

on timber haulage are four times what is spent on procurement and skidding, taken together. Surely, in order to improve the economic performance of the enterprise and make primary conversion and extraction profitable, our prime area of concern should be to ensure that the major logging roads to the felling areas are dependable and that they are used the year round.

There are two ways of improving matters. The first is the traditional way: construction and reconstruction of roads, using improved light and heavy-duty types of road surfacings. This would impose a heavy burden on the sector costing four to six billion roubles annually. It is not easy to find scarce road-building materials, asphalt and cement. Nor would this be feasible without additional road-building machinery and labour. The second way is to use all the potentialities of the road structures, reduce the widths of the roadways so as to economise on the use of expensive and scarce stone materials, and employ flexible interlayers and bearing components in the construction of major logging roads.

This is precisely what is being done in the more progressive foreign countries. In the USA, for example, about 10,000 kilometres of logging roads are built annually. The width of their roadways is 3.5 metres. Earth works are reduced to a minimum in order to preserve the surface vegetation and avoid interference with the drainage and the resulting soil erosion.

The environmental protection requirements are also very stringent in Canada. There, any activities conflicting with ecological requirements are ruled out. Road surfaces are mainly of the