

qualitative level in the development of its productive forces. In addition, it will ensure an above-average growth in the standard of living and also lead to considerable improvement in the working and living conditions of a population which, according to estimates, is expected to increase 1.35 times by the year 2000 and be more than 700 thousand in number.

The transport system is faced with very important and complicated tasks related to the development of the productive forces of Magadan Oblast and other districts in the Far-Eastern region. It must deliver the national-economic goods needed to meet the requirements of the economic structure and satisfy the region's population in a timely and complete manner while keeping expenses down. Because of the geographic location and historically established network of communication routes in the oblast, sea transport has always played a leading role and provides transport and economic links (98% of the cargo delivered) both to the southern zone of the Far East and remaining regions of the [USSR].

On the whole, the fleet of the Far-eastern State Industrial Sea Transport Corporation is able to meet the needs of the oblast with regard to external transport. The organizational structure of this corporation constitutes the port economy of the oblast: six commercial seaports employing more than 4,000 workers. In addition, there is the Mys Shmidt seaport of Minstvetmet SSSR [Ministry of Non-Ferrous Metals, USSR], and the Zelenyi Mys seaport at the mouth of the Kolyma River which serves the Bilibino district of Magadan Oblast.