

three years ago, six (sic) tanks of 93 grade gasoline disappeared on Surgut's approach roads and were sent to Georgia. But on paper all this gas was consumed for haulage.

I can just hear all your questions: "What can you offer as concrete proposals?", "How do we get out of the present situation?", etc.

Drivers do not need deception - they are just as hard-working as anyone else, and they care just as much about their productivity. To begin with, I suggest doing away with piece-work wages for short hauls, especially on construction sites. It is difficult to account for the work of the machine because unforeseen circumstances arise every hour.

But people are still afraid of losing the convenience of piece-work. For some reason, it is felt that, without a daily ton-kilometre quota, drivers would necessarily sleep in their cabins for shifts on end, once again bringing down the notorious labour productivity. These fears are based on a deeply rooted mistrust of man, on doubts in his conscientiousness, which are harmful to our society. A driver is surrounded at work by many people who are interested in the machine's output. Moreover, a driver is a driver because he chose an occupation that suits him. Give him a loaded truck in running order and an open road, and he will never stand idly for hours on end. His soul cries out for travel, and all delays are so many irritants. I write these words as a driver, who first found himself the wheel thirty-seven years ago.

We have to develop reasonable forms of work organization and payment. For instance some enterprises in Surgut have moved away from