

was only one way out: government agencies had to become actively involved in restoring and expanding the network of highways serving the Northeast and make a real contribution to it. But to this day the ruling principle is: the "Kolymka" is something only for people of the Kolyma to worry about.

The central funds being allocated are clearly insufficient. The annual increase in capital investments for the building and restoration of public use highways in Magadan Oblast amounts to no more than 3%.

Is this "saving" justified? Figures indicate that, by the year 2000, the losses to the national economy from interruptions in road transport due to the poor roads of Magadan Oblast could attain the astronomical sum of nearly 1.7 billion rubles. Today, annual losses already exceed 100 million rubles. The problem of hauling the freight accumulating at the Magadan sea port has become very acute. The truth is, the Kolyma highway is a golden road.

Pravda
13 August 1990
Page 2 (full text)

MISCELLANEOUS

A University For Businessmen

On October 1 in the capital of the Komi Autonomous Republic the doors of yet another education institution were opened - a business university.