

throughout the country, and to pay more attention to rationalization of itineraries, with a view to making them less expensive. We need a single transport management body, that would be able to apply economic levers, rather than administrative decrees.

The "Business Club" meeting participants made some concrete proposals. Starting in 1989, to set higher rates for freight transport in directions not corresponding to rational freight flows, in mixed modes with two or more trans-shipments, and also for repeated haulages. It was also proposed that maximum transport cost standards (limits) be imposed on the market-supply organizations of the Gossnab USSR system, on Gosagroprom USSR, and on manufacturing and commercial organizations of other ministries and departments.

The many-sided nature of transport link rationalization, in the view of "Business Club" participants, is indissociable from, in particular, improvements in the country's economic relations, through new approaches to the development of productive capacity, and democratization of economic management. It is not enough to review transportation rates, and to reflect transport costs in wholesale prices at the place of delivery, rather than of shipment. The process of economic re-fitting must be thought through in depth and from all sides.

The passage of regions (republics, territories and districts) to self-sufficiency, with territorial economic accounting, may well, in its turn, promote the rationalization of freight transport in the country. This will be achieved thanks both to a strengthening of economic levers in the interactions among sectors with territorial bases, and to the principle of mutual advantage and