

accounting (khozraschet), it will be necessary to regulate the specific conditions for accepting and delivering timber products for export and to co-ordinate them with existing contracts and the capacities of the maritime fleet. Up to 300 railcars are accepted every day. This means that no less than 200 inspectors are required. A quality and quantity inspection note has to be drawn up for each car so that no claims are made against the documents. The so-called "log-by-log" accounting system essentially eliminates the most profitable variation of operations which involves moving the timber directly from the railcar onto the ships. It also reduces stevedore labour productivity by a minimum of 50%, worsens their working and safety conditions, and lengthens the time it takes for the boats and railcars to be turned around. This is why N. Pozdnyakov, the Director of the Nakhodka Timber Exporting and Transshipment Station, has been camping out for months on end in the offices of the "Primorsklesprom" Association, the Ministry and other organizations. He proposes that the instructions be re-examined in the light of the new management conditions and the changes in foreign trade. He also suggests that, with due consideration to the demands set in the All-Union State Standards and the contracts, interdepartmental agreements governing timber acceptance and delivery, compensation for losses incurred through claims, and procedures for readjusting terms with our suppliers, be drawn up. It is also necessary to come to some agreement concerning the examination of claims in the buyers' ports.

One more thing. In response to the switch to new wage rates at the station, it will be necessary to reduce the number of inspectors and sorters by a quarter at the very least. Carrying