

Let us now turn to another question: whether or not among the consumers there is the firm assurance that they will receive the paper indented for, and within the time frames stipulated in the contract. Noone can give such a guarantee. The papermakers of course, are reliable people for the most part and it would rest on their conscience if it were not for the fact that they are constantly being let down by their sub-contractors. The loggers are disrupting the rhythmical delivery of unprocessed timber, the pulp producers - of semi-manufactured product, and the chemists - of the constituents that are needed in paper production. Moreover, the railway workers are failing to supply freight cars on time for shipping out the finished product and the power engineers are unexpectedly depriving the enterprises of electricity whenever they choose to do so. Added to this is the fact that the papermaking machines have to be shut down on account of the lack of spare parts and sub-assemblies of both foreign and domestic origin (the suppliers - factories of the Ministry of Transportation - and Heavy Machine Building - have ceased producing the most complex of these). The publishing houses are refusing to return to the combines samplings of newsprint which Gosplan is obstinately counting in as part of the resources.

Many more such examples could be cited.

A CHAIN IS ONLY AS STRONG AS ITS WEAKEST LINK

We are not going to analyse all the malfunctions of the paper conveyor belt here, but will deal only with the worst of them.

Raw Material. With the merger of the ministries of the timber and pulp and paper industries just under ten years ago the main objective was brought into focus: to rationally solve the raw materials problem and amalgamate under one boss responsibility for the procurement of timber