

Last year the port was switched over to the balanced-accounting and self-financing system, by orders from the Ministry, so to speak. What, then, will happen with the lower-level economic units, that is, the work-brigades?

The workers employed on the port fleet were the first to go over to the new system. Unfortunately, that's as far as things went, largely due to the fact that the industry has not really dealt with the problems involved in standardizing labour procedures. The fact that people were psychologically unprepared also played a role. For this reason it was suggested that the enlarged, integrated dock-workers brigades should switch to an unscheduled system of payment/that is, by the completed assignment/ and the collective contract. And in January, that is precisely what the enlarged, integrated work-brigade led by N. Gramotenko started to do. This made it possible right from the outset to speed up the handling of the ships at the container terminal and shorten the turnaround time of ships using this port.

Now the wages and material incentives fund depends directly on the total revenue. At the same time the amount of wages and of the bonus paid to each worker are decided upon by the workers themselves, depending on the individual's contribution to the common cause. In the future the other work-brigades of dock-workers and machine operators will also have to make the transition to the new economic-management conditions.

However, the efforts of the Magadan port-workers can hardly be expected to pay off if they are not backed by the sub-contracting truck-workers and by the recipients of the cargoes involved. Unfortunately in this area things are not progressing very satisfactorily. Often those involved show that they are still not averse to solving their problems at one another's expense. The