

However, the oilmen's main grievance is against the machine-building sector: there has been no section for which all the necessary deliveries have been carried out. Citing the cost-accounting process, many enterprises prefer to pay the trivial fines or refuse to conclude agreements altogether. Tyumen' often gets so-called "new items" which you would even be willing to pay more for just to have them sent back to the manufacturer. For example, the Sumy-based Frunze plant was supposed to supply five gas-lift compressor stations. However, the first of them, which was expected to come on line at Samotlor at the end of 1987, is still not working.

Today the majority of the offices of the Central Directorate are empty: once again you have to send out "arrangers" to the larger towns in order to get the equipment you need. Even work brigade leaders and master technicians at the fields know as well as the railway dispatchers exactly where on the line the tank cars loaded with fuel are, when they are awaiting the arrival of railway cars carrying "Christmas trees", chemical reagents and piping. Since the oilmen's output is all committed to meeting their state-order quotas, they cannot get along without their negligent partners. It is as if the machine-builders and other sub-contracting organizations do not understand that they are, in effect, sawing off the branch they are sitting on. When deliveries of oil break down, that means that there will be shortages of fuel and raw materials. Once again there will be an enormous drain on the resources and manpower of the entire country.

Sotsialisticheskaya

Industriya

22 February 1989

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