

this out too hastily might have an adverse effect on the quality of timber product acceptance operations. This would hardly be beneficial. But there is one way out. The timber shipped by rail ends up in two ports, but the timber loading berths in each of these ports are under-utilized. Why don't we change the transport plan, concentrating roundwood processing in Nakhodka alone? This port is large enough to handle it. Concentrating roundwood operations in Nakhodka would make it possible to transfer the majority of inspectors and sorters from Vostochnyy and to improve export operations significantly. This arrangement is all the more attractive since the port authorities have no objections. The Far-Eastern Shipping Line, however, has a different view on the matter and a self-serving one at that.

It is in the State's interest to do away with any obstacles standing in the way of timber exports. We need to act decisively, to coordinate the activities of our various organizations and, more importantly, to acquire more freedom to solve the problems connected to the situation on the foreign market. In other words, we need complete independence of action, based on good commercial sense.

Lesnaya promyshlennost'

5 April 1988

Page 2 (Abridged)

New Financial Arrangements in the Log Drive

Over the past few years the volume of log drive operations has decreased for no justifiable reasons. This has occurred even though the railways are overloaded. As a result, supplying the economy with timber has become a complicated matter.