

One Question: What to Carry?

After all, they've so far not really proceeded with the economic development of the BAM zone or with the exploitation of its rich deposits, in which all of Mendeleev's periodic table is stored. Rail transport of oil, which had been projected during substation of the project, is no longer being planned. But there would appear to be other opportunities. BAM could take on some of the Trans-Siberian railway's freight traffic. Railway traffic on the Trans-Siberian line is clearly congested. "Traffic jams" often form as a result of ongoing line reconstruction and modernization, and consignees are waiting months for their cargo to arrive.

Another possible way to increase traffic intensity on BAM is to develop international transportation links. Japan is at this moment ready to let its Europe-bound transit goods and tourist trains use BAM facilities. The concept of a transcontinental traffic conveyor has aroused the interest of other countries as well.

Some might object: what are you talking about?, after all, there is the Law on the State Enterprise which states that unprofitable [enterprises] are subject to liquidation. But can this law be applied to a railroad that is still being built? Let's assume it can. What then? Is BAM to be disbanded, deleted from reference books and erased from memory? And will our descendants forgive us for these actions?