

[Ministry of Automobile Transportation] RSFSR for cargo transport and centralized cargo delivery (export) by motor transport to seaports of RSFSR do not protect the economic interests of drivers and recipients, insofar as the organization of a straight ship-truck mode of transfer. Because of transit conditions in the port of Magadan, cargo drivers and recipients are interested in getting goods out of the storehouse more quickly to avoid storage fees which grow more expensive every day, and not in taking goods from the side of a ship. Every year the amount of general cargo processed using a straight ship-truck mode of transfer at the Magadan transport junction is reduced, and was 28% in 1987. A single normative document is necessary for more effective planning of twenty-four-hour shift work at the transport junction. This would lead to the enhancement of economic benefits for drivers and consignees and to an increase in the straight mode of general goods transfer. Suitable proposals, prepared by the co-ordinating council of the transport junction, have been submitted to Minmorflot SSSR and Minavtotrans RSFSR, but the necessary resolutions have not been approved to date.

It is possible to continue enumerating concrete shortages and problems, but in our opinion the main thing lacking here is an integrated approach toward solving problems of transport supply in districts in the Far North. This has led to a lack of co-ordination in developing transport [organizations], and supplying and marketing organizations; interruptions in the provision of a steady supply of goods to consignees; expansion of State capital investments; and the construction of ineffective departmental facilities. In general, the problems are not being solved.