Service]. In other administrations, where the directors have not succeeded in creating the appropriate subdivisions, individual associates are engaged in problems of NTP. Time does not stand still, however, and already ideas are hovering in the air about forming, under the direction of the ministry's main administrations, all possible scientific-production associations, each of which is also called upon to accelerate NTP in a specific form of activity of the main administration.

Obviously, under these conditions one should only rejoice for the sector, but one situation causes some doubt. For example, at present the proportion of profit obtained from the work of modern specialized ships,

highly productive with respect to their technical potentials, is not over 20 percent of the total profit from the entire transport fleet, even though their relative proportion in the overall tonnage certainly approaches 25 percent. It is even difficult to imagine what will happen in several years if this trend is maintained.

What is the reason for this? Is NTP in maritime transport perhaps generally inefficient? World practice makes it impossible to answer this question in the affirmative. After all, we are all witnesses to how rapidly container, rolker, pallet and other advanced transport p73 technology is developing throughout the world, and which technical devices are used in maritime transport in advanced countries. It is hard to believe that all this has been done for the sake of reducing production efficiency.

The main reason lies in the reduction in the role of NTP in the system of economic activity existing in the Ministry of the Maritime Fleet, the leading elements of which are the quantitative production indicators. At the same time, the NTP indicators are in the background, as if supplementing the basic system.

An analogous picture is also observed in planning the development of the sector and individual enterprises. Even though certain positive changes have recently taken place, the basic divisions of the plans are still formed separately, and the planning of NTP has not yet become basic, ensuring a transition to equipment and technology, new in principle, and to methods of organizing production for the purpose of achieving the highest efficiency in the sector's activity. At the same time, the existing indicators of NTP are mainly of a local technical nature and do not solve the problems involved in revealing the effect of scientific-technical progress on increased production efficiency.

Here we approach the sources of the problem. In order to finish our research completely, we must answer the question: just what is scientific-technical progress in maritime transport? Quite often one hears the opinion that NTP in maritime transport consists of advanced types of ships, promising port and ship-repair equipment, computers and other technical innovations corresponding to the best world analogies.

With respect to the logic of the definitions introduced, a completely natural question must be raised: do our country's leaders really call regularly for a considerable increase in expenditures to develop the material-technical base, mentioning the need to accelerate NTP, when society is faced with so many problems? Of course, this is not true. Scientific-technical progress is not the simple development of science and technology, but a unified, logically combined group: science-technology-production-consumption.

In other words, the development of technical devices in the sector and changes in the forms of production organization and in the methods of administration and

economic activity are not in themselves scientific-technical progress. Only when the changes are interrelated can one speak of NTP.

The primary task facing the sector today is to bring the forms of production organization and methods of economic activity into conformity with the available technical devices of the fleet, ports and industrial enterprises.

Solving this problem should be the leitmotif of the future sectorial program, "Intensifikatsiya-95." At the same time, while we are still forced to be reconciled to a temporary lagging behind the leading countries of the world with respect to the quality of the technical devices used, it is simply impermissible to lag behind in the forms of organizing production and methods of economic activity.

The task of accelerating NTP is acquiring a strategic nature, since the amount of profit obtained by the sector, and consequently, the financial assets which can be used to acquire new ships, solve social problems, etc., will ultimately depend on its solution.

For example, simple research reveals the main reasons for NTP not having become an effective force in the sector for increasing production efficiency. The organizational system that has formed in work to accelerate NTP in maritime transport, which could still fully be agreed with yesterday, should be particularly singled out. The point is that until recently it was difficult even to imagine that introducing new, even the most modern technical devices was accompanied by radical changes in the forms of organizing production and economic activity, since it undermined the foundations of the administrative-command system. This is the precise explanation for the paradox that NTP is still customarily associated only with a certain set of technical innovations, since its other components have remained unshakeable for decades, and have simply been forgotten. That is why solving problems related to accelerating NTP requires breaking the stereotypes of yesterday that have formed and working out new economic thinking.

From this standpoint, the existing system of organizing work on NTP looks simply like an anachronism and is in many ways similar to the situation described in Krylov's fable, "The Swan, the Crayfish and the Pike." For example, one division is working on the problems of ordering new ships, and an analogous subdivision in the neighboring main administration is planning the construction of port structures, true, without taking into consideration the operating possibilities of these ships and the changes in the forms of economic activity, since others are concerned with this, etc. Therefore, everyone is at work, everyone is working conscientiously, it is just that nothing is happening with the acceleration of NTP. At the same time, the desperate attempts made by the Scientific-Technical Administration of the Ministry of the Maritime Fleet to at least unify in some way the actions of the "all-mighty" main administrations under

these conditions by no means always lead to the desired results. The work collectives of the sector's enterprises, and indeed the national economy as well, when they fail to receive millions of rubles worth of profit, suffer from this.

At the same time, the way out of the situation created which, in our opinion, lies in consolidating efforts by unifying the appropriate divisions existing today in the various main administrations of the Ministry of the Maritime Fleet is fully logical. The new structural subdivision cannot only ensure the purposeful directivity of all the measures undertaken, from ordering scientific-research and planning-design work to solving the organizational and economic problems of using new equipment and technology, but will also become the coordination center for accelerating NTP in maritime transport, i.e., the sectorial staff for NTP.

Until this is done, the only thing left is for the directors of the shipping companies to dream about ships, the principal merit of which would be low cost, and for the port directors to think with fear about maintaining expensive container terminals, and other innovations as p73 well. The conservatism of the port and shipping company directors here is useless: it is simply that the practical work of economic activity and organization that has formed here not only fails to permit efficient use of today's equipment, but sometimes does not even correspond to yesterday's. It is hardly sensible to require on-the-spot solutions to these problems, since the stairs are still swept from top to bottom, and not vice-versa. This means that the problem of forming a sectorial NTP staff is extremely urgent. Perhaps we should be convinced in practice of the correctness of one of the basic laws of dialectics—transition from quantity to quality, unifying all the uncoordinated divisions engaged in NTP into a single hard-working subdivision.

Maritime Fleet Computerization Detailed

904H0070A Moscow VODNYI TRANSPORT in Russian 21 Oct 89 p 2

[Article by I. Orlov, chief of the Scientific-Technical Administration of the USSR Ministry of the Maritime Fleet: "Computerization of the Sector Is a Serious Matter!"]

[Text] Second Birth of the ASU—A Joint Venture—In Action—Ship Automation Must not Be Postponed—Achieve the World Level

The automated control system for maritime transport is experiencing a second birth. The objective trends in the world development of computerization served as a stimulus. To rise to the level of contemporary control devices, there had to be a sharp change in the developmental direction of the ASU [automated control system]—Morflot. This was done in accordance with the new concept. Its basis is the mass transition to personal computers in all spheres of activity of the Ministry of the Maritime Fleet, the creation of an information-computer

network for maritime transport and the introduction of new organizational-production structures, which should perform the practical part of the task. Our topic is the latter.

Today the outlines of the system can already be seen, and we have the first results. The ideological core is the presentation of maritime transport as a unified whole. The restructured processes in the national economy are going toward decentralization of the economic system, with the simultaneous broadening of the right for the enterprises themselves to select the structural premise. This is reinforced by amendments to the USSR Law on the State Enterprise. The special features of maritime transport, however, presuppose the need to maintain the sector as a unified whole, which can be achieved on a new level of administrative standards and technology.

One of the factors of the new approaches to administrative activity should be putting into practice the new concept of ASU. A personal computer (PEVM) is becoming a compulsory element at the work place of a controller of any rank. This applies in varying degrees to the operator-technologist, the scientific worker, the designer, the shipbuilder, etc. In this way a specialist is included in the control system and gains access to data banks. Productivity and work quality will multiply, which is of decisive significance in reducing the administrative staff. One cannot help but see another positive factor: a rise in the potentials for increasing the complexity of the decisions made, particularly when using local networks.

Maritime transport cannot function normally outside of international relations, including information networks. World shipping is in practice completing the creation of a unified system of document turnover, standardized within the framework of international protocols. For us today it is not a question of raising the quality of communications and expanding the range of use of an electronic postal service. It is a much more serious matter: we have been allotted a year or a year and a half to enter the fellowship of civilized transporters. If we do not make a dash for it, we will incur substantial losses.

The computer-information network (IVS) is very important to ensure control of the sector as a whole under the new conditions. The new differs from the old mainly in that we should make the transition from a protocol, i.e., an assigned exchange of information, to information upon demand and upon request. The difference is obvious from the standpoint of conserving means, expanding and intensifying business exchange and reducing the service staff.

A sectorial IVS should be superimposed on the territory of the entire country, coordinating the ministry, all the shipping companies and enterprises into a unified whole, should unite maritime organizations within the framework of regions, and should make it possible for on-line interlinking of each person throughout the perimeter of the country at any time of day. This is particularly

important with a large number of time zones. Sometimes we have to hear a question, and for that reason we must load the network. In the first place, we must not forget the experience of the developed countries, where it has long been accepted that the "coefficient of 100" is incorporated into calculations. This means that, given the technical potentials, the need for exchange will increase 100 percent at the minimum, bringing dividends to transport through accelerating the movement of cargoes, monetary calculations and increased ship-operating efficiency, etc. In the second place, the State approach requires taking into consideration the interests of the related workers (both transport workers and cargo owners). There is no doubt that given the existence of an essentially all-union IVS, many other departments and individual organizations will also want to use its services. Requests are already coming in, and we may be sure of the commercial efficiency of IVS, because of the real possibility of intersectorial coordination and of direct leasing of time and channels.

It is important to explain how the process can be quantitatively measured. In simple terms, how much the Ministry of the Maritime Fleet needs PEVM. If you trace the world norm that has formed—one computer per two specialists, it will be 40,000 units. We have only about 3000 PEVM in operation in the sector today. It would appear that this count is quite conditional, since no two systems are alike, the saturation with peripheral devices and applied programs varies, the potentials of PEVM alone and in a network varies greatly, etc. If you take into consideration the fact that computer systems grow obsolete in 2-3 years, and age physically in 4-5 years (according to the world estimates gathered), the sector's yearly demand is 12,000-15,000 PEVM under the conditions of already complete saturation.

The scale and innovations of the task have brought new organizational-production structures to life. In January 1989, the USSR Ministry of Finance registered as Number 193 the joint Soviet-English venture "Maritime Computer Systems," [MKS], the founders of which are TsNIIMF [Central Scientific-Research Institute of the Ministry of the Maritime Fleet], the Lengorispolkom and the English firm ICL.

Thought has been given to the joint venture, and it will not be developed for computer production. We are not interested in such a simplified approach. It is a question of carrying out in the sector a widescale program of introducing new control technology. Therefore, the venture will be guided by the obligatory rule—supplying the consumer with programmed-apparatus complexes. This means working out, upon the request of the purchaser, configurations for a local network, putting together peripheral devices (printer, data plotter, additional memory, etc.), and other consultation services, which, together with selecting the programs, is the design of the system. An important part of the work is preparing the contracts. The complexes should be turned over as a "turnkey" project, with subsequent service.

The task of computerizing the fleet in the next 2-3 years has been set. For this purpose, preparation of the programs for all types of activity on the ships has been turned over within the framework of the sectorial ASU program—Sudno. For hardware, as is commonly said, “marinization” of the computers has been prepared. In July of this year the USSR Register issued permission to use computers on ships, and in September mass preparation of computers for the ships began. By the way, the PEVM from by no means all firms have proven capable of withstanding the established loads for low and high temperatures, vibration and shocks, etc.

In accordance with the constituent documents of the MKS, in the first year of its existence, the technology for assembling large units was quite simple. Beginning with next year, however, the process of intensifying it will begin. This is not an end in itself. It is intended that with the issuing of additional payments for technology, the products will be given new qualitative potentials and the adaptivity of the apparatus to the conditions of maritime transport and other consumers will broaden. A building in Leningrad is being renovated for this purpose, and specialized branches are being set up. In principle, this process has already begun through the fact that MKS is setting to work to put together systems with the peripheral equipment of several firms, to broaden the possibilities of supplying and reducing the cost. The plans also include organizing the production of certain units in the USSR. The question of quality and guaranteed reliability remains the chief concern here.

In order to satisfy the demands of the sector more completely and ensure priority in working out the most urgent directions, a widescale, comprehensive program of developing joint ventures is being carried out. Only the essence of the matter can be briefly presented within the framework of a newspaper article. An MKS branch was created in order to draw together the enterprises of the Far East in Vladivostok. Its task, specifically, is active utilization of the configuring components and “know-how” of this region, advanced in mass computerization. The branch in Moscow has begun work on producing a training system.

In this case it is a question of introducing the most advanced methods into the training process, and on this basis, training maritime transport specialists for active use of modern devices in production. We should not waste the earliest, and therefore most effective phase of introducing a young person to the fleet in mastering advanced control technology. Attempting to computerize the existing methods of training will not solve the problem. It can be a question of new approaches and the psychological restructuring not only of naval cadets and students, but also of the teaching staff. The process has already begun at a number of VUZes. The first forty training classes, which have already started in our VUZes this year, will obviously serve as quite a good base for improving training methods. Software plays a commanding role in this matter.

Fleet automation has long been a desired quality for maritime transport. Unfortunately, only 600 ships have A1 and A2 class automation. Transport efficiency, navigation safety, and the size of the crews, with a throng of social problems on shore, are behind this. Automating ship technical processes, diagnosis without dismantling, repair and preventive maintenance, etc. cause particular anxiety here. The problem cannot be solved without automation, on a comprehensive basis, of all ship processes. The decree of the joint meeting of the collegiums of the Ministry of the Maritime Fleet and the Ministry of the Shipbuilding Industry, which was held in Leningrad at the beginning of the year, made a notation to develop the production of ship automation devices, drawing in foreign partners. The many months of preparatory work have been completed: a branch of the MKS has been set up in Leningrad.

Under the actual new conditions of the sector's work, a great deal will depend on the unity of thought and action of the shipping companies, ports, yards and ministry. We should all to a varying degree be interested in developing maritime transport, in its position in world shipping and in the competitiveness of the shipping companies, and this can be achieved only through accelerated scientific-technical development. With a view to this, the MKS is today performing the role of the sector's scientific-technical center to create and introduce information technology in maritime transport. The task lies in actively and efficiently utilizing the broad potentials of this new organizational-production structure.

At the same time, the functions of MKS involving the interests of other sponsors are in no way reduced. Moreover, since the enterprise is commercial, it should gradually expand the sphere of activity and make active use of the auxiliary activity for stability under the conditions of acute competition.

The currency part of the revenues plays a decisive role. The ministry allots part of the centralized funds, although there are not many of them, and indeed, they have been allotted to computerize directions that do not have the appropriate sources. It is important to have the active participation of the shipping companies, which should be directly interested in obtaining high-quality, compatible equipment, relatively inexpensive, in view of the mass contracts and other measures adopted to reduce prices.

Reorganization of Maritime Rescue Service Needed

904H0014A Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 11 Oct 89 p 4

[Article by F. Zinko: “The Last Leap of the ‘Puma’”]

[Text] As we have already reported, the Soviet tug Puma sank in the Indian Ocean on 24 August. The details and causes of this tragedy have now become known.

At the beginning of June it led out of Gdansk a floating dock with a cargo capacity of 20,000 tons, on which four harbor tugs stood on building berths. A long route lay ahead—to Petropavlovsk-Kamchatka. The tug Kondor went along, paired with the Puma.

For over two months the convoy skirted around Europe, passed Gibraltar, through the Suez Canal and the Red Sea and emerged into the Indian Ocean. Everything was normal.... True, when approaching Port Said, two strong jerks were felt on the Puma. No particular attention was paid to this, however: after all, heavy cargo was being towed, and that can happen. Especially since nothing like it was later repeated.

On 24 August, however, at 0245 hours, an alarming radiogram was sent from on board the Puma to Odessa: "Listing of up to 12 degrees has been discovered. Water has begun to enter the steering-gear room...." Later a crack was detected in the side. The rudder control system went out of order. When the water reached the shaft alley, both main engines were cut. The ship became a plaything for the waves, which reached a height of three meters and were already rolling freely across the deck of the Puma. A storm was coming on. The listing of the ship increased to 17 degrees.

Leaving the floating dock to drift, the Kondor took the broken-down ship in tow, trying to lead it to Socotra Island for shelter. The Soviet motorships Matsesta and Medyn and the salvage and rescue vessels Zubr and Yaguar, having learned of the misfortune, sped to the site to assist. The pumps of the damaged tug, however, could no longer cope with the avalanche of water....

For 13 hours, the crew of the Puma fought selflessly to save their ship, but they could not cope with the calamity. As if before a headlong leap, bow lifted upward, the Puma went to the 3000-meter bottom....

The Kondor picked up the entire rescued crew. The sailors returned to Odessa on the Matsesta. The Yaguar, which had arrived, and the Kondor took the floating dock in tow.

A commission of the Ministry of the Maritime Fleet, which was charged with investigating and drawing a conclusion, summed up with the conclusion: the ship was lost because of structural failure of the hull, caused by metal fatigue.

This reasoning, at first glance, seems strange—after all, we are talking about a rescue-and-salvage ship. The deeper you go into the heart of the matter, however, the more obvious it becomes: the tragedy is in conformance to principle.

According to the documents, the Puma was built in Japan in 1978. It was the former Samurai. Before we bought it, it had operated for eight years, under the extreme conditions of the Arctic coast of Alaska. With us, the tug was included in the consist of the Expeditionary Detachment of the ASPTR—emergency rescue

and technical-hoisting operations. I suppose that the title makes clear the purpose of the detachment, created a quarter of a century ago on the Black Sea.

At the beginning of this year, this detachment numbered 14 large ships, selected, as they say, from anywhere and everywhere. Of them, only five are true rescue ships, and the rest are tugs with varying shape and power. The average age of the whole salvage-and-rescue squadron is over 10 years. There are among them, however, even 20- and 30-year old ships.

The explanation is simple: Soviet berths are building practically no salvage-and-rescue ships, so we have to go begging throughout the world, skimping on price, for those that foreign salvage firms discard and replace with new, powerful, high-speed ships, outfitted with the most modern equipment. As, by the way, it should be.

Well, our sailors are not used to being wet-nursed. They are willing to cope with any equipment, particularly since the most experienced, highly skilled and boldest ones work in the ASPTR detachments. In a word, they are salvage and rescue workers! Although, in addition to rescue operations, the ships of the Expeditionary Detachment take part in towing, for example, marine docks.

Since the beginning of this year, the ASPTR has converted to self-financing, which has bewildered many seamen. After all, it would be all the same if the fire service or "ambulance" service were made cost accounting. Just imagine, your house is on fire or you have a heart attack, and these machines are "moonlighting," conveying passengers, instead of taxis, or water for collective gardens, in order to earn money. The ships of the Expeditionary Rescue Detachment have been placed in approximately the same position.

"Naturally, we have begun to look for work that is a bit more profitable," says N. Kutorg, chief of the economic planning division. "After all, rescue operations do not happen every day. In addition, we earn mere kopecks for them—only the cost of the rescue operations is paid for. If we pick up 700-800,000 in a year, that is good. This means that our main earnings, almost 9 million rubles, are for dock runs. For performing ASG—emergency-rescue availability—with our ships, we generally receive nothing and have to apportion these expenditures to other work. Those sailors have to be paid!

The budget takes away the lion's share of the rescue workers' profits—is that really fair?

"We cannot acquire new ships or new equipment ourselves," V. Berezovskiy, chief engineer of the detachment, joins in the conversation. "By no means all our ships have the necessary satellite communications system. True, we have managed to equip four of our ships with imported systems through 'Sovkomflot.' They cost 32,000 foreign currency rubles. We also bought, for

currency, computerized telephone equipment, but... customs seized it. We have been fighting for a year, but so far have got nothing back. The towing jobs—all right, they give our crews good sea training, which would not be the case if they laid at anchor at the wall or in the harbor."

The chief engineer—is in favor of towing. If you talk to the rank-and-file rescuers, they speak amicably about these long-distance trips. Why? Well, because they pay travel allowance currency for towing, and it can be issued, for example, in Singapore or in Japan. At the wall, you receive pure unadorned wages in Soviet rubles. So ocean trotters have turned into dray horses.

How will it turn out? Every year, according to Lloyd's information, over 300 large ships are lost in the World Ocean, that is, there is a tragedy almost every day. In world practice, as a rule, the services for rescuing people and ships and eliminating oil spills are precisely classified. Sometimes they are combined, but at least two functions are carried out: either the people and the ship are saved or the people are saved and the oil spills are eliminated. The activity of the salvage and rescue companies is financed by the government, voluntary contributions and donations from interested organizations: associations of shipowners, shipbuilders, etc.

Overseas, mixed commercial activity in towing and fulfilling rescue operations is the norm. These ships handle ASG in the periods between towing contracts. As a rule, at least half of the total operating period consists of being available for duty. Almost like us, right? The only difference is that the their ships and equipment are the newest, and have not yet accumulated "fatigue."

Therefore, it is not for the profit that our salvage and rescue workers should run, wasting their last resources—they should ride at anchor on "standby"—either near the wall or at designated points of the World Ocean, ready for the first call to rush to assistance. In this case, however, in order not to lose highly skilled specialists little by little, they must be paid by currency or a check from Vneshtorgbank. The first steamship they rescue will pay back these expenditures, miserly on a country-wide scale. Indeed, what is a steamship! If only one human life is saved, is it not really worth these checks? Incidentally, as we already know, even for saving ships, ASPTR receives only expenses, and not an insurance bonus, as is commonly accepted throughout the world. This bonus goes off into the ministry's bottomless pocket.

Where, though, can you get the money, under the difficult conditions in the country today? Well, if only all the shipping companies and interested ministries were assessed with a "tax." Let them withhold a certain amount for the use of the expeditionary detachments—as if paying in advance for future expenditures to save their people and ships.

"It is time to take the rescue workers out from under departmental trusteeship," says V. Repetey, deputy chief

of the Detachment for Safety in Marine Navigation. "A Unified State Independent Marine Salvage and Rescue Service must be created. Perhaps, under the aegis of the Council of Ministers, perhaps even of the USSR Supreme Soviet. This service should be carried out by the most modern ships and equipment, and have the possibility of paying the sailors at the highest rates. All this will be paid back and more."

The loss of the Puma has brought to light a serious problem: it is no longer possible to be reconciled to sea rescuers reducing their ships to the state of winded horses, which, as we know, are shot.

EXPERIMENTAL SYSTEMS

Magnetic Suspension Transport Plans Continue

904H0051A Moscow GUDOK in Russian 22 Oct 89 p 1

[Article: "Magnetic Suspension Transport"]

[Text] Studies, development and testing of models of new equipment and development of technology in this sphere have been carried out in our country since 1978. In 1989 the work was included on a list of 14 State scientific-technical programs, determining, in the USSR, the priority directions of scientific-technical progress for the period up to the year 2005, and was unified under the theme, "High-Speed, Ecologically Pure Transport for Urban, Suburban and Interurban Service."

According to the established technical parameters, under urban conditions, transport using magnetic suspension at an average speed of 100 km/hr (maximum—130) will transport 20-25,000 persons an hour. For suburban service, the optimum speed is 150-180 km/hr (maximum—250), and the throughput capacity is 5000-10,000 passengers an hour. The maximum speed on interurban routes can reach 450-500 km/hr, and the throughput capacity—50 million persons a year.

Depending on the technical parameters, transport systems are developed on the basis of permanent magnets, combined and superconductor. Special importance is attached to the latter in creating systems of suspension, linear electric drive, transformers and control systems.

In our country, the demands for magnetic suspension transport are caused by the development of large cities with a population of up to a million persons and by their service to airports, industrial zones, and recreation and sports zones. On the territory of the Armenian SSR, the first section of an experimental-operational section (3.2 km) has been under construction on the Yerevan-Abovyan route since 1986. The period to create the entire route linking Yerevan with Lake Sevan, 60 km long, will be determined from the results of building a "car-trestle" system. Systems for resorts in the Crimea and the Baltic area are being discussed. The periods for constructing them will be determined later. It is possible that magnetic suspension transport will also be used on

the Leningrad-Moscow-South route. Technical-economic estimates of the efficiency of using the new type of transport on the Center-Moscow-Sheremetyevo Airport route are being worked out in conjunction with FRG specialists. Soviet specialists are ready for a broad exchange of information, a businesslike analysis of the

technical designs, organization of joint scientific-technical seminars and conferences, joint creation of models of the new equipment, and technical-economic studies in the area of using magnetic suspension transport for urban, suburban and interurban service, and are ready for joint development and creation of this type of transport system for the countries of the third world.

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