

provide the necessary conditions for storing potatoes in these adapted premises. Yet the question of storehouse construction is being resolved at an extremely slow pace.

However, such problems cannot always be solved on the spot. The inadequate storage capacity of refrigerator centres for meat products in the commercial organizations of the oblast is a prime example. It is, of course, impossible to keep meat stored in adapted premises. In a number of cases, when refrigerator ships arrive at the same time, they are forced to stand idle pending the availability of storage space in refrigerator centres.

The significant potential for transport intensification have not been fully utilized in the organizational work of transport junctions. Not all transport junction enterprises and participants turned out to be prepared for work in new conditions of management. There is a lack of active co-operation, aimed at the solution of joint problems, among enterprises and contractors.

A disproportion in the level of technical/industrial facilities is presently appearing at a number of transport junctions in the district, particularly in Magadan. A common industrial process is lacking at transport junctions with regard to work carried out by the consignees. There is no unified system for planning the work of transport junctions. The result of the above is that losses of transport capacity increase significantly in all areas of the transport field, recipients incur expenses when receiving cargo, and there is an unnecessary transfer of cargo en route.

In view of conditions existing at the Magadan transport junction, existing norms established by Minmorflot SSSR and Minavtotrans