

cannot hope to instantly untie them. This was the unanimous opinion of participants in a "Business Club" meeting. They noted that solving transport problems is organically connected with the elaboration and introduction of a waste-avoiding economic mechanism. As long as enterprises and societies are vitally interested in maintaining rouble turnover, at the level reached through planned production and salaries, they cannot reduce their accounting totals for acquisition of raw materials and semi-manufactured products, whose share of gross domestic product amounts to almost forty percent. The higher the cost of transport, the greater the rouble volume of marketable and finished production. Now the level of these expenses is not limited by anyone or anything, so for many enterprises they constitute a tasty morsel, without which the plan would never be fulfilled.

The meeting's participants stated that it was time to transform expenditure indicators into accounting indicators, and not just in words but in deeds, time to rid ourselves of the hypnosis of gross output, thereby creating more favourable conditions for specialization of production and rational distribution of productive capacity in the country. Many speakers stressed that the imbalance of the national economy, with respect to many significant types of production, has an extremely negative effect on rationalization of freight transport.

Neither does the economic mechanisms of transport departments and organizations have the desired impact of reducing long-range and cross-hauls. Each ministry watches over its own narrow bureaucratic interests, not caring enough about advantage for the economy as a whole. It is necessary to better co ordinate freight transport