

departmental roads. These span about 12 thousand kilometres. They belong mainly to oil-producers, gas-producers and geologists.

The roads were constructed as a temporary measure and for use within the industry. Their width is 6 metres, but according to the standards governing the transportation of people and freight, the width should be no less than 8 metres.

In the summer of 1982 the average number of vehicles on the most heavily loaded sections of the Samotlorskii field comprised a thousand automobiles. At the present time the average is close to 10 thousand. It is not just that such growth was not predicted earlier, but even now nobody has the time to concern himself with rebuilding the roads.

On the other hand, under pressure from the management of the industrial regions, the Minnefteprom (Ministry of the Petroleum Industry) has hastened to transfer more than 700 kilometres of departmental technological roads to the Minavtodor (Ministry of Automobile Roads) for permanent exploitation. And the Minavtotrans (Ministry of Automobile Transport) has opened up a regular bus service along these incomplete "highways".

One did not have to wait long for the results of this haste. In only three recent bus accidents 20 people died and 50 were injured.

The subdivisions of the "Tyumen'avtodor" (Tyumen Highway Authority) are clearly not carrying out their responsibilities. Not only are the former departmental routes of the oil producers in a deplorable state, but so also are the old Siberian automobiles highways, such as the Tyumen-Tobol'sk and