

The question of the spur line to the river port has not been settled. This is what the Director of the Nizhnevartovsk river port, operated by the Ob'-Irtysk River Steamship Line (Russian SFSR Ministry of the River Fleet), G. Lozhnikov, told your reporter:

"Cargo is rapidly accumulating in the port in preparation for the beginning of the 1988 shipping season, in particular there has been a build up of construction materials and preassembled construction elements for the building of housing for oil field workers employed in the region. Construction elements for future buildings are shipped by rail from Perm' and other cities to Nizhnevartovsk, where they are trucked directly to the port. Trucks also transport construction elements from the local housing construction combine. A railway spur line would greatly shorten the amount of time it takes and would also reduce the cost of shipping these materials.

"Or, consider the question of the transportation of fuel and lubricating materials. The Central Oil Base operated by the USSR State Committee on Oil Products is located on the banks of the Ob' River. During the shipping season gasoline, diesel fuel, lubricants, oil and other products are shipped by tanker directly to the base. In late autumn, winter and spring, however, these things are carried by railway tank cars to Megion station and from there they are shipped to the base using the same trucking system.

"Now, when new oil fields are being developed on the left bank of the Ob', the oil men desperately need a railway line to the port," G. Lozhnikov thinks.