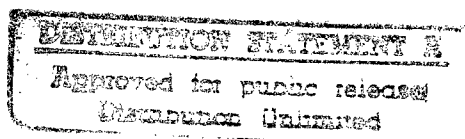


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USSR Report

TRANSPORTATION

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CIVIL AVIATION

ONGOING CEMA COOPERATION IN CIVIL AVIATION ACTIVITIES

Moscow EKONOMICHESKOYE SOTRUDNICHESTVO STRAN-CHLENOV SEV in Russian No 10, Oct 83 pp 11-15

Article by Vladimir Kuz'kin, deputy minister of civil aviation USSR and deputy chief of Soviet unit, CEMA Standing Commission on Cooperation in Civil Aviation: 'Role of Cooperation in Increasing Efficiency of Civil Aviation'

Text The Comprehensive Program adopted at the 25th Conference of the Council Session and the DTsPS Long-Term Target Program for Cooperation in the Development of Transport Communications, including the subprogram on air transportation, are the basis of close cooperation of CEMA member-countries in the field of civil aviation.

The measures specified by them are interrelated and cover all aspects of civil aviation activity. They are being realized on the basis of general agreements and agreements between CEMA member-countries and are directed toward expansion of the network of international airlines; meeting the needs of countries for aviation and ground equipment; comprehensive development of international airports; joint training of personnel; specialization in aviation equipment repair; increase of flight safety; development and introduction of air traffic control systems; and development of close cooperation in the utilization of aviation in the national economy.

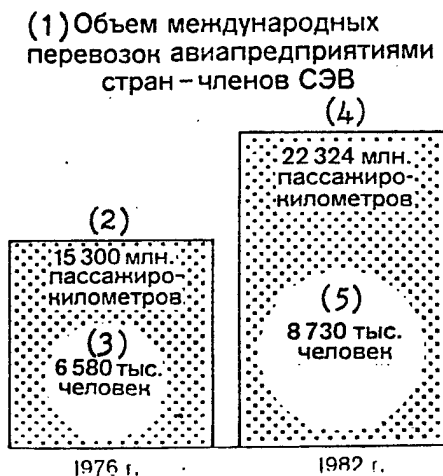
Important Integral Part of the Transportation System

The total length of the airlines of CEMA member-countries is around 1.5 million kilometers at the present time. Their aircraft make regular trips to 100 countries on over 350 international air routes. The high-speed, comfortable Il-62, Tu-154 and Tu-134 aircraft work on the main airlines and the wide-fuselage Il-86 airplane has begun route operations.

Much has been done also for the construction of modern air terminals, their equipping with the latest highly productive equipment, and also for the instruction and training of flight, technical, and dispatcher cadres.

The deepening of cooperation of fraternal countries and development of socialist economic integration are facilitating the entry into operations of new airplanes and helicopters, work efficiency of aviation enterprises, improvement of air traffic control, and enhancement of the safety and regularity of flights.

The first agreement among CEMA member-countries in the field of civil aviation was signed in Berlin in 1965 and stipulated reciprocity in operational, commercial and financial activity. This agreement promoted the growth of air transport operations, an increase in their profitability, and the safety and regularity of flights. Volumes of the international conveyance of passengers and passenger traffic of aviation enterprises of CEMA member-countries are shown in the figure below.



Key:

1. Volume of international transport operations of aviation enterprises of CEMA member-countries
- 2,4. million passenger-kilometers
- 3,5. thousand persons

The general agreement on cooperation in the development of international airports has played an important role in improving air transport operations. It has facilitated the mechanization and automation of production processes at "airports" and has provided the capability to increase passenger traffic and freight flow and to reduce the time required for preparation of aircraft for flight. At the present time CEMA member-countries are considering proposals on multilateral specialization and cooperation in the production of equipment and technical facilities of airports.

There is successful realization also of another general agreement on the creation and introduction into operation of a complex of automated systems for reservation of seats and sale of tickets on international airlines, permitting a rise in the level

of passenger services, which envisions the use of the "Aurora" system of Aeroflot by CEMA member-countries. The GDR "Interflug" Aviation Enterprise was linked into this system in 1981 and the addition also of aviation enterprises of the Republic of Cuba and USSR is planned.

The efficiency of this system is emphasized by the fact that in 1982 "Interflug" reserved tickets for 2.2 million passengers through Aeroflot.

In 1979 another general agreement on joint operation of different international airlines was concluded, in accordance with which nine new airlines have now been opened. As a result of this agreement Berlin, Prague and Budapest are now connected with Sochi and Simferopol', Bratislava with Sochi, Varna with Tbilisi, and Sofia with Tyumen'. Indices of the activity of aviation enterprises of socialist countries on the new routes confirm the fruitfulness of this form of cooperation.

The creation of the International Scientific and Experimental Air Traffic Control Center (MNETs UVD) is another joint measure which is also highly effective and enables member-countries to determine the structure and methods of controlling air traffic with the aid of automation. The creation of a traffic-flow organizational center in the unified air traffic control system is yet another agreement directed toward improvement of the planning of flights. Measures based on these agreements are being fulfilled successfully.

The necessity for an increase in the skills of flight, technical, and dispatcher personnel has arisen in connection with the receipt of new, increasingly complex equipment by aviation enterprises of fraternal countries. For solution of this problem a joint training center was created and is functioning successfully in the city of Ul'yanovsk (USSR) in accordance with the general agreement. In the past year alone 190 aviation specialists were trained here.

An important sphere of cooperation lies in aviation equipment repair and, within the framework of a corresponding multilateral agreement, countries are specializing in the repair of certain types of aircraft and aircraft engines and units. For example, An-2 airplanes are the "sphere" of the "Balkan" Aviation Enterprise (People's Republic of Bulgaria) and Ka-26 helicopters and their replacement parts, the "sphere" of "Aircraft Service" (Hungarian People's Republic). The aviation industry of the Polish People's Republic is rendering assistance in organization of the repair of light-engine aircraft and Mi-2 helicopters and their engines. USSR enterprises are fulfilling a considerable volume of work.

Utilization in the National Economy

The utilization of aviation in the national economy also is being expanded with each passing year. Cooperation of CEMA member-countries in utilization of aviation in the national economy is realized on the basis of an agreement on these tasks. Aviation is playing a special role in agriculture, forestry, construction, the fish industry, petroleum and gas industry, aerial photographic surveys, and in other branches.

Helicopters, for example, are being used on oil and gas pipeline construction rights-of-way. The installation of supports for electric power transmission and communications lines, erection of drill rigs, and transporting of goods urgently needed by the national economy are being carried out with their assistance.

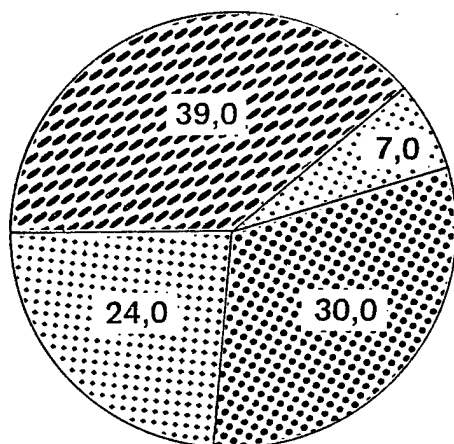
Ever-increasing numbers of airplanes and helicopters are participating in agricultural work with each year that passes. The USSR, as is known, has long been the world leader in this respect. Aviation-chemical treatment of fields covering an area in excess of 100 million hectares is performed annually in our country.

The enormous size of our country and the harsh climatic conditions in regions of the Far North, Siberia and the Far East have stipulated the use of aviation in the development of these regions. The volumes of aviation work in different regions of the country are shown in the figure below.

Airplanes and helicopters are used widely for the application of mineral fertilizers and in pest and weed control also in other CEMA member-countries.

The structure of aviation-chemical work in the USSR is shown in the figure.

(1) Структура авиационно-химических работ в сельском хозяйстве СССР (%)

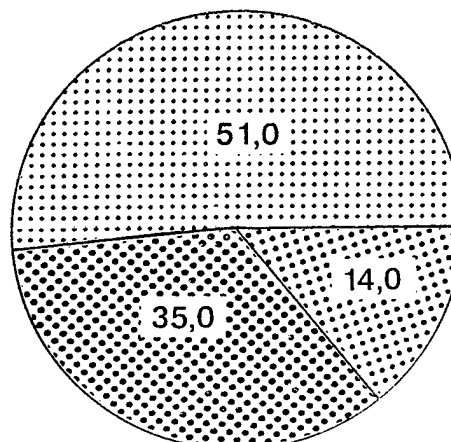


- (2) внесение минеральных удобрений
- (3) борьба с сорняками
- (4) борьба с вредителями растений
- (5) дефолиация, десикация

Key:

1. Structure of aviation-chemical work in USSR agriculture (%)
2. Mineral fertilizer application
3. Weed control; 4. Pest control
5. Defoliation, desiccation

(1) Структура авиационных работ на территории СССР (%)

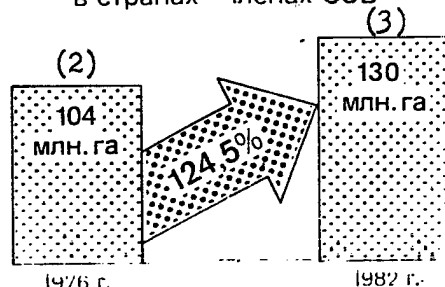


- (2) Сибирь и Дальний Восток
- (3) Северо-Запад и Центр
- (4) Кавказ и Средняя Азия

Key:

1. Structure of aviation work on USSR territory
2. Siberia and Far East
3. Northwest and Center
4. Caucasus and Central Asia

(1) Объемы
авиационно-химических работ
в странах - членах СЭВ



Key:

1. Volumes of aviation-chemical work in CEMA member-countries
- 2,3. million hectares

Long-term programs for all-round mechanization and chemicalization are now being implemented systematically in agriculture of the USSR and other CEMA member-countries. Industrial technologies are being introduced for the treatment of crops and this is promoting rapid development of agricultural aviation. Volumes of work performed by agricultural aviation are shown in the table.

Growth of these operations is facilitating an increase in productivity of fields, meadows and pastures, orchards and vineyards. Aviators are contributing increasingly to realization of the food program and provision of the people with food products and industry with raw materials.

(2) Страна	(1) Обработанная площадь (млн. га)		
	1976 г.	1982 г.	(3) 1982 г. в % к 1976 г.
(4) НРБ	5,1	5,3	103,9
(5) ВНР	2,9	5,1	175,9
(6) ГДР	3,3	3,8	115,1
(7) Республика Куба	3,2	2,6	81,2
(8) ПНР	2,15	4,2	195,3
(9) СССР	85,0	103,0	121,2
(10) ЧССР	2,3	5,5	239,1
	103,35	129,5	124,5

Key:

1. Treated area (millions of hectares); 2. Country; 3. 1982 in % to 1976;
4. People's Republic of Bulgaria; 5. Hungarian People's Republic; 6. GDR;
7. Republic of Cuba; 8. Polish People's Republic; 9. USSR; 10. CSSR

In accordance with an agreement the USSR is assisting other CEMA member-countries in the performance of aviation-chemical work in agriculture. Soviet airplanes and helicopters are servicing fields of the People's Republic of Bulgaria, Hungarian People's Republic, GDR, Mongolian People's Republic, and the CSSR.

In 1982 alone Ukrainian aviators treated 650,000 hectares of arable land in the GDR and received high praise for the quality and time taken to perform the work. Socialist competition evolved between the Soviet crews and workers of agrochemical centers of the GDR.

Soviet fliers have destroyed pasture pests and conducted weed control work on hundreds of thousands of hectares in the Mongolian People's Republic and treated orchards and vineyards in the People's Republic of Bulgaria and Hungarian People's Republic and grain crops sown in the CSSR.

The All-Union Scientific Research Institute for Use of Aviation in the National Economy is rendering considerable assistance to our friends. The technologies and methodological recommendations developed by them are used widely by aviation enterprises of other CEMA member-countries for expansion of aviation work.

Utilization of aviation in the national economy has its own specificities and a number of problems, including elaboration of technical and economic requirements on new technology, economics of activity of aviation enterprises and service branches of the national economy, and other problems. They have been reflected in the Comprehensive Plan of Measures for Development of Cooperation of CEMA Member-Countries in the Use of Aviation in the National Economy.

Problems of increasing flight safety deserve special attention. For their solution effective measures have been worked out for improvement of labor protection of service personnel from the harmful effect of pesticides in aviation-chemical work, an increase in the technical level of aircraft and agricultural equipment, and also the instruction of flight personnel.

One of the key problems lies in the unification of units and sets of agricultural equipment for airplanes and helicopters and the creation of systems and equipment for the performance of aviation work without signal personnel.

The countries will have to do a great deal also for more efficient use of aircraft and an increase of their productivity. With this goal in mind recommendations have been prepared for an assessment of the effectiveness of aviation-chemical operations. There must be further improvement of economic-planning activity of aviation enterprises, organization and control of the production process, wages, and psychological and financial incentives.

Within the Framework of the Commission and Its Organs

The basic directions of reciprocity in the development of air transport are determined at sessions of the CEMA Standing Commission on Cooperation in Civil Aviation.

After considering the results of the Fourth Scientific-Technical Conference of CEMA Member-Countries on Problems of the Use of Aviation in the National Economy in 1982, the commission noted the important work conducted by aviation enterprises in recent years and outlined a combination of measures for further development of production and scientific-technical ties.

At the conference note was made of ways of increasing the quality and technical level of special equipment for aircraft and prospects of the use of pesticides in agriculture and of medical services and labor protection of workers engaged in aviation-chemical work. The participants were familiarized with the modern planes and helicopters used in the national economy. The Soviet Ka-32 helicopter and airplanes of other countries evoked special interest. In the USSR work is in progress on the creation of a new agricultural airplane and a new multipurpose helicopter.

Current problems of the development of civil aviation are at the center of attention of appropriate scientific-technical councils and working groups, which function under leadership of the commission.

Three of these councils (on prospects of aircraft, automated air traffic control systems, and all-round development of airports of CEMA member-countries) and two working groups (on flight safety and economic problems) are functioning at the present time.

The coordination of national economic plans for the years 1986-1990 occupies an important place in the work of the commission. Special attention is being devoted to the development of scientific-technical cooperation on a contractual basis.

While speaking at the November (1982) Plenum of the CPSU Central Committee, Comrade Yu. V. Andropov, general secretary of the CPSU Central Committee, explained: "All plans for cooperation of socialist states are plans of peace and creative work. We are striving to ensure that comradely cooperation and socialist mutual assistance of fraternal countries may become deeper and more effective, including also in the joint solution of scientific-technical, production, transportation, energy, and other problems."

Soviet aviators will work to ensure that the line of our party will be carried out for further strengthening of the fraternal cooperation of socialist states.

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CIVIL AVIATION

AVIATION REPAIR PLANTS INVESTIGATED; DIRECTOR SACKED

Moscow VOZDUSHNYY TRANSPORT in Russian 22 Oct 83 p 2

[Article, under the rubric "Discipline: Economics and Ethics," by V. Solov'yev, VOZDUSHNYY TRANSPORT special correspondent: "The Anatomy of a Postscript"]

[Text] This is a very bad affair. The director of a major enterprise, a communist, was found guilty of making additions to records. In one day he was deprived of everything--duties, authority, the usual cares and worries. Such an event for S. Krechet, the former director of Plant No. 31, couldn't even happen in a bad dream.

And at first everything was so simple and normal: by May the plant hadn't yet finished the VPRTs-RL radio instrument. Nothing to get excited about, put down in the plan that it met technical requirements and was sent to the purchaser.

That's what they did, and there's the problem. They didn't notice, but the month of June had passed. Again they had to send the assembly far away in the north somewhere. And there, if you believe as you should, the navigational season hadn't begun, and if it had, then such an instrument still would not be needed right away. Let's finish these stupid metal boxes, stuff them with integrated circuitry, calibrate them, and see how happy they'll be in the faraway taiga with this latest wonder of scientific-technical progress. We do the fine work and the engineering-technical company [ITR] gets the prize.

If the author is ironic in this story, then his irony is only too gentle. Everything else--the reasoning, the illogical train of thought, the "state" point of view--was gleaned at Aviation Repair Plant No. 31 of the Ministry of Aviation [MGA].

One important detail. The events described above happened in June and July of this year; that is, the second adjustment or postscript was completed after the June 1983 Plenum of the CPSU Central Committee. At the very time when throughout the entire country issues of ideology, attitude and morality were being raised to a higher level, the directors of civil aviation's Plant No. 31 were, to put it mildly, busy with a distortion of state responsibility. Or, to put it more simply, with gross fraud and a campaign of deception.

"Rule out your own benefit right away--well not in this case. Krechet is a well-trained engineer"--in these or in similar words those who knew Stanislav Aleksandrovich described him.

It seems that we must discount selfish and base motives. Just what made a respectable man, or so we're told, undertake such an improbable deceit?

The success of the aviation repair industry, and in particular of Plant No. 31, is threefold: supply, planning and organization of production. Let's examine each of the three categories as they relate to the VPRTs-RL radio instrument, about which the postscripts were written.

/Supply/ This is the very first thing that gives an enterprise director a headache. Civil aviation's Plant No. 31 has more than 400 suppliers, some 10,000 separate materials and pieces of equipment. Just imagine what is needed to make sure that each work place on every shift has that which is necessary, from a piece of tin to the most complex electronic instrument. We won't go into the details of this aggravating problem, but will point to the following: the supply plans for the item that concerns us were fulfilled in 1983. This is confirmed by documents from a meeting on January 7, 1983 of GUZSANT [Main Administration of Orders for Series Aviation and Ground Equipment] on the material and technical supply for production.

/Planning/ With all the careful work on the VPRTs-RL instrument, inasmuch as its production is new and not yet perfected, the planners were a bit more than indulgent in their attitude. Again let's look at the facts. Production was set in 1982 for the main component; the "Aviyaremont" association, foreseeing difficulties, met with the plant's collective and readjusted the plan, leaving just one instrument to be produced. At the request of the plant's directors, one-third of the 1983 plan was changed for the new instrument.

Let's now look at production organization for the new design.

/Production Organization/ It happened that the new director received his appointment soon after the final acceptance tests were performed on the new instrument. As a former engineer he realized that the new assembly would demand a qualitatively different level of organization in all spheres of production: assembly, technological and organizational. A different atmosphere--new ideas and decisions--was called for.

And that's just about what did happen. Taking account of the nature of production and the requirements of a scientific-technical revolution which were keenly felt at other such factories, S. Krechet pinned his hopes on younger workers. In a short time new faces appeared in many critical positions of responsibility; a feeling of change pervaded the plant.

We can't say that promising beginnings meet with all-around support. It is only in bad movies that those with new ideas triumph in a single sweep. In real life, any reform must pass through the interests of many people, interests which are at times far removed from the interests of production. It's necessary to motivate the collective, to bring it over to one's own position.

Not everyone backed up Krechet. A palpable resistance was there behind the silence. And in addition, workers who had started on the design of the VPRTs-RL left the plant. Work on the experimental model slowed down; even though some talented designers worked on it, time passed by. The plant couldn't finish the main component of the instrument in 1982 and was not ready for production by 1983.

Then came the final act. In the second half of the present year three instruments had to be produced. And even though this was an adjusted plan, scaled down, still the required production rate couldn't be reached.

Now the director faced the problem: what to do? To be honest and directly blame the collective for the failure, mobilize everyone to solve the problem, or put on a brave face in this whole lousy business? Perhaps there was a way out.

The day and hour of such a choice every director may have to face in his life. Such a decision reveals what a person is made of, the true nature of his moral convictions.

"Upon the orders of the plant's director, S. Krechet, the incomplete instrument no. 4 was, by an adjustment, included as part of the plan fulfillment for May, and at the suggestion of the plant's chief engineer, I. Strigun, the June plan registered the partially inspected no. 5 instrument, which the Main Transport Commission did not pass. In both instances falsified shipping invoices alleged that 'complete' units were sent to the customer. In fact most of these instruments were being finished at the plant."

"We were let down by a false sense of responsibility to the collective," bemoans I. Strigun. "We were worried that if we didn't fulfill the plan, the ITR wouldn't get the prize. Our better, more talented engineers could leave the plant."

Such is the reasoning, such is, if you'll allow me to say, "the way things were done" when the ultimate goal is to be attained at any price. We can suppose that Krechet and Strigun, both communists, had many other concerns and weren't fully cognizant of the spirit of decisions taken at the November 1982 and June 1983 Plenums of the CPSU Central Committee. In all probability the order, discipline and high degree of organization that these two managers demanded of their subordinates failed to touch their own persons.

In the words of Yu.V. Andropov at the June Plenum, "It is extremely important to add that words be backed up by action, that the essence of the matter not be replaced by its form." The director could have very simply given the order establishing a position on stock-taking and control, and on the following day proclaim, "What do I care about these clerical matters, I've more important things?" But as a check by the audit control department of the MGA showed, the clerical records at Plant No. 31 were confusing and unclear, conditions just right for adjustments and misappropriations.

And one other thing. While demanding rigid production discipline from everyone, the director then went ahead and failed to fulfill the orders given by

the MGA's meteorological department, which forbid the supply of uncertified ATT-2 carriages to aviation enterprises. This is a violation of state standards and of the ministry's operational procedures.

Once again we see that words and actions are two different things for director S. Krechet, and again on matters of principle.

Inconsistency and violations of both party and social norms on the part of the director, the head and most responsible person in the collective, immediately lead us to the seamy activities of a whole group of mid-level workers. The collective goal was replaced by the egoistic interests of several persons. And for these persons that which is not right became correct, that which is forbidden was allowed. There was now a distorted group morale, warping the established order for the sake of particular interests. Let's say it, a devious affair which, fortunately, was nipped at the start.

And the reader can't help from asking: "Just where was the factory's party committee? What was it looking at, for it has the authority over the administration's activities?"

The former secretary of the party committee, V. Zhuravlev, actually supported the new director, although perhaps not enthusiastically enough. But early in May he retired, and a new secretary wasn't chosen right away. At a critical moment the administration had practically no support of the party organization.

The administration of the "Aviyaremont" association wasn't on top of matters either. Early in March VOZDUSHNYY TRANSPORT published a critical article on adjustments made at civil aviation Plant No. 403, but out of that sorry experience the obvious conclusions were apparently not drawn. Clerical accounting is still in disarray at many plants.

After a year the association's audit control department still isn't fully staffed, inspite of an order.

These hidden deficiencies testify to the fact that certain directors of associations and aviation repair plants understand very poorly the party's demands under current conditions. Work is carried on in the old way, and useless procedures are employed. It is in this inability or unwillingness to change that we should look for the real cause for all these troubles, not in the planning and supply stages.

Someone is sure to say: "Crime has been punished, justice triumphs. Why get so excited?" And in fact S. Krechet, the director of civil aviation's Plant No. 31, has been relieved of his duties and I. Strigun, chief engineer, has been given a severe reprimand; as payment for material damages they will forfeit a month's wages. But how to undo the moral damage which they caused by their actions? It is still too early to put an end to this affair. The incidents at Plant No. 31 and at several others of "Aviyaremont" mean that the collectives have been shocked out of their normal routine. The association must take positive steps to overcome this disequilibrium, to force violators to act correctly.

CIVIL AVIATION

COLLEGIUM NOTES PROBLEMS IN FAR NORTH, CRITICIZES PRESS COVERAGE

Moscow VOZDUSHNYY TRANSPORT in Russian 29 Oct 83 p 2

[Article entitled "A Collegium of the Ministry of Civil Aviation" [MGA]]

[Text] A collegium from the MGA examined the decree "Steps For the Development of Civil Aviation in Regions of the Far North on Territory of the Yakutsk ASSR and Krasnoyarsk Kray."

The decree noted that specific efforts are being made in these regions of our country by the aviation sector to improve service for passengers and to satisfy the economic demands in the North more fully. In 1982 aviation enterprises under the Krasnoyarsk, Yakutsk, Tyumen and Magadan divisions carried 2,683,000 passengers and 153,600 tons of express cargo and mail. Here each citizen makes an average of 1.6 flights per year.

Services rendered by the aviation sector for the economy of the North are constantly increasing; they are now 13.5 percent of the sector's operations. The material and technical base of aviation enterprises located in the North is being strengthened; these enterprises are the first to receive new aviation equipment (the IL-76, TU-154 and AN-26 airplanes, the MI-8 helicopter). The network of local routes is also being expanded so as to bring cargo to distant, isolated settlements.

During the 10th and in the first two and one-half years of the 11th Five-Year Plan several million rubles from combined resources have been spent on construction and rebuilding of northern airports in the Krasnoyarsk and Yakutsk divisions. Twenty landing strips with paved surfaces for planes with gas turbine engines have been put into use. Some 4,643 meters² of living space in homes and dormitories has been created in 1982 at aviation enterprises in the Far North.

However, the demands placed on air services by the economy of the Far North are not completely satisfied, especially by the lighter helicopters and the pontoon version of the AN-2.

The handling capacity at several airport complexes (Khatanga, Igarka, Ust-Nera, Deputatskiy and others) cannot ensure the required services for passengers, and this brings forth justifiable reactions and complaints.

Directors of many enterprises poorly monitor the work of crews at operational points, fail to demand of subcontractors the necessary care in construction and in proper maintenance of helicopter pads and temporary airports, and don't give adequate attention to the production base. Crews often do not have the proper conditions for work and rest.

The MGA collegium demands that heads of administrations and chiefs of enterprises and organizations in civil aviation take the necessary steps for complete satisfaction of the demands by the public and by sectors of the economy in the Far North, to carry passengers and cargo, to provide aviation services.

In coordination with party and soviet organs specific steps must be taken in 1984-85 and during the 12th Five-Year Plan to: increase efficiency in the use of planes and helicopters, ensure the material and technical base for aviation enterprises, determine a priority for construction projects, offering resources to those enterprises in the Far North interested in the services of aviation.

The MGA collegium requires that civil aviation directors in the Krasnoyarsk and Yakutsk divisions take steps to ensure the unconditional use of capital funds allocated to airport development in the North and to an improved production base for aviation-technical bases during 1983 and during the 11th Five-Year Plan, especially of the airports at Igarka, Khatanga, Ust-Nera, Magan, Krasnoyarsk-2 and Tiksi.

A whole series of other organizational and technical programs are to be undertaken. The MGA collegium has requested that the RSFSR Ministry of Agriculture and Ministry of the Fishing Industry immediately begin the construction of an adequate number of helicopter pads at shipping points for fuel and lubricating materials.

The MGA collegium and the central committee of the presidium of the aviation workers' union considered the decree "Means of Improving the Ties Between Editorial Boards of the Newspaper VOZDUSHNYY TRANSPORT and the Magazine GRAZHDANSKAYA AVIYATSIYA With Aviation Enterprises and of Improving the Effectiveness of the Publications."

As is indicated in the decree, local editorial boards, "round table" discussions in the principal regions of the country served by air--Siberia, the Far East, the North, Central Asia--and "scoops" prepared jointly by journalists and representatives of public control serve as the most popular form of public service of the newspaper and journal; here the real problems of the sector's social and economic development are discussed.

In recent times both the newspaper and magazine have seen increased involvement by writers, the growth of the network of their own unofficial correspondents, and an increase in the number of letters to the editor.

Specific measures have been taken in response to most of the critical letters of readers.

However, the work of editorial boards has displayed significant weaknesses. In the pages of these publications a treatment in depth is not always afforded to such important problems of civil aviation activity as: instilling a communist attitude towards labor in aviation workers, conscientious discipline, organization of socialist competition, the introduction of good work practices, capital construction, improvement of the work place and social life of aviation workers. At times certain sentences mouth empty phrases, lacking journalistic fire. All too seldom do we find articles on morals and principles. Editorial boards still haven't developed close ties with collectives at a number of aviation repair plants, construction-assembly administrations, and the sector's educational institutions.

Certain publications just aren't effective. There are occasions when directors of certain administrations, enterprises, party and labor organizations in civil aviation fail to respond in time to critical articles in the sector's press. Editorial boards are neither principled nor persistent enough to see that problems mentioned in their publications are actually corrected.

In order to promote the role of the sector's press in efforts to affect the decisions reached at the 23rd CPSU Congress and at the November 1982 and June 1983 Plenums of the CPSU Central Committee, the collegium of the MGA and of the central committee of the aviation workers' union instructed the editors in chief of VOZDUSHNYY TRANSPORT and GRAZHDANSKAYA AVIYATSIYA to eliminate the errors referred to, to take additional steps to strengthen the ties between the publications and work collectives in civil aviation, and to increase the reliability of the publications.

The following have been urged to aid the editors of the newspaper and magazine in developing and expanding the organizational, ideological and mass political work with activists in journalism and work correspondents: chiefs of administrations and independent departments of the MGA, chief administrators, heads of enterprises, educational institutions, directors of factories in civil aviation, and representatives of geographical, consolidated, factory and local committees of labor unions. They are also urged to hold joint meetings to share the expertise, to clarify those tasks that face Soviet press, civil aviation and work collectives, to react in a principled and business-like manner to criticism, and to take positive steps for the elimination of shortcomings mentioned in the press.

9964

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MOTOR VEHICLES AND HIGHWAYS

SOVIETS, HUNGARIANS COPRODUCE 'LVOV'/'IKARUS' BUS TRANSMISSION

Moscow ZA RULEM in Russian No 11, Nov 83 p 9

[Article: "For Soviet And Hungarian Buses"]

[Text] Auto manufacturers in Hungary and the Soviet Union have long cooperated in the production of autobuses. It all began with specialization in the production of components--forward and rear axles, shock absorbers, steering mechanisms, etc. The next step was the mutual development of the three-speed hydromechanical transmission GMP-3-80 for the "Ikarus" and "Lvov" buses.

Testing was completed in Budapest by the end of 1980. In accordance with the agreement, the Lvov Auto Plant is producing a new transmission, and the Budapest plant "Avtochepel'" is to supply 25 component items.

In 1981, the Lvov Auto Plant [LAZ] delivered more than 500 GMP-3-80 transmissions to Hungary, and by 1985, the volume delivered from the USSR will reach 1,700.

In its fundamental layout, the new transmission preserved continuity with the two-speed hydromechanical LAZ-NAMI, which was mass produced beginning in 1963 and used initially in the LAZ-695Zh, and later in the LiAZ-677. All told, these transmissions can be found in almost 100,000 buses operated in our country.

The GMP-3-80 consists of a torque converter having a maximum coefficient of conversion (degree of increase in torque transmitted) from 2.6 to 3.2 and a 3-speed gearbox having fixed shafts. The converter with an active diameter of 370 mm for impellers provides 0.87 efficiency.

The gears (2.43; 1.44; 0.48; reverse--1.97) are engaged automatically. The GMP-3-80 is designed for torque of 65 or 90 kilograms per meter/637 or 883 N (newtons) per meter (depending upon the transmission modification) at 2200-2600 rpm. The transmission weighs 320 kg.

The GMP-3-80 transmission is designed for the 200 series of the "Ikarus" bus and also the LAZ-4202 and the diesel version, the LAZ-677D.

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8851

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MOTOR VEHICLES AND HIGHWAYS

SECOND TRAINING CENTER FOR DRIVERS, REPAIRMEN OF REFRIGERATOR TRUCKS

Tashkent. PRAVDA VOSTOK in Russian 24 Nov 83 p 2

[Article by the Uzbek Telegraph Agency: "With The Assistance of Specialists From Czechoslovakia"]

[Text] The technical-training center which opened near Tashkent on November 22 [1982] will help to improve the quality of operations and technical service for Czechoslovakia produced refrigerator trucks. Drivers and repair personnel from the republics of Central Asia, Kazakhstan, Ural and Western Siberia will be trained here.

Establishment of the center to train qualified specialists is related to the increased number of vehicles designated for shipment of fruits, vegetables and other perishable produce. Within the system of the Uzbek SSR Fruit and Vegetable Industry itself, there are approximately 300 large payload refrigerator trucks built in Czechoslovakia. What is more, specialized auto enterprises in the ministry recently received 70 low-payload vehicles from Czechoslovakia for the delivery of vitamin products within cities. Such vehicles equipped with diesel engines require less fuel.

Previously, specialists in the operation of refrigerator trucks were trained only at the Kiev Technical Center, which could not train personnel for all the republics in the country. This problem has been resolved now. The training complex of the new center offers everything to successfully train drivers, and repair personnel as well. Czechoslovak specialists have begun the first lectures.

Participating in the festive opening of the technical-training center were the first deputy minister of machine building of the CSSR, F. Travnicek, USSR deputy minister of the Fruit and Vegetable Industry, P.P. Volkov, and the deputy general director of the all-union association, "Avtoeksport", E.B. Lopatko.

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MOTOR VEHICLES AND HIGHWAYS

NEW FACILITIES PLANNED FOR ZIL MOTOR VEHICLE WORKS

Moscow VECHERNYAYA MOSKVA in Russian 14 Nov 83 p 2

[Article by A. Shugaykina: "Shops Move Upward"]

[Text] The Plant imeni I.A. Likhachev is, in essence, a complete city, and not a small one: before shift change, tens of thousands of Moscow workers pour through its gate houses.

Very close to the central gate house, on the Avtozavodskaya Street side, a new body production building is going up. Even for such a major enterprise, this is a large new construction project.

It will become one of the sections producing new truck models equipped with diesel engines. Their production is slated to expand here in the 1984-1988 time period based upon the introduction of modern technological and engineering equipment.

Planning was assigned to the initiating collective of the USSR Gosstroy "Promstroyproyekt" Institute (Chief Project Architect--L. Napol'nova; architects--S. Yakovlev, A. Nozdrin, and V. Ovchinnikov).

"It was decided that the building would be constructed along the main plant thoroughfare," relates A. Napol'nova. "The contours of its single story addition must follow the curvature of this street."

The architects faced an interesting task: buildings within the plant area are situated close to one another. Under conditions such as these, it is not a simple matter to insert a new building in the development. Moreover, the ZIL "city" is not high-rise; its structures do not exceed 15 meters.

A comparatively small area had been allocated for a new building which will become a major modern production facility; this dictated that the building must develop vertically, taking care that a multi-story did not "oppress" the lower surrounding structures.

To visually minimize the scale, parts of the building were situated in steps.

A green terrace was preserved along the main street by the design. This appears as a first "step" or "stage" to the shop. It will follow quite exactly the

curve of the main plant thoroughfare. Rising above it will be the main production floors, followed by a completely glassed floor for painting sections. The roof is formed in two levels, and is occupied in part by an overhang which houses ventilation chambers.

A sector of 28,000 square meters had been allocated for the body production facility. By positioning the shops vertically--incidentally, such an approach to organizing the production process is first to be employed at ZIL--will provide the capability to build a 120,000 square meter production area in a relatively small area.

- Plans here call for primary assembly and painting shops along with warehousing areas. The sections are scheduled to be equipped with the latest word in science and technology with widespread use of automation and robotics.

The administration-general services unit features areas for laboratories, service facilities with showers and rest areas, conference hall and a dining facility with 320 seat capacity. An area has also been allocated for an internal courtyard with a fountain and greenery.

The new ZIL building will also become a part of the Avtozavodskaya Street Ensemble: its 60 meter lateral facade rises 40 plus meters over the buildings next to the central gate facility which were constructed in the Thirties from the design of the famous Soviet architects, the Vesnin brothers.

As a result, how the building will appear from the street takes on no little significance. The architects' proposals call for the use of claydite-concrete panels with imbedded marble chips in the construction, and to use several colors in finishing. The sky will be reflected in the expansive windows of the upper story.

8851

CSO: 1829/123

RAIL SYSTEMS

RAILWAYS MINISTER KONAREV SETS MINISTRY GOALS FOR 1984

Moscow EKONOMICHESKAYA GAZETA in Russian No 4, Jan 84 p 2

[Article by N. S. Konarev, USSR minister of railways: "Development of Railway Transport"]

[Text] Railway workers, just as all the Soviet people, have taken to heart and welcomed with great enthusiasm the decisions of the December 1983 CPSU Central Committee Plenum and the materials of the ninth session of the USSR Supreme Soviet. These very important party and state documents have become a militant program of action. During the fourth year of the five-year plan, the branch has begun, as is said, to be on the rise. The positive trends in transportation work were pointed out in Comrade Yu. V. Andropov's speech. At the same time, attention was also directed toward significant unused reserves which could be put into operation in a short period.

In order to imagine more fully the essence of the work improvement process of all services and management links that is occurring in railway transport, it is necessary to recall the materials of the November 1982 CPSU Central Committee plenum. At the time, railway transport work was subjected to sharp criticism in a speech by Comrade Yu. V. Andropov. The party assigned the task of taking energetic steps to correct the situation and to improve transport support of the national economy.

The collegium of the Ministry of Railways drew very serious conclusion from this. Special attention was paid to radically bettering the work style and methods, improving organization and reorienting personnel psychologically.

Responsibility at All Links

Primarily, the exactingness on commanders, specialists and all railroad workers for the fulfillment of the transportation plan for all types of goods was increased. Decisive measures to strengthen planning, technological and labor discipline were adopted.

A great deal has been done to observe party principles in selecting, indoctrinating and assigning personnel both in the central staff and on the railroads. The practice of some directors spending a considerable part of their time on speechifying and justifying failures and miscalculations in work has been absolutely ended.

Today, when a little more than a year has passed since the November 1982 CPSU Central Committee Plenum, it is possible to say that the work, which has been done, has provided good results. The annual plan for dispatching goods has been fulfilled ahead of time. In comparison to 1982, the transportation of national economic products has grown by 125 million tons. This has permitted the lag, which occurred during the first two years of the five-year plan, to be fully compensated for. Freight turnover increased by 3.9 percent and passenger turnover by 1.5 percent.

The workers on the railroad lines also coped with the qualitative indicators. Labor productivity grew by 3.9 percent. The entire growth in transportation was obtained because of this factor. Transportation costs decreased by 1.5 percent in addition to the quota. More than 440 million rubles of profits above the plan were received.

The organization of passenger transportation is being improved. Unfortunately, serious improvements in this task have not managed to be achieved as yet.

There were many reserves in using the carrying capacity of freight cars. The increase in their static load permitted 8.5 million tons of national economic products to be transported without involving an additional fleet of rolling stock.

That, which was achieved, became possible as a result of the selfless and inspired work of thousands of railroad workers, especially that of the progressive collectives, right-flank people in socialist competition, and production innovators.

Strengthen and Augment What Has Been Achieved

The December plenum of the CPSU Central Committee assigned new and more responsible tasks to railroad transport. They have found their concrete embodiment in the plan for 1984.

Freight turnover is defined in the amount of 3,650,000,000 tariff ton-kilometers. The increase should reach 50 billion ton-kilometers by 1983. The dispatching of goods has been adopted in an amount of 3,885,000 tons. This is 51.4 million tons higher than the level achieved in 1983. Passenger turnover must reach 366 billion passenger-kilometers. The quota for profits has been established in the amount of 4.7 billion rubles.

It is planned to raise labor productivity by 1.8 percent in 1984, and another one percent will be insured above the plan. Under present transportation scales, the additional percent of increase in labor productivity will provide the capability of transporting an additional 47 million tons of national economic freight and carrying out an additional 40 billion ton-kilometers of work with the same contingent. This growth in labor productivity will permit operating expenses for wages alone to be decreased by 28 million rubles in 1984.

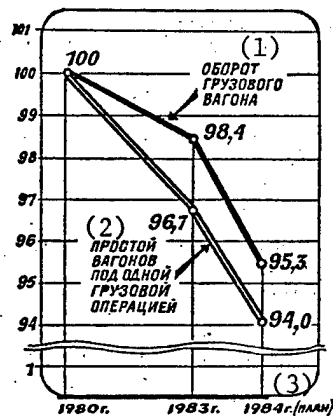


Figure 1. Speeding Up the Turnover and Decreasing the Demurrage of a Freight Car (1980 = 100 percent)

Key:

1. Freightcar turnover
2. Demurrage of freightcars for one cargo operation
3. (Plan)

Railway workers have also adopted increased obligations for such a very important economic indicator as costs. The lowering of costs in 1984 by an additional 0.5 percent will permit expenditures to be decreased by approximately 70 million rubles. Using the saved resources, it is possible to construct 118 kilometers of secondary lines, set up 1,370 kilometers of automatic interlocks, or erect 350,000 square meters of housing or children's preschool institutions with 37,000 places.

It is planned to achieve the frontier of four billion tons in dispatching freight by the end of the present five-year plan. This will permit the requirements of the national economy in transportation to be practically fully satisfied. It is planned to move over the course of the next several years to the most advanced positions in the world in labor productivity.

The tasks are large and complicated, and it is not easy to solve them. We are primarily stressing technical progress, the improvement of management in all links, a further improvement in work style and methods, the strengthening of discipline and responsibility, and the thorough use of reserves. The program of special purpose staged measures, which is being developed, is directed toward mobilizing production reserves and eliminating bottlenecks. In our view, the principle of program-special purpose planning should play an appreciable role in organizing more clear-cut cooperation between our and cooperating ministries.

Based On Advanced Technology

The introduction of a new system for controlling the transport process is being carried out in 1984. The principle of managing according to regions and network routes will occupy the central place. The main purpose of all this work is to bring management bodies closer to the work and to create elbow-room for initiative and creativity.

Here, we are counting on the widespread introduction of computer equipment, combined with economic and mathematical optimum planning and management methods, into the organization of the transportation process. This is already providing positive results.

On the Belorussian Railroad, an automated system embraces all levels for managing the transportation conveyor line. For the first time, the control of train and freight operations is being carried out in an effective way with the help of computers on the entire ground of the railroad. Detailed information on the exact arrival time of freight cars and freight at subordinate enterprises is provided three times a day to the ministries and departments. This contributes to the timely preparation of the loading and unloading areas.

At the present time, 42 automated systems for controlling the critical marshalling yards are operating on the high freight traffic density routes of the network. In 1984, another nine large marshalling yards will be automated with the help of computers. As experience shows, the introduction of automated control systems permits the demurrage of freight cars to be decreased from 0.4 to 1.2 hours.

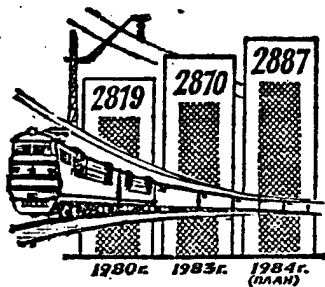


Figure 2. Increasing the Average Weight of a Freight Train
(Tons, Gross)

The development of automated railroad and yard systems is providing an opportunity even in 1984 to begin solving the strategic tasks of controlling the transportation process on the complete grounds of a railroad network -- the optimum distribution of loading assets throughout the country's economic

regions. Primarily, this is the supplying of the coal stripmines and mines in Ekibastuz, the Kuzbass and the Donbass with gondola cars and the regions of the mass loading of liquid cargoes with tank cars and the timely guaranteeing of technological shipments for large consumers of energy and ore raw materials.

A "Green Light" For Heavily Loaded Stock

Moscow's railroad workers have recently made an important contribution in improving technologies. Their initiatives -- the driving of heavily loaded and long freight and passenger trains and the use of the freight owners' production capacities to repair freight cars -- are new technological solutions which have profound scientific sense and great state importance.

The use of extra heavily loaded trains with a weight of 10,000-15,000 tons will become the rule in 1984. High speed and long consist passenger trains will become the practice. The North Caucasus and Tselin Railroads have demonstrated valuable initiative in making up more heavily loaded trains with a weight up to 15,000-18,000 tons. In expanding the making-up of heavier loaded consists, transport workers should at the same time erect a solid barrier against trains which are not fully loaded and which are not completely made up. There are still quite a few of these on our road sections.

It will be necessary in the future to master about 60 percent of the growth in transportation through increasing train weight and 40 percent -- by increasing movement intensity.

In order to improve the technical condition and use of transport assets, the large industrial enterprises of the Moscow center have pledged to perform with their own forces the routine maintenance of car bodies and containers that have been freed after unloading or sent to be loaded. The initiative has been highly rated by the CPSU Central Committee. The widespread introduction of the initiative has permitted expenditures of time and resources on sending defective cars for repairs and back to be decreased and additional loading resources to be obtained. In 1983, more than 720,000 cars and approximately 220,000 containers were returned to operating order in this manner.

The determination of the highest frontiers, which are achievable by each individual enterprise or by an entire railroad branch, will be an important measure. New equipment will be created in order to realize these specific tasks.

Improving Economic Work

As is known, an important economic experiment began in industry in January 1984. It is also planned to conduct experiments in railroad transport. In particular, the use of the collective contract in the shifts of the composite switching crews will be tested at Inskaya Station on the Western Siberian Railroad. The brigade contract unites all station personnel, workers, engineer technical workers and employees. Under it an overall amount of wages for the fulfillment of the prescribed work volume in assigned periods is guaranteed to the collective regardless of the number of personnel.

In order to increase the independence of enterprises and strengthen their responsibility for the results of their economic activity, economic experiments will also be conducted in the Moscow-Marshalling Locomotive depot and on the Kurganskoye branch of the Southern Ural Railroad.

The results of these experimental tests will serve as the basis for preparing appropriate recommendations for all railroad transport. It is necessary to point out that the management level on railroads depends a lot on the cooperating branches. Their elimination of the nonproductive demurrage of cars would permit approximately 80 million tons of additional freight to be shipped.

The widespread dissemination of the experience of Lvov Oblast transport and industrial enterprises in effectively using cars is one of the ways to use these reserves.

Under modern conditions, our most important task is to improve the quality of transportation planning. This problem is closely linked with the improvement of delivery planning and the establishment of direct economic ties.

The volume of inefficient shipping remains very large, and the cause of this abnormal situation -- besides the failure to consider transportation costs and capabilities when coordinating and siting a plant -- is primarily the departmental disconnection in production and the planning of deliveries of lumber goods, reinforced concrete articles, sand, crushed rock, gravel, and brick.

The most intense attention must be devoted to the solution of this problem by the industrial and construction ministries and departments and planning bodies, especially the USSR Gosplan.

The Ministry of Railways is now carrying out large-scale measures to increase material and administrative responsibility for final work results. An entire system of incentives, which are aimed at increasing the weight and speed of trains, the observance of movement schedules, the improvement of repair work quality, and a decrease in empty runs, has been introduced.

The main task of railroad workers is to strengthen and augment the successes that were achieved in 1983 and to insure the unconditional fulfillment of 1984 planning quotas as is required by the decisions of the December CPSU Central Committee Plenum. We see in this not only our state duty but also a patriotic duty to strengthen the country's economic might and defensive capability.

8802

CSO: 1829/130

PORTS AND TRANSSHIPMENT CENTERS

INTERSECTOR WORKER COOPERATION IMPROVES KALININGRAD PORT PERFORMANCE

Moscow MORSKOY FLOT in Russian No 12, Dec 83 pp 16-18

[Article by G. Gol'shteyn: "Developing Cooperation Among Related Enterprises--At Transport Centers"]

[Text] The experience of cooperation among collectives of sailors and railroad, motor vehicle, and river transport workers of the Leningrad Transport Center, approved by the CPSU Central Committee, has been introduced at the Kaliningrad Port. In 1978 a transport center was built there, based on the port. Members, in addition to the port, are the Kaliningrad Marshalling Yard Station, the office of "Soyuzvneshtrans," the Western River Steamship Company, and the oblast administration of motor vehicle transport.

By combining their efforts to achieve a single goal, all the participants in the transport process improved work indicators appreciably. Labor and material resources of related enterprises began to be used more efficiently, costs were reduced, and delivery of freight to consumers was speeded up. The volume of freight-handling at the port increased by 25.7 percent in the past 5 years. Shipment of export-import cargo by the direct method increased from 39 to 43 percent. Processing time of ships was reduced by almost two times. Downtime of railroad cars compared to the norm was reduced by 10 percent. Routing of shipped cargo was expanded. Approximately 100,000 tons of cargo was transferred from railroad to river and motor vehicle transport.

Introduction of the Leningraders' experience is closely coordinated with improving the organization of competition among collectives at center enterprises. Comprehensive socialist competition to increase efficiency of use of transport facilities which is being developed in the 11th Five-Year Plan has made overfulfillment of plan assignments for loading and unloading work possible. So, in 1982 the plan for volume of freight-processing was completed ahead of schedule, 216,000 tons of national economic freight was processed above and beyond the plan, a savings of 20,000 ship-hours was achieved, and by increasing static-loading 1,807 railroad cars were liberated.

Based on results of the All-Union Socialist Competition among Collectives of Transport Center Member Enterprises, the collective of the Kaliningrad Seaport was awarded an AUCCTU diploma and a cash prize in 1982.

In 1983 the Kaliningrad Transport Center has developed with new force socialist competition directed toward insuring precise and coordinated work in all links of the transport process to speed up deliveries of freight and strengthen labor, technological, and performance discipline.

Labor collaboration among related enterprises is having positive results. The port collective fulfilled the six-month plan on 25 June: 90,000 tons of freight was processed above and beyond the plan, and 295,000 rubles worth of above-plan profit was received.

The chairman of the transport center coordinating council, port chief A. Mikhaylov tells:

"The paths of sailors, river transport workers, railroad workers, and truckers converge here, freight traffic moving on the nation's transport arteries is accepted and shipped. We have transport links with ports of 23 countries, and with many Soviet harbors also."

Kaliningrad Port is one of the leading ports in the sector. Its freight turnover is growing and the range of freight is expanding. All this became possible because nowadays the port is a multidimensional highly-mechanized enterprise which has at its disposal qualified personnel and contemporary domestic and foreign-produced equipment to perform loading and unloading work.

The most diverse questions of joint activity are being solved at coordinating council meetings, which take place weekly. But each meeting invariably begins with a report on plan fulfillment during the past week. Causes of failures to fulfill planned work volumes are analyzed and measures to eliminate them are outlined. Representatives of local party organs also take part in the council's work. This helps increase its role in solving problems promptly, improving processing of transport facilities, and accelerating freight movement.

Thus, for example, in order to increase loading of railroad cars with grain and raw sugar, a special commission was set up which worked out a technological system for loading railroad cars for each type of freight, depending on the volumetric weight and cubic capacity of the railroad car. As a result port workers increased the static loading for each car by an average of three tons. In the first six months of 1983 alone this made it possible to liberate 1,036 cars for additional shipping.

On recommendation of the coordinating committee, railroad car repair has been organized by their own personnel. To do this special brigades of repair workers were created. Equipment and materials were allocated.

Transport center work improved significantly after the shift to continuous future planning of ship and railroad car processing. Port workers were the first to put this progressive method of operational management into practice. On the basis of a ship's preliminary data on its approach, the port works out a plan for processing a ship, taking into account the production capacities of the port, human resources, labor intensity of freight being processed, and specialization of the docks. After checking all the variants on a computer,

within 10 days of the arrival of a ship a plan-schedule for its processing is set up. Taking into consideration the operational situation, an NPGRP [continuous plan-schedule of port work] is verified for the next ten days. By introducing the NPGRP ship processing has become smoother and downtime has been reduced. Gross intensity increased by 6.2 percent in the past three years.

The port specialization of docks has been carried out and transshipment complexes for processing grain, raw sugar, and pulp have been built. Since the beginning of the 11th Five-Year Plan, eight new portal cranes have been set up at docks and 55 gas and electric lift trucks and other equipment have been acquired. For processing bulk freight, a consolidated comprehensive cost account brigade [UKB] numbering 120 people has been created. At the second loading region four UKB's have been organized; each performs all loading and unloading work in its shift. The system of labor payment for dock workers by the job is being more widely used.

Raising the level of labor mechanization became an object of special concern to the port workers. The execution of special measures developed for this purpose made it possible to raise the level of comprehensive mechanization to 96 percent.

The incentive system being used at the port helps speed up processing of means of transport. A bonus system was set up for shift engineer-organizers of freight districts for each shift when the norm for railroad car turnover and the daily shift plan were fulfilled. For dock workers an additional bonus system from the material incentive fund was introduced for economizing ships' anchorage time.

Improved organization and labor payment had a positive effect on strengthening discipline and keeping personnel. The number of work absences was reduced by two times and labor turnover by 11 percent.

In 1983 the collectives of the port and the station carried on socialist competition among individual through-traffic dispatcher shifts of port workers and railroad workers for increasing efficiency of utilizing means of transport. Utilization of progressive methods of labor will make it possible to liberate, in addition, at least 1,500 cars; insure growth in shipment of freight by the direct method -- ship to railroad cars -- by five percent as compared to the annual assignment, and economize more than 6,000 ship-hours of anchorage time.

G. Sebov, the chief port economist, in analyzing the progress of competition of related enterprises, notes that in the first six months of 1983 port workers processed 90,000 tons of freight above and beyond the plan. Labor productivity rose by 3.3 percent in comparison to last year, ships' anchorage time was reduced by 10 percent, and the level of routing import freight totalled 63.9 percent while the plan called for 62 percent. Through port workers' efforts 198 railroad cars were overhauled.

V. Fomchenko, deputy chief of the port believes that what the collective has achieved is not the limit; efficiency of utilization of railroad cars and ships can and must be increased. Freight which has been lying at docks and

in warehouses for months should be shipped to construction sites and enterprises quickly. Prompt, reliable, and complete data is needed to eliminate these shortcomings. And this is exactly what is lacking. For example, the fleet gives information to be included in the NPGRP [continuous plan-schedule for transportation center work] for 10-30 days, but only 1-2 days for the railroad. Naturally under such conditions preparing for optimal processing of ships is difficult. Moreover, the information frequently does not mention data on qualitative properties of the freight, which leads to extensive transport downtime. This occurred, for example, with the "Akademic Rykachev" diesel ship which came to the port with iron-ore concentrate. Only after the ship arrived at the port was it discovered that its cargo requires special preparation of railroad cars and stowage machines. And all these discoveries took a substantial amount of time.

In transport center work there are no uniform planning indicators, which sometimes leads to a paradoxical situation: the port and railroad fulfill established plans, while at the same time tens of thousands of tons of cargo remains untransported at the port.

Plans for delivery of cars and hauling freight ratified at the present time do not have the force of law. Underfulfillment of these plans does not entail a change for the worse in material incentive for the collectives of related enterprises. In our opinion responsibility for fulfilling plans for hauling freight should be established on the level of basic work indicators for enterprises.

It is also time to solve the problem of planning of freight shipment by truck and river transport, since this traffic is handled occasionally without a ratified fixed schedule. Its proportion in the port's total freight turnover is insignificant.

Further improvement in transport center's work is being held up by the inequality of development of the port and the railroad station. Capacities of the railroads lag behind the capabilities of the port at the present time.

"The Creation of a transport center in Kaliningrad," port chief A. Mikhaylov said in concluding his speech, "has strengthened our contacts with related organizations. We have begun to plan processing of freight better, and work efficiency of enterprises and organizations has increased. Joint summing up of work results and the performance of combined party-economic activities have created a good basis for the common solution of transport problems and the elimination of interdepartmental disputes."

But by no means can all problems be solved locally. One of these is inadequate delivery of cars to be loaded with pipes, metal, and many other kinds of freight for our nation's start-up projects and construction sites. We may only influence the guilty morally, since the coordinating committee has no right to force them to take material responsibility also.

In order to be able to give material incentive to socialist competition leaders from the personnel of controller shifts and related enterprise collectives, a common cash fund must be created by proportional allocation of each related enterprise.

It seems to us that in the interests of the work the time has come to solve the problem of improving the organizational-legal side of management of the transport center and to determine rights and responsibilities of the parties and the functions of the coordinating committee, and to expand its rights.

Improving work of all links of the shipping conveyor in a number of cases goes far beyond the boundaries of the transport center. Urgent aid from corresponding ministries and central committees of trade unions is needed.

A substantial quantity of import freight, especially in stacks and containers, arrives at the port, but its acceptance and delivery is performed according to obsolete norms from 1958. They should have been revised a long time ago, taking into account contemporary conditions.

Furthermore the time has come to legalize uniform conditions for hauling stacks in water and railroad transport. The possibility must be explored of shipping stacked freight with minor damage since for this reason alone a large proportion of stacks and containers at the port are broken up and freight is shipped in boxcars.

Work practices of Kaliningraders have shown that plans for delivery of freight export in gondola cars, flatcars, and boxcars do not correspond to the volume of hauling of import freight! So every month the port must plan freight for export according to each kind of car taking into account the feasibility of supplying more of these cars for import shipping.

Despite mutually coordinated work of Kaliningrad sailors and railroad workers, they still have discrepancies in organizing the length of work shifts: dockworker and machine operators work eight hours each, while acceptance delivery workers work 12 hours each. An acceptance-delivery worker does not begin loading cars if it will not be completed before the end of his shift. And dockworkers are forced to lose working time waiting for the next shift's acceptance-delivery worker.

The discrepancies in the joint activities of Kaliningrad related enterprises mentioned above are also characteristic of many of the nation's other transport centers. For this very reason, a substantial quantity of "old" freight which is desperately needed at start-up construction sites of the 11th Five-Year Plan, has been accumulated in the region's ports. The appropriate administrations of the ministries of communications and maritime fleet, which are answerable for prompt delivery of freight by assignment, are obligated to eliminate these discrepancies.

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PORTS AND TRANSSHIPMENT CENTERS

WAYS TO IMPROVE PORT SERVICING OF SHIPS

Moscow MORSKOY FLOT in Russian No 11, Nov 83 pp 48-49

[Article by the captain, G. Grin'ko, of the gas turbine ship "Kapitan Smirnov" of the Black Sea Steamship Company: "Shore Servicing of the Fleet".]

[Text] The gas turbine ship "Kapitan Smirnov" is the lead ship of a class of large roll-on/roll-off ships built in the Soviet Union for transporting wheeled equipment and general cargoes in packets, on pallets, or in international standard containers.

In five years of operating the ship the crew has mastered the complex shipboard equipment. Much has been done to improve it and, on the whole, a substantial acceleration of the transportation process has been achieved. From year to year the ship's company fulfills or overfulfills the freight transport plan. Shortcomings in the organization of the shore servicing of the fleet hamper the seamen of "Kapitan Smirnov" (as also those of many other ships). The elimination of the shortcomings frequently does not even require large expenditures.

Captain Grin'ko, in his report, raises several such problems. The editorial staff appeals to seamen and specialists of shore organizations to take part in the discussion of shore servicing of the fleet.

Shore servicing comprises the whole set of measures connected with the lay-over of a ship in port and the preparation of it for departure on the next voyage. In this process, besides the crew of the ship, ports, fleet technical maintenance bases (BTOF), ship repair plants, scores of services, and the subdivisions and departments of the steamship companies all take part. But there is no unity in the activities of the shore organizations in servicing the fleet. I will concentrate on this from the point of view of a captain.

Independent operational group of ships No. 5 of the Black Sea Steamship Company directs the operation of the "Kapitan Smirnov". The group consists of well trained specialists - operating staffs, economists and mariners. Workers of KhEGS [Independent Operational Group of Ships] respond efficiently to all inquiries from a crew and they take timely steps to improve the quality of the work of the ship. But, while in relation to the ship the KhEGS is the manager, in relation to the other services and the departments and subdivisions of the steamship company, it is sometimes a supplicant and in other times, a councilor. The KhEGS has no rights over those organizations and, in solving the problems of providing for a ship, it must act only through the steamship company management. It is clear that this is not efficient.

The KhEGSs have accumulated a rich experience in operations, and their obligations have been clearly defined, but their rights, in my view, are still too few. It is evident that we must think of expanding the powers of the KhEGS more rapidly, and of expanding these powers significantly, even to the point of liquidating several departments of the steamship company and doubling the work of the KhEGS. The KhEGS should be the sole coordinator of the preparation of a ship for sea. In addition, in the Black Sea Steamship Company the necessity long ago became urgent of combining KhEGS No. 5 (roll-on/roll-off and container transport) and KhEGS No. 3 (container transport) into a new, enlarged, department of the specialized fleet imparting the necessary authority to its chief. This will put the work of the roll-on/roll-off and container fleet in good order, increasing the productivity of labor and the efficiency of fleet operations.

What are the problems that a KhEGS together with the administrations must solve for a ship during a layover in a Soviet port? Depending on the weather, 2-4 tugs participate in the arrival of a ship and mooring it. If a ship arrives in a port by 7 o'clock in the morning, the tugs will arrive at 8 o'clock or later as long as the shift change on the tugs takes place at 7 o'clock. This leads to a loss of operational time. A like situation sometimes takes place in the departure of a ship on the next voyage. Obviously tugs must operate more efficiently. In addition, in Ilichevsk it is desirable to have a special mooring boat to take in the ends of the lines when mooring a ship stern-to.

In the timely rounding up and preparing of cargoes, much depends on the port. For our ship as a rule, cargoes always are ready. But there is trouble - the port workers do not prepare the cargo documentation ahead of time because they never have confidence that the cargoes will be loaded completely in accordance with the bills of lading. Recently in Ilichevsk our ship was processed at two berths. At one, only wheeled equipment was loaded and, at the other, cargo trailers and containers. In the future port managers should solve the question of creating a berth which combines the operations of loading cargo trailers and containers.

When port workers replace one cargo with another, the cargo documents are drawn up tardily. The detailed putting together of a set of cargoes goes on practically during cargo loading operations. In this way precious time is

lost. Therefore the making up of cargoes and the readying of wheeled equipment should be thought out ahead of time which also will permit cargo documents to be prepared earlier. Without this condition the ship will not operate normally. On the deck of "Kapitan Smirnov" empty containers are loaded in three tiers, but port workers, according to safety rules, refuse to secure the third tier - the seamen have to do this.

Recently the delivery of material and technical supplies, provisions, and other kinds of supplies to the ship has improved noticeably. The service of material and technical supply satisfies our order by 75-80 percent, and Torgomortrans [Commercial Maritime Transport], by 80-85 percent. Orders for supplying recreational and athletic equipment are satisfied by almost 95 percent. But the remaining "percents" of insufficient supply have great importance in providing for the successful work and normal living conditions of the crew. Many articles of material and technical supply (special clothing, footwear, paint brushes) are of poor quality. The All-Union Association "Mortekhsnab" [Marine Technical Supply] and the service of material and technical supply of the steamship company obviously should be more careful in selecting suppliers.

Frequently, on complaints from ships about a shortness of the supply of some material or spare parts, the seamen hear the answer that the limit of the material has been drawn. But the limits are established by the steamship company or the ministry. In my view, funds being allotted for material and technical supplies and spare parts should be more specifically distributed according to the products list and not all spent in a batch.

The organization for servicing the fleet, "Transflot", does not always keep to the time schedule for servicing a ship. Let us take as an example the Ilichevsk Steamship Company branch of "Transflot". Here, the servicing of the ship has been scheduled and planned by the hours of each day. On many points the schedule is being successfully implemented. Nevertheless it is necessary to wait for and "watch over" each mooring while the shore services carry out some shipboard request. But for some requests, it must be confessed, it is necessary as usual from bitter experience to send well-tried expeditors. Obviously, when a ship arrives in port it should receive through the "Transflot" service a motor vehicle, a forwarding agent, and a stevedore for the purpose of servicing a ship and carrying out all shipboard requests (repacking life rafts, surrendering defective materials to the warehouse, washing linens, and so on).

Deserving of a good word is the industrial combine of the steamship company that carries out shipboard requests for the repair of refrigerators, radio receivers, magnetic tape recorders and television sets. All requests are carried out in a timely fashion but, unfortunately, they are not always of good quality.

The "Kapitan Smirnov" is constantly in need of repair work which must be done by the personnel of the BTOF during cargo operations. It is unfortunate that there is not time to recondition all the on board loading equipment (12 loading trucks and tractors). The seamen must finish this work during the

voyage. In the port of Ilichevsk the ship usually lays over for a week, two days of which are days off for the on-shore workers. On these days, as a rule, operations are broken off. It is obvious that BTOF workers should work according to a sliding schedule without days off in order to expand the kinds and the amount of repair work.

In the Black Sea Steamship Company things are not going badly in the bunkering of ships. However, the analysis of the fuel received has not been resolved before the end of bunkering. The data of the various organizations (the Fuel Engineering Laboratory and the Fueling Base) are conflicting. Frequently it is not until we have burned fuel in the engines that we find out that it is of poor quality. This leads to additional fouling of the engines, losses of time for the crew on washing, and the expenditure of scarce cleaning substance. It is advisable to install on new ships of our type an automatic laboratory for the rapid analysis of fuel.

For several years there have been substitute layover crews or brigades in the steamship company consisting of 10-12 persons. They have been created on the basis of the reserve of seagoing personnel without taking into account the reinforcement of the fleet with new ships, and, unfortunately, they cannot be used on specialized ships. It is necessary to understand well not only the automatic shipboard equipment, but also the portable automatic equipment, to know how to control it and, if necessary to service it. The business of loading a roll-on/roll-off ship has its own complications. That is probably why specialized crews or brigades are being trained for them. Such a substitute brigade could consist of 5-6 seamen, an electrician, two motor mechanics, and servicing workers. The brigade should have an opportunity to prepare for each arrival of a roll-on/roll-off ship in order to take into account the specific features of the ship and the voyage.

In several ports the seamen on roll-on/roll-off ships do a great deal of the unloading of self-propelled equipment. The productive work is accounted for in man-hours. The rate of pay for them is computed according to the rates for paying seamen. But such a system does not promote increasing the productivity of labor. In my opinion, the rates should be calculated on the number of units of equipment unloaded. This will fairly reflect the contribution of each seaman and promote an acceleration of the unloading of wheeled equipment, trailers and containers.

Seamen on roll-on/roll-off ships frequently do not have time for the usual visit to the medical commission. Perhaps those whose age does not exceed 40 years can go through it once in two years and the right to decide the question of a medical examination for a seaman about whose health he may have some doubt, can be left to the ship's doctor.

I have told here only some of the problems of the shore servicing of the fleet. I would like to hear the opinion of other specialists about this.

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PORTS AND TRANSSHIPMENT CENTERS

INADEQUACIES AT SARATOV PORT CONTINUE TO IMPEDE WORK

Moscow RECHNOY TRANSPORT in Russian No 11, Nov 83, p 12

[Article by Yu. Novikov, chief of the Saratov Port's division of freight and commercial work, and V. Kandrushin, deputy port director: "What's Impeding Work?"]

[Text] Volsk--The Saratov Port's plan for 1983 called for a freight turnover of 718,000 tons of grain, which was 1.8 times greater than in 1982. In order to handle such a quantity of grain, the oblast grain-products administration has 11 wharves for shipping and three for receiving. Unfortunately, only one of the 11 wharves, at the Balakovo Grain-Receiving Station, meets present-day requirements. Three of the wharves--in Privolzhskoye, Marx and Zolotoye--are wooden and rickety and require major repairs. The banks of two of the ferroconcrete wharves have not been reinforced. They are subject to collapse, so it is impossible to load large vessels such as the Volgo-Don at these wharves.

Only two of the three wharves for unloading grain from ships are in operation. A new Noyero-type grain loader has been installed at Mill No. 2, but plans do not call for it to go into operation until the end of the year. One of the two pneumatic conveyors at the grain-products combine operates only for a single shift because the transformer unit is inadequate. For three years now the question of installing a loading device at the wharf of the mixed-feed plant has gone unresolved.

The poor technical condition of the wharves and the shortcomings of the loading machinery and warehouse equipment of a number of enterprises causes ships undergoing or awaiting loading to stand idle for lengthy periods. Thus, in 1982 the total demurrage of ships at the administration's wharves amounted to 323,800 ton-days. Despite the imposition of fines, the demurrage of ships is especially high at Mill No. 2 and at the grain-products combine, where it was, respectively, 77,900 and 51,100 ton-days.

Shortcomings in the technical conditions and maintenance of the wharves of the oblast grain-products administration have repeatedly been criticized in the press and were discussed in 1982 in the collegiums of the Ministry of Procurement and Ministry of the River Fleet, and in the Saratov Oblast Soviet Executive Committee. Appropriate decisions were taken, and measures

were approved for improving the wharves' technical condition. However, the shortcomings have still not been eliminated. The RSFSR Ministry of Procurement must demand that the Saratov Oblast Grain-Products Administration carry out all the measures called for and prepare the wharves for the loading and unloading of grain from river vessels with a view to the annually increasing volumes of shipments.

Questions regarding the reconstruction of wharves by the Volsk Cement Production Association are not being satisfactorily resolved, either. Despite the increasing of construction volumes and, correspondingly, of the economy's need for cement, in the past eight years cement shipments by river transport have declined by 110,000 tons. Whereas 811,700 tons of cement was shipped from wharves of the Volsk Cement Association in 1975, the figure for the 1982 navigation season was 701,600 tons. This happened exclusively because of a reduction in the number of wharves. Thus, since 1976 the cement-shipping wharf at the Komsomolets Plant has not been in operation, the amount of cement shipped by the Kommunar Plant has declined by a factor of 2.3, and the amount shipped by the Red October Plant has dropped by a factor of 1.7. The shipment of cement in packaged form has almost ceased entirely (47,100 tons was shipped on vessels in 1975, and only 3,000 tons in 1982). At the Saratov Port's recommendation, in 1979 the Bolshevik Plant set up a second wharf. The port allocated a M-225 barge for this purpose. An additional 27,700 tons of cement was shipped through this wharf. However, the wharf was taken out of operation in 1982, and the Volsk Cement Production Association refuses to use it.

The reduction in the number of wharves has had the result that in the 1982 navigation season only 253 of the 386 ships, or 65.5%, were handled on or ahead of schedule, whereas in 1975, when substantially larger amounts of cement were shipped, about 85% of all ships were handled on or ahead of schedule.

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INTERSECTOR NETWORK DEVELOPMENT

ACHIEVEMENTS OF CEMA TRANSPORT COOPERATION COMMISSION

Moscow VODNYY TRANSPORT in Russian 15 Dec 83 p 3

[Article by L. Grankov, counselor in the Transport Department of the CEMA Secretariat: "Integration in Action--In Commemoration of the 25th Anniversary of the CEMA Permanent Commission for Transport"]

[Text] In December 1983 the CEMA Permanent Commission for Transport is observing its 25th anniversary. Its formation was an important step in deepening and expanding multilateral economic, scientific, and technical cooperation among CEMA member countries, directed at developing all types of transport as well as highway safety.

Transport plays an exceptionally important role in the progress and development of the economies of CEMA member countries and it serves as a reliable means of providing internal passenger transportation and maintaining foreign trade ties.

CEMA member countries allocate considerable funds to develop a material and technical base for transport and to create an international railroad network, joint shipping lines, and ferry and barge systems.

Between 1960 and 1981 capital investments allocated for transport increased by a factor of 11.6 in Bulgaria; by a factor of 3.8 in Hungary; by a factor of 2.4 in the GDR; by a factor of 5.8 in Mongolia; by a factor of 3.1 in Poland; by a factor of 9.4 in Romania; by a factor of 4 in the USSR; and by a factor of 2.9 in the CSSR. In 1982 the freight turnover in general-purpose transport reached 7 trillion ton-kilometers in CEMA member countries.

The CEMA Permanent Commission on Transport is doing everything possible to help solve pressing economic, technical, organizational, and legal problems for the harmonious and mutually beneficial development of all forms of transport in fraternal countries. The commission is making a major contribution to the realization of the comprehensive program for socialist economic integration and the long-range special program for cooperation in developing transport ties; and it is promoting the introduction of automation and mechanization of loading and unloading operations and repair and track work; it is helping to improve the technology and methods used to organize shipments; and it is helping renew and replace the rolling stock.

The process of rational distribution of shipments among various forms of transport in the cooperating countries has been marked by real, positive results. This process is characterized by a reduction in the share of the total freight turnover handled by rail transport and an increase in the share handled by other forms of transport. The share of the freight turnover handled by railroad transport dropped from 86.4 percent in 1950 to 55 percent in 1982; and the share handled by maritime transport rose from 6.3 to 19.5 percent during the same period.

The CEMA Permanent Commission for Transport devotes considerable attention to the development of the maritime fleet, taking into account its role in export and import shipments among socialist countries. The CEMA Conference of Vessel Chartering and Shipping Organizations provides a great deal of assistance in resolving issues tied to cooperation in the area of maritime shipping. Since 1963 the conference's executive organ--the Bureau for Coordination of Vessel Chartering--has been in operation.

This year the shipping enterprises of CEMA member countries are maintaining 123 regular lines (including 9 joint lines) along various routes. There are 675 vessels travelling these routes, with a dead weight of about 6 million tons.

The agreement on cooperation in maritime commercial shipping, adopted in 1971, is an important document. It promotes the efficient and mutually beneficial development of international maritime shipping.

The creation of the international shipping enterprise, "Interlikhter" [Interlighter], organized on a self-supporting, cost accounting basis, is a convincing example of the effectiveness of socialist cooperation. It transports freight on barges between river ports on the Danube and maritime ports in India and Pakistan, as well as along the Danube-Mekong line. With the organization of this line a reliable link was established between European socialist countries and socialist countries in Southeast Asia--Vietnam and Kampuchea.

A practical system for controlling traffic and processing draft and tonnage on the Danube was developed in 1982 to increase the productivity of the river fleet; it involves joint controllers' conferences among enterprises of the participating CEMA member countries.

Over the course of the last five years the maritime ferry service between Varna and Ilchevsk has been operating successfully. As a result of joint efforts made by transport collectives in Bulgaria and the USSR, a material and technical base and the technology for operating the ferry complex have been developed in a relatively short period of time.

Construction has begun on ferry crossing facilities between the ports of Klaipeda (USSR) and Sassnitz-Mukran (GDR) on the Baltic Sea. Service should start in 1986.

The CEMA member countries are systematically implementing measures to increase the size and improve the structure of the river fleet by adding to it tugboats, lighters, container ships, and river-maritime type vessels.

In accordance with plans for cooperation, the Unified Container Transport System for CEMA member countries is being developed more and more. As of 1983 the fleet of large-tonnage containers numbered 220,000. A total of 265 terminals have been opened to handle transshipping operations with large-tonnage containers and there are 55 international lines, including 42 between CEMA member countries. The total volume of container shipments has increased by a factor of 3 since 1979. Within the framework of CEMA a Council and Bureau for Use of Containers in International Shipping was formed.

Carrying out the decisions of fraternal countries to even out the economic levels of the various socialist states, the CEMA Permanent Commission for Transport provided assistance to the Socialist Republic of Vietnam in the construction of a railroad and automobile bridge across the Red [Koi] River and in the reconstruction of the Hanoi Railroad Center; it also provided aid to the Republic of Cuba in the reconstruction and construction of a number of ports and centers for repair of port equipment, in creating a transport scientific research and planning institute, and more.

The adoption in 1971 of the Comprehensive Program for Further Deepening and Improvement of Cooperation and Development of Socialist Economic Integration among CEMA Member Countries, the adoption in 1976 of the Basic Directions and Goals of Cooperation among CEMA Member Countries in the Area of Transport for 1976-1980 and beyond, and the adoption in 1979 of the Long-Range Special Program for Cooperation in the Development of Transport Ties among CEMA member countries all played an important role in the work of the Permanent Commission. A result of implementing the measures outlined in these documents was the further development of planning foundations for multilateral cooperation among our countries. Within the framework of the commission, joint forecasts are made for the development of transport, advisory meetings are held on questions of economic, scientific, and technical policy in transport, and five-year and annual plans are coordinated.

The development of scientific and technical cooperation has been stepped up. Councils of representatives and coordinating centers, formed to work out major scientific and technical problems in transport, are carrying on useful activities.

Over the course of many years extensive work was done within the framework of the Permanent Commission to create the new international transit tariff, which was put into effect on 1 October 1977; work is continuing on the methodology for determining the tariff's rates and the rates for use of freight cars.

The Permanent Commission is successfully developing ties with other CEMA agencies, and with many international economic, scientific, and technical organizations.

The demands of developing the economies of countries of socialist cooperation set new tasks for achieving further substantial development of all forms of transport in CEMA member countries, for building up transport potential, and for stepping up scientific and technical progress in transport. With the aim of meeting these goals, the Permanent Commission is increasing its contribution

to improving multilateral cooperation and is directing its efforts toward the complete, prompt, and efficient fulfillment of the demands of fraternal countries for all types of shipments. The commission is aiming first and foremost at working out measures for the further development of the traffic, carrying, and processing capacities of international transport services; at rationalization of foreign trade freight shipments among CEMA member countries in order to reduce socially necessary expenditures on shipping; at further improvement in the organization of international passenger transport services and at improving its level of comfort, the quantity and quality of services, and the speed of transport; at developing concrete measures to help step up the rate of technical re-equipment of various forms of transport and introduction of advanced processes, in particular on the international highways linking CEMA member countries; and at promoting efforts to conserve fuel and material and manpower resources as much as possible.

The plans of the CEMA Permanent Commission for Transport include first and foremost issues tied to implementation of measures included in the Comprehensive Program and in the Long-Range Special Program for Cooperation in Transport.

It should be pointed out that the primary measures outlined in the Comprehensive Program that are related to transport and are of a permanent nature are being carried out successfully on the whole. Over the last 5 years 13 agreements have been signed that are tied to realization of the Long-Range Special Program for Cooperation in Transport; in connection with this the quotas stemming from goals outlined in the Long-Range Special Plan for Cooperation in the Development of Transport Ties among CEMA member countries have all been met.

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INTERSECTOR NETWORK DEVELOPMENT

RAIL, MARITIME SECTORS AT ODDS OVER CONTAINER DISPOSITION

Moscow IZVESTIYA in Russian 24 Nov 83 p 2

[Article by N. Lisovenko, IZVESTIYA correspondent: "Maritime Containers Being Held Captive by Railroads"]

[Text] Zhdanov--It was a strange picture: on the right powerful cranes were picking up 20-ton containers and easily transferring them from the ship "Mikhail Svetlov" onto the shore; and not far away at the same pier, 6-8 men were scurrying around the same type of container bearing international markings and unloading it by hand. It was obvious that it was difficult for them and that they were hurrying to finish the job before dark.

I asked Anatoliy Zheromskiy, the dock workers' brigade leader, "Why are you unloading containers? Is everything in them really destined for Zhdanov?"

"We aren't just unloading the freight, we're also loading it into railcars," the brigade leader said with bitterness in his voice. "To tell you the truth, the Ministry of Railways has really made things hard for us, the maritime fleet workers. If you send freight on to a further destination in a maritime container, then that's the last you ever see of it. For us being without the containers is like being without hands..."

I have to admit that I did not want to believe what I had heard. But I had to.

Lev Nikolayevich Shunin, director of the Azov Steamship Company, confirmed what the brigade leader had said.

He said, "Several years ago our steamship company had 10,000 maritime containers. We bought them with hard currency. We have only 5200 of them left because the rest of them are piling up in the country's railroads. As a result, we are suffering losses, vessels are being held up, and loading and unloading operations are lagging behind."

There is no need to describe how efficient container shipping is. Everyone knows that there is an immeasurable increase in the mechanization of labor, manual operations are eliminated, and instead of 2-3 weeks, a ship can be unloaded in a matter of hours. Maritime containers weigh 2 tons and cost several thousand rubles, but they have 30 cubic meters of carrying space and

they can carry 20 tons of freight. They are also convenient to use because they can be unloaded directly from ship to railroad flatcar or tractor-trailer.

In the early 1970s, when containerization was just starting, maritime workers and railroad workers signed an agreement under which there was supposed to be an equal exchange of maritime containers between the two transport systems. Maritime workers, for example, sent 200 containers on to railroads during the first 10 days of a month and they received the same number in exchange from the railroad workers. The Donetsk Railroad was supposed to deliver containers to the Azov Steamship Company. One would think that there would not be any disagreements in a situation like this. The following soon became clear, however: the number of containers being delivered by the Donetsk Railroad did not match up with the number being sent out by the steamship company.

"We simply did not have them," said Boris Ivanovich Litvinenko, deputy chief of containerized and packaged transport services in the Donetsk Railroad. "After all, containers go mainly to Moscow, Kharkov, the Urals, and Central Asia--not to the Donets Basin. Those areas fall under the authority of other railroads and we can only express our wishes that they return the maritime containers to us."

Apparently, these wishes were not always heeded. One way or another, by the end of the 10th Five-Year Plan the vessels of the Azov Steamship Company were missing a substantial portion of their container pool, which had started operating under another department. As a result, the steamship company was forced to appeal first to the Donetsk Oblast Arbitration Board, and then to the USSR State Board of Arbitration with a request to require the railroads to return the missing containers. Back in June 1981, I. Ostanniy, state deputy chief arbiter, required the Donetsk Railroad to return 1554 containers to the Azov Steamship Company within a 3-month period. This decision was not carried out.

Today the issue of maritime containers has still not been resolved. From time to time the Azov Steamship Company, the Zhdanov city party committee, the Donetsk Oblast party committee, and the oblast soviet executive committee make an appeal to the Ministry of the Maritime Fleet and the Ministry of Railways to sit down at the negotiating table and settle the matter jointly. But the whole situation remains unchanged.

It is possible that up until recently the Ministry of Railways really was in no position to hold negotiations; there was a shortage of 20-ton containers so it could not organize the return of these containers to Zhdanov. But now, when major production of model 20-ton containers, suitable for maritime and railroad use, has been set up in Abakan, why shouldn't the railroad department be thinking about how it is going to pay off its debt? It is no secret, after all, that many of the maritime containers, whose primary area of use is described by their name, are now being used on the railroads and are providing them with profits and additional shipping capacities. The most modest estimates show that the removal of just one maritime container from circulation for a 24-hour period results in a loss of 3 rubles for the steamship company. And at present, almost 5000 containers have been "removed" from circulation. That means that the daily cost to the steamship company is approximately 15,000

rubles. And it is not just money that is at issue here. The lack of containers creates gaps in the network of economic ties and works against the interests of the numerous enterprise-consignees.

The Ministry of Railways has always been concerned about protecting its own interests. Article No 151 of the "Charter of the Railways of the USSR" states: "Freight dispatchers and consignees must pay a fine of 25 rubles per day to the railroad for using containers from the general network pool for their own internal shipments without the railroad's permission. This fine is imposed regardless of any fines for holding up containers." Perhaps the Ministry of the Maritime Fleet should have a similar clause in its charter, and then the two groups could hold a discussion on equal footing.

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