

If the Point of Destination is the Far North

At present, more than 50% of all man hours expended during loading and unloading operations are needed to repackage cargo.

The reasons for this are numerous. For example, many freight dispatchers violate the USSR State Standard (GOST 15846-79) which stipulates that cargo destined for regions in the Far North must be packaged. Here is a good example. During the past navigational period, the Omsk port alone received 78,600 tonnes of flour, mixed feeds, salt, sugar and cement in bulk for areas of the Far North in the Tyumen Region. The same port also received flour in stropped bales of bags. These stropped bales were received from the flour mills of the Kuibyshev, Yaroslavl, Sverdlovsk, Ulyanovsk, Kurgan, Saratov and Novosibirsk regions, as well as the Krasnoyarsk Territory. Most of the bales did not conform to standard requirements. Many of the suppliers formed the bales without first flattening the bags, and the strops were not sufficiently tight. The freight cars were not adequately prepared, i.e. nails were not removed and hooks were not wrapped in burlap or kraft paper, which naturally led to the breaking of bales and their spoilage. As a result, the losses of valuable cargo increased.

On their own initiative, the longshoremen of Omsk got together last summer to discuss the unloading of stropped bales of flour. The participants of this seminar included representatives of the Syzran, Cherepanovo, Novosibirsk, Kan, Shuchansk and Artemovsk flour mills.

However, the work carried out did not produce the anticipated effect. In spite of this, deliveries of flour to the far northern regions will continue to grow. The Ministry of Grain Products of the RSFSR should, therefore, take immediate measures to improve the baling of flour.