

builders, for they come under another ministry to whom we can't issue orders, even though there is a special decree of the USSR Council of Ministers stating that equipment for export materials must be manufactured on a first priority basis.

I consider that it is high time to transfer to our ministry all of the enterprises engaged in the production of machines for the timber and woodworking industries and the papermakers.

In our port, the proportion of manual labour is still very high, amounting to almost 70 per cent. There is a shortage of funds for mechanization and we have no packet-forming line, although the Vologda people have promised to supply us with one next year. This situation is made worse by the lack of domestically built ships adapted for transporting timber. The end result is that time is lost in the loading process and extra funds are expended.

A matter that is very painful for us is the delivery to the port of heavy timber in covered railway cars, primarily from the Krasnoyarsk Krai. True, there has been a gradual improvement in the situation, although covered cars continue to arrive here from Kansk. Incidentally, the railway workers frequently let us down. In Syktyvkar alone, more than 25,000 cubic metres of lumber have piled up, for with the eternal shortage of rolling stock there is no way they can be shipped out of there.

One can also understand the position of the suppliers. Their independence is currently only on paper: the 100 per cent State order (goszakaz) has put a stop to any healthy initiative. In my view, we should not be concluding agreements with territorial associations which have acted as a brake on economic