

builders and operators come up against a lot of difficulties with respect to engineering design, examination of cost estimates and designs, planning and financing. Imagine having each piece of paper submitted for approval in three places. What a waste of time that would be! And what about equipment? A pile-up would result. We have over 300,000 designations. The confusion would lead to disorganization at the building site. And this during a period of mass commissioning of projects. BAM's completion would be prolonged as a result."

And there may possibly be nothing left to complete. Everything will be left as is. The new owners may need neither the carriage depot in Tynda nor the double track on the Bamovskaya-Berkakif line... And then 50,000 builders from the entire design-industrial-construction enterprise "Bamtransstroi" [Suggested expansion: Baikal-Amur Railroad Construction-and-Installation Trust] will be forced to find other work. A collective of highly-skilled builders will simply cease to exist. Who will gain what from this?

The settlement of and provision of public services and amenities for each person here in the BAM region costs 20,000-odd rubles more than in the midsection of the country. Let's multiply that by the number of those who have left and the number of replacements. Incidentally, the following figure was cited in Izvestiya: 5 billion rubles of government cash wasted over the past two five-year plan periods as a result of thoughtless shuffling of cadres.