

178159

JPRS 83291

19 April 1983

USSR Report

TRANSPORTATION

No. 114

Reproduced From
Best Available Copy

DISTRIBUTION STATEMENT A

Approved for Public Release
Distribution Unlimited

FBIS

FOREIGN BROADCAST INFORMATION SERVICE

19991008 126

8
07
A03

NOTE

JPRS publications contain information primarily from foreign newspapers, periodicals and books, but also from news agency transmissions and broadcasts. Materials from foreign-language sources are translated; those from English-language sources are transcribed or reprinted, with the original phrasing and other characteristics retained.

Headlines, editorial reports, and material enclosed in brackets [] are supplied by JPRS. Processing indicators such as [Text] or [Excerpt] in the first line of each item, or following the last line of a brief, indicate how the original information was processed. Where no processing indicator is given, the information was summarized or extracted.

Unfamiliar names rendered phonetically or transliterated are enclosed in parentheses. Words or names preceded by a question mark and enclosed in parentheses were not clear in the original but have been supplied as appropriate in context. Other unattributed parenthetical notes within the body of an item originate with the source. Times within items are as given by source.

The contents of this publication in no way represent the policies, views or attitudes of the U.S. Government.

PROCUREMENT OF PUBLICATIONS

JPRS publications may be ordered from the National Technical Information Service (NTIS), Springfield, Virginia 22161. In ordering, it is recommended that the JPRS number, title, date and author, if applicable, of publication be cited.

Current JPRS publications are announced in Government Reports Announcements issued semimonthly by the NTIS, and are listed in the Monthly Catalog of U.S. Government Publications issued by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Correspondence pertaining to matters other than procurement may be addressed to Joint Publications Research Service, 1000 North Glebe Road, Arlington, Virginia 22201.

Soviet books and journal articles displaying a copyright notice are reproduced and sold by NTIS with permission of the copyright agency of the Soviet Union. Permission for further reproduction must be obtained from copyright owner.

19 April 1983

USSR REPORT TRANSPORTATION

No. 114

CONTENTS

AIR

Civil Aviation Minister Bugayev Reports on Ministry's Status (VOZDUSHNYY TRANSPORT, 11 Jan 83)	1
Bugayev on Occasion of Aeroflot's 60th Anniversary (B. Bugayev; PRAVDA, 9 Feb 83)	16
Bugayev Reviews Ministry's Plans, Problems (B. P. Bugayev; VOZDUSHNYY TRANSPORT, 12 Feb 83)	20

MOTOR VEHICLE

Reasons for Tire Shortage Examined (F. Tserevitinov; SOTSIALISTICHESKAYA INDUSTRIYA, 16 Jan 83)	26
Defects Persist in BelAZ Dump Trucks (Editorial; SOTSIALISTICHESKAYA INDUSTRIYA, 29 Dec 82) ..	29
Truck Drivers Making Empty Runs, Not Conserving Fuel (A. Gil'ts, A. Tregubov; PRAVDA, 10 Mar 83)	31

RAILROAD

Konarev Outlines Problem Areas, Plans for Rail Ministry (GUDOK, 8 Dec 82)	34
Railway Ministry Collegium Lists Deficiencies (GUDOK, 4 Nov 82)	37
Sverdlovsk Rail Depot Workers Evaluate Shortcomings (V. Ardayev; GUDOK, 27 Nov 82)	39

OCEAN AND RIVER

Transshipment Freight Rate Restructuring Urged (V. Granik; MORSKOY FLOT, Feb 83)	42
---	----

AIR

CIVIL AVIATION MINISTER BUGAYEV REPORTS ON MINISTRY'S STATUS

Moscow VOZDUSHNYY TRANSPORT in Russian 11 Jan 83 pp 1-2

[Article: "Fully and Promptly Satisfy the Needs of the National Economy and Population for Air Transportation and Improve the Effectiveness and Quality of Civil Aviation Work: Report by Minister of Civil Aviation B. P. Bugayev at conference of command-management personnel and outstanding production workers dedicated to results of 1982 work and civil aviation tasks stemming from resolutions of the November 1982 CPSU CC Plenum"]

[Text] Comrades! The country has entered the third year of the five-year plan. Quite recently Soviet citizens joyously celebrated the 60th anniversary of the USSR, the first unified, multinational state of workers and peasants in the world. This also was a holiday for all progressive mankind.

The joint ceremonial session of the CPSU CC, USSR Supreme Soviet and RSFSR Supreme Soviet was vivid, exciting proof of the triumph of Lenin's policy of nationalities, the historic achievements of socialism, and the indestructible union and fraternal friendship of nations of the Land of Soviets. Representatives of all the country's nations participated in it, with 134 delegations from 112 countries taking part in the celebrations.

CPSU CC General Secretary Comrade Yu. V. Andropov gave a profound, meaningful report entitled "The USSR's 60th Anniversary." The report told with great force and reasoning about the historic importance of the Soviet Union's formation and its achievements. Large-scale tasks on the most urgent positions of the country's social-economic development, the policy of nationalities, and the international situation were clearly denoted.

Comrade Andropov's report and the ceremonial session's address "To Parliaments, Governments, Political Parties and Nations of the World" were greeted by the Soviet people with deep satisfaction and patriotic pride for the Leninist party and our great Motherland, and they received enormous international response.

The USSR's formation was not only a major step in socialism's development, but also a very important turning point in the course of world history. The Communist Party and its scientifically grounded policy is a guiding and directing force in socialist resolution of the question of nationalities and a guarantee of the correctness of this solution.

One of the most significant results of our development was the fact that socialist nations took shape which now form a new historic community, the Soviet people. In the form in which it was left us by the exploiting system, the question of nationalities has been resolved successfully, finally and irrevocably.

The adherence of the Land of Soviets to a peace policy is unshakable. Principles of peaceful coexistence--the foundation of USSR foreign policy--received broad international recognition. At the same time Washington's foreign policy has aggravated the international situation to the extreme.

Imperialists are not giving up plans of an economic war against socialist countries or attempts at intervention in their internal affairs in hopes of shaking the social system, and they are striving to achieve military superiority over the USSR and countries of the socialist community, but these plans are doomed to failure. No one is allowed to turn back the course of historical development.

New, important initiatives have sounded from the Kremlin aimed at strengthening peace throughout the world and eliminating the threat of a nuclear catastrophe. At the same time it was declared: "But let no one be mistaken: We never will allow our security or that of our allies to be threatened."

Comrade Andropov said in a report at the joint ceremonial session: "Orientation on deeds and not on high-flown talk--that is what is needed today to make the great and powerful Union of Soviet Socialist Republics even stronger."

And so we will follow this instruction of the party steadfastly and with our selfless labor will strengthen our Motherland's economic and defense might!

Comrades! Under the Leninist party's direction the Soviet people reached great achievements. The tasks before them are difficult and responsible ones. The indestructible unity of the party and people and their desire to go forward along the Leninist path firmly and steadfastly is a guarantee that these tasks will be accomplished successfully.

The sorrowful days of farewell with Leonid Il'ich Brezhnev and the extraordinary CPSU CC Plenum which unanimously elected Comrade Yu. V. Andropov as general secretary of the Party Central Committee showed this anew to the entire world. The plenum persuasively demonstrated the powerful force and monolithic unity of our party and the vital force of the Leninist standards and principles of its activity.

The indestructible unity of the party and people were confirmed with new vigor by the regular November CPSU CC Plenum and USSR Supreme Soviet session.

Comrade Andropov gave a major speech at the plenum which noted the continuity of the party's domestic and foreign policy, provided a description of this year's plan and budget, and contained a detailed analysis of the present status of the Soviet economy and a fundamental appraisal of our successes and deficiencies. It defined the urgent tasks facing the national economy.

On the whole the 1983 state plan and budget meet the 26th CPSU Congress guidelines and hold to the party line for an improvement in the workers' welfare. Concern for the Soviet citizen, for his working and living conditions, and for his spiritual development remain a very important party guideline.

A characteristic feature of the 1983 plan is its orientation on an improvement in indicators of the national economy's effectiveness. This year's state plan has to be fulfilled with a relatively lesser amount of physical input and labor resources. This is why, as emphasized at the plenum, the chief factor now is to speed up the work of improving economic management. The plenum demanded an increase in the sense of responsibility for observing statewide interests, resolute eradication of a departmental and favoritistic approach, and no reconciliation with infractions of party, state and labor discipline.

Comrade Andropov's speech expressed concern for the state of affairs in transportation, particularly rail transportation. We too have to work considerably better to satisfy the demand of the population and national economy for air services. The decree adopted by the CPSU CC and USSR Council of Ministers, entitled "On Improving the Planning and Organization of Movements of National Economic Cargoes and Passengers and Reinforcing the Influence of the Economic Mechanism on an Improvement in the Work Effectiveness of Transportation Enterprises and Organizations," also orients us on this.

The immutability of Soviet foreign policy, defined by resolutions of the 24th, 25th and 26th party congresses, was affirmed firmly and confidently from the CC plenum rostrum. Assurance of a firm peace and protection of nations' rights to independence and social progress are the invariable goals of our foreign policy.

Meanwhile imperialism's aggressive intrigues force us and the fraternal socialist states to be concerned, and seriously concerned, about maintaining defensive capability at a proper level.

Like all Soviet citizens, aviation workers fervently support resolutions of the November CC Plenum and USSR Supreme Soviet session, and the domestic and foreign policy of the CPSU and Soviet state. They are consolidating their ranks even closer about the native Communist Party and its Leninist Central Committee!

Assure Planned Profitability and Selfrepayment of the Sector's Work

Today we sum up results of the work for 1982 and determine the next tasks for developing civil aviation stemming from resolutions of the November CPSU CC Plenum.

I will begin with the key factor: All our organizational, political and economic work occurred under the badge of implementation of resolutions of the 26th party congress and the May and November CPSU CC plenums. Work was aimed at a worthy greeting for the USSR's 60th anniversary as well as the 60th anniversary of Soviet civil aviation.

Aviation workers toiled strenuously and earnestly in the jubilee year and new vivid pages were written in Aeroflot's labor chronicle. Civil aviation toilers successfully completed the second year of the five-year plan and they fulfilled the state plan for passenger turnover, for passenger and freight movements, for air services to the national economy and for financial indicators ahead of schedule, by 26 December. The "Aviaremont" plant and the "Aviastroy" enterprises fulfilled the plan, and socialist pledges also were fulfilled.

Last year 108 million passengers and 3.1 million tons of urgent freight and mail were moved. More than 15 million adjusted hours were spent on PANKh [Use of Aircraft in the National Economy] work.

As in past years, the focus of attention was air services for the West Siberian petroleum and gas complex, where 25 percent of all PANKh work was performed. In the last two years here air transportation moved more than 1.5 million tons of freight.

Planned profitability and selfrepayment of the sector's work have been assured. Many tens of millions of rubles of above-plan profits were provided for the state budget.

The aviation workers' labor successes contributed to a further improvement in the role and importance of air transportation in the country's economy.

Plan fulfillment now depends on an increase in the effectiveness of fuel use. This task basically is being resolved. In two years of the five-year plan the drop in proportionate expenditures of aviation fuel for the sector was 3.4 percent.

We must continue to accomplish firmly the tested party approach to matters of not shirking before difficulties and mobilizing people for overcoming them successfully. We are obligated to this by resolutions of the November Party CC Plenum.

What was achieved in 1982 is vivid proof of the increased political and labor activeness of aviation workers and of the organizing role of party, trade union and Komsomol organizations and production chiefs.

We receive constant assistance for development of civil aviation in republics, krays and oblasts from local party and soviet entities and we express our sincere gratitude to them for this.

Results of the work indicate the broad scope of socialist competition, the front ranks of which contain hundreds of labor collectives and many thousands of persons who are outstanding in production--shock workers of the five-year plan. The Volga and Uzbek administrations and Plant No 404 were awarded red banners of the CPSU CC, USSR Council of Ministers, AUCCTU and Komsomol CC for the great labor successes achieved in All-Union Socialist Competition marking the 60th anniversary of the USSR's formation. Eleven labor collectives were awarded challenge red banners of the MGA [Ministry of Civil Aviation] and the CC of the aviation workers' union.

In the name of the ministry's collegium and in your name, allow me to congratulate and express thanks to the foremost collectives and the production leaders and innovators who are giving their vital work for the Motherland's good.

Comrades! In summing up the year's results we have to see clearly the deficiencies and unresolved problems and focus attention on overcoming them. Not all results of economic activity satisfy us. We could achieve more and work better.

The November Plenum devoted much attention to an improvement in the work of transportation. A special decree of the CPSU CC and USSR Council of Ministers was adopted on this matter. The task has been set to satisfy to the maximum the needs of the national economy and the population for transportation, and with least expenditures. Measures are envisaged for developing carrying capacity and throughput of transportation and improving its operating reliability, especially in periods of mass movements.

We have developed measures for implementing this decree and a number of new indicators have been adopted. This concerns the movement of freight in containers and in packaged form. Limits have been set for physical input in monetary terms in the production cost of air movements. New meaning is being introduced to the concept of counterplans of enterprises. Their economic activity and economic incentives will be evaluated in a new manner.

Special responsibility for implementing this decree rests with the economic and commercial services, and serious tasks are set for our science. It is necessary to develop measures for improving the effectiveness of fuel-energy resources and physical inputs, for reinforcing intraorganizational calculation and for increasing the profitability of the sector's work.

It stands to reason that matters will not be accomplished by an order alone. Carefully study the meaning of this important decree and explain it to everyone on whom its successful implementation depends. Mobilize all aviation workers' efforts on this.

The November CC Plenum devoted special attention to progress in implementing a very important task advanced by the 26th party congress--reinforcing production intensification and improving its effectiveness. It was noted that transition of the national economy onto this footing and the turn toward effectiveness still is being accomplished slowly.

These deficiencies also relate to civil aviation, where reserves and capabilities for increasing the effectiveness of air transportation production and intensifying it are being used far from completely. Many enterprises are not coping with planned goals for a number of indicators, including the Krasnoyarsk and Leningrad administrations, which did not fulfill the plan for the overall volume of movement.

Fulfillment of last year's plan by a number of administrations was achieved by increased flying hours. Such irrational use of the inventory concerns the Moscow Transport, East Siberian, Krasnoyarsk and North Caucasus

administrations. Many administrations decreased use of the inventory for commercial loads.

Civil aviation administrations of the Central Regions and the Kirghiz, Krasnoyarsk and Turkmen administrations did not fulfill the plan for production cost of aviation work, which reduced profits by 6.5 million rubles.

Along with the chiefs of the aforementioned administrations, the heads of MGA sectorial administrations also bear responsibility for such deficiencies, which had a negative effect on work efficiency. It is necessary to delve deeper into matters promptly without awaiting the year's results and take prompt steps to correct the situation.

The productivity of flights in aviation spraying operations remains low. Each year the production cost of a flying hour and the processing of a hectare of area increases. There is great idle time of aircraft and helicopters. Ineffective use is being made of the inventory of heavy helicopters, especially the Mi-8, while the fact is that 45 percent of the volume of all helicopter work is done in these machines. There is something here for chiefs of administrations using helicopters to ponder.

The November Plenum emphasized that economy and a thrifty attitude toward people's property is a question of the reality of our plans. Aeroflot is taking measures on a regime of economy.

Fuel economy already was mentioned. Last year we also succeeded in saving 40 million kilowatt-hours of electrical energy, 14 million cubic meters of natural gas and 11,000 tons of coal.

The CC Plenum noted that there still are many business executives who, while willingly quoting high-sounding words that the economy must be economic, in fact do little to solve this problem. Unfortunately there also are such apologies for business executives in Aeroflot, where there also are many instances of extravagance and infractions of state and financial discipline.

In the past year the Moscow Transport, Krasnoyarsk, Far Eastern, East Siberian and West Siberian administrations went over the limits of aviation fuel expenditure. A number of places are setting up above-norm reserves of commodity stocks. The names of the administrations are almost one and the same--Kazakh, Krasnoyarsk, Volga and North Caucasus.

There are many instances of embezzlement and disgraceful cases of bribe-taking and other abuses in serving passengers. Agency chiefs of the Georgian and Uzbek administrations were removed from their positions for crude infractions. Infractions of financial discipline were uncovered in the Glavagentstvo [Main Agency], for which a number of management workers were held strictly liable.

Work must be stepped up for effective use of fixed capital and for saving physical, labor and financial resources in each sector of economic management.

Stimulate Quality Productive Work, Initiative and Enterprise

On labor productivity: The 1982 plan was fulfilled for this indicator. The ministry and local areas did much to improve labor organization and production control and to provide more rational use of labor resources.

But not yet all managers are giving proper attention to this important matter. The Krasnoyarsk Administration and a number of construction and installation enterprises did not fulfill the plan for labor productivity. The growth rates of average wages in the Moscow Transport Administration, UGATs [Central Regions Administration of Civil Aviation], and the Armenian and Leningrad administrations greatly outstrip the growth rates of labor productivity.

Losses of working time due to unauthorized absence from work and leaves with authorization of the administration also are high.

Civil aviation has many unused reserves for increasing labor productivity, one of which is the mechanization and automation of production processes, but this important task is being accomplished slowly. Efforts have to be built up by including the capabilities of our repair plants here.

There also is an intensive plan for labor indicators in the year which has begun. There must be a thorough analysis of all possibilities of more rational use of labor reserves and broader adoption of foremost forms for labor organization and wage such as the brigade contract, a combining of trades and positions, and adoption of type projects for labor organization.

A creative approach, a high sense of responsibility and the strictest discipline are necessary. This relates both to economic leaders and the immediate participants in the production process.

A system of material and moral incentives must be used effectively to improve labor productivity. We must continue to improve persistently the organizational structures and methods of production management. The numbers of management cadres in the apparatus of administrations does not always correspond to the scope and nature of work being performed. This situation must be corrected.

"Those conditions--economic and organizational--have to be created," noted Comrade Andropov, "which would stimulate quality productive labor, initiative and enterprise. And to the contrary, poor work, inactivity and irresponsibility must have a most immediate and irreversible effect on the material reward, on the official position and the moral authority of workers."

An Integrated Sector Plan for Implementation of the Food Program is Functioning

The November CC Plenum gave a special place to the progress in fulfilling the USSR Food Program. It was noted that the first steps had to be made under rather difficult weather conditions. Nevertheless a number of oblasts, krays and republics achieved rather good results thanks to the selfless work of rural toilers. There was a noticeable improvement in the grain harvest as against last year. A rather good cotton harvest was grown.

We have determined the specific tasks of the sector for implementing the Food Program. And now, seven months after the May Plenum, we can rightly say that there is a contribution from toilers of agricultural aviation in the labor results of workers of the agro-industrial complex.

In 1982 more than 102 million hectares were processed by the aerial spraying method. Defoliation of cotton was accomplished over an area of more than five million hectares. Air transportation carried more than 300,000 tons of urgent freight--food products, seeds, and fodders. More than 62,000 tons of fresh fruits and vegetables were delivered to remote parts of the North, Siberia and the Far East. There were 57 subsidiary farms established at enterprises and in educational institutions.

The integrated plan for civil aviation's participation in fulfillment of the Food Program began to function. Work progress was examined recently in the ministry's collegium.

One of our central tasks is to continue to develop agricultural aviation comprehensively, this being a component part of the agro-industrial complex, and to improve the effectiveness of its use. We must work so that there already is a return today and an even greater return tomorrow.

Devote Special Attention to Freight Shipments

About the organization of movements and passenger services. Over the past year there has been an improvement in the structure of air service, with 16 new air routes opened. The number of nonstop and one-stop flights rose to 88 percent. Flights on 62 air routes were shifted to more comfortable aircraft. Air terminals were introduced in Semipalatinsk, Groznyy and Kazan, and a passenger pavilion was introduced in Sochi.

At the same time, there still are many deficiencies in the organization of movement. A large number of substantiated complaints remain concerning an inattentive attitude and poor service, especially in airports of the Krasnoyarsk, Tyumen, West Siberian and Arkhangelsk administrations.

Despite a certain improvement in regularity, the number of delays due to airport services increased. Regularity in the Magadan, Krasnoyarsk, Far Eastern and Moscow Transport administrations is considerably below the average for the MGA, and the number of delays here also is considerably higher than indicator.

There still are many serious troubles in freight shipments. There are justified complaints for the long time it takes to deliver freight and about its loss. Urgent cargoes often are several months en route.

The main reason for shortcomings is that not all the managers have a responsible attitude toward improving freight shipment. This especially concerns the Krasnoyarsk, Volga, West Siberian, Ukrainian, Azerbaijan, Kazakh and North Caucasus administrations. All this not only affects the results of operation, but also has a negative effect on the good name of Aeroflot. The key factor, of course, is that we are delaying the delivery of freight which is urgently needed by the national economy and the population.

There must be a decisive correction of the existing situation with freight shipments. One of the ways is to introduce the reservation of tonnage for freight shipment on internal air lines as is done for international shipments. Special attention must be focused on developing freight shipments in containers and in packaged form.

In a situation where air transportation has become a mass form, exemplary services to millions of passengers and freight clients not only is our production task, but also a great social task. This is a most important quality index of the sector's work and a very important condition of the struggle to turn Aeroflot into a standard in transportation.

Improve the Effectiveness of Foreign Economic Ties

Resolutions of the November CPSU CC Plenum pointed out the need to improve the effectiveness of foreign economic ties, and above all to expand and reinforce cooperation with socialist countries.

Aeroflot's international air connections are intended to contribute actively to these goals. The aggravation of the world situation affected the development of air travel with a number of capitalist countries, especially the United States. Despite this, on the whole positive economic results were attained last year. New air routes were opened and now Aeroflot aircraft fly to 116 points in 93 countries. This is of great political significance.

Work is being performed to improve the economic effectiveness of international air routes. There has been strengthened cooperation with airline companies of socialist countries, and it has a long-term, diverse nature. There was an expansion in the network of jointly operated air routes. Scientific-technical cooperation also is developing. We must continue to expand and reinforce cooperation with socialist countries.

Ties with airline companies of capitalist countries and with international aviation organizations must be directed at a further improvement in the effectiveness of air movements and at fuller use of foremost scientific-technical achievements and experience in practical work.

Existing deficiencies in the operation of international air routes which reduce their effectiveness must be remedied resolutely. Persistent, purposeful work is required to improve the conditions and standards of passenger services.

International experience in differentiation of passenger services must be used more widely to improve commercial operations. Introduction of new classes of services will bring even more passengers into our aircraft.

In the interests of the matter there must be a comprehensive reinforcement of the interworking of the TsUMVS [Central International Air Services Administration] with other administrations performing international movements.

Permit me to express confidence that our workers in the foreign sphere who are functioning in a difficult international situation will become politically even more vigilant, enterprising and organized, and that they will do everything to strengthen Aeroflot's position in the system of international air movements!

The Most Important Directions of Our Work: Capital Construction and Scientific-Technical Progress

Concerning capital construction. The plenum gave this matter much attention. Effectiveness in using the enormous amount of funds directed at the development of the economy and for housing and cultural and personal construction is a task of exceptional importance.

Large amounts of capital construction were accomplished in Aeroflot in 1982. The basic ground assets were placed in operation and runways were built and placed in operation in Yakutsk for the Il-62 and in Krasnodar for the Tu-154. Airport complexes were accepted for operation. Construction continued on facilities for improving flight safety. The housing construction plan was fulfilled, with some 120,000 square meters of housing placed in operation.

Meanwhile there are many deficiencies in capital construction. The introduction of fixed capital was underfulfilled by seven percent. Goals were not accomplished for a number of major construction sites, including Khabarovsk, Minsk, Leningrad, Simferopol, Sukhumi and Tyumen. The limits of construction and installation work were not reached. The quality of construction and planning work still is often poor.

The reasons for all these deficiencies lie not only in incomplete work by contractors, but also in the negligence of our customers. Local heads did not set up proper coordination with contracting organizations. Many supply problems are being resolved inefficiently, which reduces work tempos. There also are many other serious omissions in the organization and management of construction.

Uncompleted construction must be reduced and strict technical supervision established over work quality. Special attention must be given to above-limit construction sites and the introduction of housing and fixed capital. The capacities of Aviastroy must be built up at accelerated rates and its own construction organizations set up in major regions of the country.

Measures for fulfilling established goals must be worked out jointly with contractors. Construction site staffs must be set up and local party and soviet entities must be informed regularly about progress of construction.

It was noted at the CPSU CC Plenum that one of the central national economic tasks is to impose order in capital construction. This also is a central task for our sector.

The November Plenum pointed out that with its great reserves in the national economy, our country must find them above all in an acceleration of scientific-technical progress and in the rapid introduction of the achievements of science and foremost experience.

In recent years scientific-technical progress saw further development in Aeroflot. We have a great scientific potential. Many doctors and candidates of sciences work in our science research organizations and universities. There are thousands of rationalizers and inventors in enterprises and educational institutions.

This scientific potential has to be used considerably more fully and more effectively. Only in this way is it possible in fact to assure genuine scientific accompaniment of the further development of civil aviation.

One of the chief tasks which we must accomplish in fulfilling resolutions of the 26th CPSU Congress is the complete and prompt satisfaction of the needs of the national economy and population for air movements and an increase in the effectiveness and quality of civil aviation work.

At the present time more than 70 percent of all transport operations are accomplished on the Il-62, Tu-154 and Tu-134 aircraft. New aircraft will come to replace these aircraft, and they will have higher technical and economic characteristics. The program for long-range development of airships is being updated.

Precise coordination of the work of our science with those who take part in ordering equipment is required to accomplish these tasks successfully. It stands to reason that operation also must not remain aloof. There must be closer work with the largest institutes of industry. The level of demands being placed on the quality of new generation aviation equipment must be the highest.

Further development and introduction of scientific-technical progress is a major reserve for improving the effectiveness of air transportation production.

The absolute and relative flight safety indicators have improved for us. In the collegium and at conferences we repeatedly discussed the status of flight quality and defined concrete preventive measures.

Our most important task, comrades, is working with people. We must step up the efforts of management cadres and the party, trade union and Komsomol organizations in this direction. High professional training, skilled indoctrinational work with people and principled party exactingness represent the key to its accomplishment. Here is where the party responsibility of managers is displayed.

Organizational Work Must be Improved to Improve Air Service

Permit me, comrades, to dwell briefly on the tasks of the state plan for civil aviation development for 1983 and its features.

We are to accomplish 171 billion passenger-kilometers, carry more than 105 million passengers, and 3.1 million tons of freight and mail. The flying hours of PANKh aviation will be 14 million adjusted hours. There are 96 million hectares to be processed and 1.4 billion rubles of profit given to the state.

A further increase in the effectiveness of fuel use becomes a deciding condition for plan fulfillment. How is this to be achieved? By a reduction in the proportionate fuel expenditure per unit of work performed. This indicator is included among the basic indicators. Progress in fulfilling it must be monitored strictly and on a daily basis.

Strict fuel economy is necessary, and strict observance of limit discipline. There must be maximum increase in the commercial load and productivity of flights, and persistent searches for new ways of fuel economy. The creative efforts of our science must be stepped up in this direction.

Preference is given to main line aircraft making flights to the Far East, Far North, Siberia, and other remote and inaccessible areas. On the other hand, there is a certain reduction in the volume of air operations in areas with well developed ground transportation.

Another feature of the plan is a fundamentally new requirement for distributing planned goals throughout the year. Goals for the 1st, 2d, and 4th quarters are below the level of 1982. A significant growth is envisaged in the third quarter. This is for one purpose: to create fuel reserves by the beginning of summer movements and to use fuel most effectively.

Air services of the West Siberian petroleum and gas complex and for the construction of main gas lines which are of primary importance for our country are a most important task of this and subsequent years of the five-year plan. Significant amounts of air operation are to be accomplished in Krasnoyarsk Kray, East Siberia and West Kazakhstan.

The November CPSU CC Plenum emphasized that the chief criterion by which the ministries must evaluate their work is the extent of satisfaction of constantly growing public needs.

For us this means achieving fullest satisfaction of the needs of of the national economy and population for air movements with minimum inputs of all resources and with high quality indicators. The current year will become a serious test of the ability to work efficiently under the new conditions.

Concerning workers' letters. The party gives unremitting attention to verbal and written messages from workers, viewing them as an effective means for expressing public opinion.

We must ensure unconditional fulfillment of previously adopted resolutions on work with letters and arrangements for reception of workers.

The majority of letters received by the ministry last year involved deficiencies in the organization of movements and passenger services. The letters take note of omissions in the production activity of enterprises and instances of improper conduct, abuse of official position by some appointed persons, and violations of labor legislation. Many letters were generated because of a lack of housing.

There still are many instances in the ministry and in local areas of a formal, bureaucratic attitude in examining letters and verbal statements by workers. This is indicated by many letters of aviation workers to the ministry, to central party and soviet entities and to the editors of newspapers and journals on matters which can and must be resolved locally.

Merciless struggle must be declared on such instances. Letters and verbal statements of workers must be examined attentively and conscientiously. Every party and soviet worker, every enterprise and establishment manager is obligated to consider this work to be his duty to the people and to the party.

Major Tasks Demand a New Approach to Matters

Comrades! A requirement to improve our work style and methods and our organizational and ideological activity stems from plenum resolutions. The party's cadre policy must be carried out consistently to this end. It is the heart of party work and a powerful factor of party influence on all spheres of public life.

The ministry collegium shows constant concern for the selection, placement and indoctrination of cadres, striving to ensure that there are capable organizers and indoctrinators in responsible posts. We have many such persons.

Civil aviation on the whole has highly qualified cadres capable of skillfully managing the complicated sector and indoctrinating labor collectives, but there also are deficiencies.

The removability of management cadres of various official categories still is high. This does direct damage to the work. Work with a reserve for advancement often is conducted formally and remains on paper.

"...Cadres must be placed correctly so that in decisive sectors there are people who are politically mature, competent, self-starting and with organizing abilities and a feeling for new things, without which it is impossible in our time to manage modern production successfully," said Comrade Andropov at the plenum.

Party demands for defective personnel work must be increased. Instances of bureaucratism, callousness and arrogance must be eradicated. A manager not only is a production organizer, but also an indoctrinator of the collective.

Ideological and political indoctrination work must be improved further and aviation workers must be mobilized skillfully for successful accomplishment of the great and complicated tasks of the sector's further development, for extensive development of socialist competition and for a worthy celebration of the 60th anniversary of USSR civil aviation.

We are faced with major tasks in all ideological and mass political work. A convincing, concrete demonstration of our achievements, a serious analysis of new problems constantly being generated by life, and freshness of ideas and words represent the path toward improving all our propaganda, which always must be truthful and realistic as well as interesting, intelligible and thus more effective. Herein lies the key to a further improvement in effectiveness and quality of ideological and political indoctrination work.

Comrades! Fulfillment of our plans depends in the final account on the people, their knowledge, culture, political awareness and discipline.

Firm discipline is a very important state task, a deciding condition for successful fulfillment of the 1983 goals and those of the entire five-year plan. It must be the focus of attention of ministries, party committees and economic managers. It is a question of the need to eradicate a liberal attitude toward infractions of discipline. Both the power of persuasion and the entire force of law must be used in working with these infractions.

I wish to emphasize that the work of reinforcing discipline in Aeroflot is being carried on, but insufficiently. The number of crude infractions still is high. This has an extremely negative effect on the indicators of work effectiveness and quality.

Everyone has to understand that it is not high-flown talk that is needed in the struggle for discipline, but action, and precise, daily organizational and political indoctrination work. The chiefs of production and political workers must have a high sense of responsibility for the status of discipline.

Not all managers unfortunately act in this manner. Some of them demonstrate carelessness and do not serve as an example of strict observance of party, state and labor discipline. It is very important for certain measures to be carried out everywhere in practice. Work has to be conducted across a broad front, by the joint efforts of management cadres, the party, trade union and Komsomol organizations, all labor collectives and the public at large. Special attention must be focused on an improvement in labor organization and on constant concern for people. Only this kind of work will produce positive results.

The initiative of foremost collectives of Moscow, which unfolded a movement for reinforcement of labor and production discipline, must find broad support and dissemination not only in the Moscow aviation enterprises, but in all civil aviation.

And finally, one other important point. The party orients us on collective leadership in work. We must continue to improve the work of the ministry's collegium and administration councils. It must be made a rule that every economic manager relies constantly in his practical work on the strength and opinion of party and public organizations and labor collectives and for each new decision on one and the same matter to be made only when the last decision has been implemented.

The focus of attention has to be broad propaganda and explanation of the November Plenum resolutions, materials of the joint ceremonial session in the Kremlin and 1983 planned goals as applied to each enterprise and each labor collective of the sector.

This conference, which has become a good tradition, is a good school for an exchange of experience and for working out a common line in resolving the next problems of Aeroflot development. We see in this an important form for manifesting collective leadership and for reliance of the ministry collegium on the party and economic aktiv.

The ministry has drawn up a plan for organizational-technical measures for implementing resolutions of the November 1982 CPSU CC Plenum. It also considers suggestions which have come from local areas. This plan will be examined carefully at the very next collegium. Implementation of the measures outlined in it will be a guarantee of successful work in the present year. The ministry will monitor the progress of its fulfillment strictly.

Give primary attention to the features of fulfilling this year's plan with consideration of the work of our conference. Concrete analysis is necessary with regard to the tasks of each administration and enterprise. There has to be complete clarity on how to work under the new, more complicated conditions.

The year 1983 is the jubilee year of our sector. It must be marked with selfless toil of the aviation workers. Socialist pledges of civil aviation workers for the current year will be made today. They take in all basic spheres of endeavor of Aeroflot and must become the property of each labor collective. Our organizational and mass political work must be directed at mobilizing aviation workers for their successful fulfillment and overfulfillment.

In the time remaining until the jubilee date we must take steps for full and high quality fulfillment of everything planned in connection with the 60th anniversary of civil aviation.

Permit me, comrades, to assure the Leninist Central Committee of the party and the Soviet government that civil aviation workers will bend every effort and all their knowledge and experience to fulfill and overfulfill 1983 goals and goals of the five-year plan as a whole!

6904
CSO: 1829/137

AIR

BUGAYEV ON OCCASION OF AEROFLOT'S 60TH ANNIVERSARY

Moscow PRAVDA in Russian 9 Feb 83 p 2

[Article by Minister of Civil Aviation B. Bugayev: "60th Anniversary of Aeroflot: Wings for Flight"]

[Text] Sixty years ago, on 9 February 1923, the Council for Civil Aviation was set up at the initiative of Vladimir Il'ich Lenin, and this marked the beginning of the planned development of Soviet air transportation and the use of aviation in the national economy. This day became the birthday of Aeroflot.

We began on a small scale--the first regular air route laid in the summer of 1923 between Moscow and Nizhniy Novgorod was only 420 km long.

In the year it was founded Aeroflot managed to carry 600 passengers. Now in just a single summer workday the airships deliver some 600,000 persons to various parts of the country and beyond. During all the 60 years air transportation has carried 1.7 billion passengers and over 50 million tons of national economic freight and mail.

Air transportation became one of the most massive and popular forms. It took a firm second place after rail transportation in intercity service. It accounts for 33 percent of passenger movements. A broad airfield network has been created. Practically all major cities receive the TU-154 aircraft. Flights to Magadan, Yakutsk, Khabarovsk, Petropavlovsk-Kamchatskiy, Krasnoyarsk, Alma-Ata and Tashkent are made aboard the IL-62. The carrying capacity of these aircraft is 3-4 times greater than for a fast train, and the widebody IL-86 airship surpasses the rail express by almost tenfold. This allowed accomplishing an important social-economic task of connecting the center of the country with regions of Siberia, the Far North, Far East and Central Asia with rapid air service.

Aviators worked with special enthusiasm in 1982. Having unfolded socialist competition in honor of the USSR's 60th anniversary, Aeroflot workers fulfilled the annual plan for passenger turnover, for passenger and freight movements, for use of aviation in the national economy and for profit ahead of schedule, by 26 December. They received with great gratitude news that a group of aviators recently was awarded the high title of Hero of Socialist Labor for high labor achievements and mastery of new equipment.

Now the "winged" sector is entering a new phase of its biography, determined by resolutions of the 26th party congress, the May and November 1982 CPSU CC plenums, and the program for civil aviation development for the 11th Five-Year Plan and for the period up to 1990.

CPSU CC General Secretary Comrade Yu. V. Andropov noted at the November CPSU CC Plenum that the chief criterion by which every ministry and department must evaluate its work is the degree to which the sector satisfies constantly growing public needs. What does this mean for us? Achieving fullest satisfaction of the needs for inputs of all resources. The Decree "On Improving the Planning and Organization of Movements of National Economic Cargoes and Passengers and Reinforcing the Influence of the Economic Mechanism on an Improvement in the Work Effectiveness of Transportation Enterprises and Organizations" adopted by the CPSU CC and USSR Council of Ministers orients us on this as well.

Following these guidelines, Aeroflot toilers made higher socialist pledges for ahead-of-schedule fulfillment of the 1983 State Plan and of the entire 11th Five-Year Plan. Special attention will be given to implementing demands of the CPSU CC and Soviet government for improving air services for regions of the North, Siberia and the Far East. The airfield network is being expanded in remote and inaccessible regions.

A very important task of the current year and subsequent years of the five-year plan is air service for the West Siberian petroleum and gas complex. Twenty-five percent of all aviation work in the national economy now is being accomplished here. Over the last two years aircraft and helicopters have delivered more than 1.5 million tons of urgent freight to this region.

Aviators are taking an active part in fulfilling the USSR Food Program. Last year more than 102 million hectares of lands were processed by the aerial spraying method--a record amount in the entire history of agricultural aviation. Air transportation carried more than 300,000 tons of agricultural products, seeds and fodders. More than 42,000 tons of fresh vegetables and fruits were delivered to residents of Siberia, the Far North and the Far East.

International movements comprise a large and important sector of civil aviation work. Of course the aggravation of the world situation has an effect on the development of air services with a number of capitalist states, and above all the United States. On the whole, however, our international air connections remain stable. Aeroflot aircraft fly to 115 cities of 93 countries. Cooperation with air companies of socialist states is being strengthened.

Serious problems, where the precise, coordinated work of air transportation depends on their resolution, were discussed in detail recently at a conference of command-management personnel and outstanding production personnel of Aeroflot.

For example, the attention of heads of territorial administrations was directed to the fact that reserves for increasing production effectiveness are being used far from fully. State goals at times are being fulfilled not through precise, coordinated work, but by an additional amount of flying hours in aircraft

and helicopters. Such leaders get it done not by ability, but by numbers, which is inadmissible under present-day conditions. There are deficiencies in the organization of movements and passenger services which cause many justified complaints. Concrete steps for remedying them now are being planned. In particular, additional measures for creating better conveniences and services for Aeroflot passengers and effective use of aviation fuel acquire particular significance for the sector. In the past two years proportionate fuel expenditure has been reduced 3.4 percent on the whole, but we also have such apologies for business leaders who, as noted at the November CPSU CC Plenum, willingly quote high-flown words about thrifty economics, but themselves do little for this. In the last year, for example, not all aviation enterprises were able to keep within established aviation fuel limits.

Much has been done to improve labor organization and production management and for more rational use of labor resources. As a result the 1982 plan for an increase in labor productivity was fulfilled. Nevertheless, the increase in average wages in some Aeroflot administrations considerably outstrips the rates of increase of labor productivity. Losses of working time due to unauthorized absences and leaves by authorization of the administration also still have not been eradicated. Material and moral incentives must be used more effectively.

Many achievements of scientific-technical progress are represented. As a matter of fact, contemporary aviation equipment and ground equipment is inconceivable without this. Nevertheless, valuable recommendations of aviation science often still are being adopted very late, and the scientists themselves at times lag behind practical work, especially in those cases concerning the development of requirements on the planning and creation of new flying craft, i.e., about the long-range development of civil aviation. Active adoption of the achievements of scientific-technical progress in production thus is one of the major reserves for improving our work effectiveness and quality.

Much in the resolution of this difficult (I will not conceal it) problem depends on the ministries and departments supplying aviation and ground equipment and electronic equipment. We often are hindered by a lack of various technological "trifles" without which it is difficult to raise air service on the ground and in the air to the proper level, but suppliers react slowly to requests and suggestions.

One of the most pressing problems is capital construction. It goes without saying that each year a large amount of work is accomplished in Aeroflot to build runways, air terminals and housing. Nevertheless, there are many omissions in construction affairs. Deadlines for placing facilities in operation are violated, the quality of planning and construction work often is poor, and the amount of incomplete construction still is great. It is often not only the contractors who are guilty of this, but also the aviators themselves who have not arranged proper coordination with construction organizations.

The features of air transportation work demand supreme efficiency and conscious working discipline of every aviator. This is a demand of the times. We realize well that things cannot be gotten moving with slogans and appeals alone. This is why an improvement in civil aviation work is viewed above all as a

fight for efficiency and coordination of all elements of the complex aviation conveyor and for an elimination of liberalism and connivance with violators and slovens. Leaders of all categories have been given a concrete task that there must be people who are politically mature, competent and self-starting in decisive production sectors, especially those linked directly with the organization and support of flights.

People on all continents of the globe know airships with the USSR flag. Write new, vivid pages in Aeroflot history for the sake of further prosperity of our Soviet land.

6904

CSO: 1829/137

AIR

BUGAYEV REVIEWS MINISTRY'S PLANS, PROBLEMS

Moscow VOZDUSHNYY TRANSPORT in Russian 12 Feb 83 pp 1-2

[Report by Minister of Civil Aviation B. P. Bugayev: "With a Leninist Course on Powerful Wings"]

[Excerpts] Dear comrades! We have gathered in this historic hall to celebrate the 60th anniversary of Soviet civil aviation.

In the name of the Collegium of the Ministry of Civil Aviation I warmly and sincerely congratulate you, Aeroflot workers, aviation industry workers and everyone who makes a contribution to the development of aviation on this grand jubilee!

Comrades! Under conditions where air transportation has become a mass form, the exemplary service to millions of passengers is not only our production task, but also a great social task. This is a very important quality indicator of the sector's work.

Much has been done to improve the organization of movements and passenger services. The structure of movements has improved. The number of nonstop and one-stop flights has increased to 88 percent. Foremost technology for services is being introduced. Modern air terminal complexes have been made operational in many cities, including Moscow, Leningrad, Tallinn, Yerevan, Tashkent, Alma-Ata, Frunze, Rostov-na-Donu and Leninakan.

Ahead lies much work for further implementation of resolutions of the 26th CPSU Congress. Construction of airports in Siberia and the Far East has to be accelerated and considerable improvement made in passenger movements by reducing schedule disruptions to a minimum. Terminals must be made more comfortable and the standards and conditions of services elevated.

To fulfill party and government resolutions we are taking additional steps to create conveniences and services for Aeroflot passengers.

A patriotic movement which has become widespread in the sector--the struggle for exemplary collectives and for turning Aeroflot into a standard in

transportation, a standard of precise movement and high class of passenger services--is aimed at successful accomplishment of these tasks.

Special attention is being given to the development of enterprises of the Moscow air center. They account for 20 percent of the annual passenger turnover. In recent years the Vnukovo, Domodedovo and Sheremet'yevo airports have been renovated and considerably expanded. Many of the country's air routes lead to Moscow and this obligates Moscow aviators to work in an exemplary manner. It is their duty to make a worthy contribution to fulfillment of the nationwide task of turning our Motherland's capital, the city-hero of Moscow, into an exemplary communist city!

Aeroflot's international air service has seen much development. This is of great importance for an expansion in the Soviet state's economic and political ties with foreign countries.

In making a contribution toward strengthening international aviation cooperation in the interests of strengthening peace and deepening detente, Aeroflot makes regular flights to 116 cities in 93 countries. A reliable air bridge has been laid to many states of Asia, Africa and Latin America which have taken the path of independent development.

Our cooperation is developing productively with the socialist countries. It bears a diversified nature and is being built on a long-term basis. Forty percent of international passenger movements is on air routes with socialist countries.

USSR prestige has risen in the International Civil Aviation Organization--ICAO, which joins 150 states. The foremost aviation experience generalized by this organization has begun to be used more widely in Aeroflot practice, and we also have begun to be consulted more for advice.

The aggravation of the international situation had an effect on development of air service with certain capitalist countries. Despite these difficulties, our aviators who make flights abroad are coping honorably with the, frankly speaking, difficult task assigned to them. They are doing everything to elevate even higher the prestige of the Soviet Union, a great air power.

On this banner day we send a warm greeting to civil aviators of fraternal socialist countries and wish them great success in the development of air transportation!

Today Aeroflot is a sector highly developed in the scientific-technical sense, capable of operating the most advanced aviation equipment. A vivid example of this is the introduction of the first Soviet wide body Il-86 aircraft. Its operation marks a qualitatively new phase in the scientific-technical progress of Soviet civil aviation.

Aeroflot's scientific potential has risen. It has a network of science research institutes and higher educational institutions, including the only Civil Aviation Academy in the world. The ties of sectorial science with production are strengthening.

In close coordination with industrial ministries and with their science research and design organizations, our scientists have performed a large volume of work in the sector's technical re-equipping.

We express sincere gratitude to scientists, aviation designers, engineers, technicians, aviation construction workers and everyone who creates aviation equipment permitting civil aviation to advance confidently along the path of further development of scientific-technical progress!

Dear comrades! Our most important achievement and our most valuable possession are the Aeroflot people indoctrinated by the Communist Party--the pilots and navigators, engineers and technicians, workers of aviation repair plants and other aviation specialists. The sources of successes achieved by the sector are contained in their selfless labor.

Heightened political and labor activeness of hundreds of thousands of aviation workers and their readiness to perform vital work for the good of the Motherland is a typical feature of Aeroflot in our days. A high appraisal of the labor of aviation workers was given in the CPSU CC greeting in connection with Aeroflot's ahead-of-schedule fulfillment of the 10th Five-Year Plan.

Aviation workers successfully coped with the plan for two years of the 11th Five-Year Plan, and socialist pledges also were fulfilled. Red banners of the CPSU CC, USSR Council of Ministers, AUCCTU, and Komsomol CC were presented to the Volga and Uzbek administrations and to Plant No 404 for great labor successes achieved in All-Union Socialist Competition marking the 60th anniversary of the USSR's formation.

Aeroflot has over 40 order-bearing enterprises and organizations. The Moscow Transport Administration, Separate Aviation Detachment No 235, Vnukovo Plant No 400 and the Academy and Ul'yanovsk Center of GA [Civil Aviation] of CEMA were presented with the Order of Lenin. Some 18,000 specialists were presented orders and medals, 83 aviation workers were given the high title of Hero of Socialist Labor, and 600 received honorary titles of honored pilot and honored navigator of the USSR.

There was an expansion in the network of educational institutions and a strengthening of their physical facility. A sectorial system was set up for preparing aviation specialists in many specialties. Tens of thousands of certified specialists came into enterprises. There was a significant increase in the level of professional training of aviation workers, with almost every other aviation worker having a specialized secondary or higher education.

During these years management cadres managing a complicated sector and indoctrinating labor collectives capably developed and gained new work experience.

We receive great assistance in the development of civil aviation, in working with cadres and improving party-political work in aviation collectives from party and soviet entities of republics, krays and oblasts and we express sincere gratitude to them for this!

Party organizations work actively in all enterprises, establishments and educational institutions of the sector. They cement labor collectives. The party layer has increased. For example, up to 40 percent of the personnel are party members.

More than one generation of aviators has been replaced over the last 60 years. The best traits of Soviet citizens are inherent to them: ideological conviction, utter dedication to the Motherland and party, and a high sense of duty.

Many thousands of women work in Aeroflot. With their high industriousness they make a tangible contribution to the sector's development. Their role is especially great in the sphere of passenger services. Sincere thanks and kind regards to you women aviators for selfless work!

We rightly are proud of our youth--Aeroflot's future and a worthy replacement for older generations of aviators. They retain allegiance to the grand combat and labor traditions of civil aviation. Very warm words of gratitude and a wish for new labor achievements to you young aviators!

The Komsomol Central Committee and local Komsomol entities are constantly helping us indoctrinate young aviation workers. We express great gratitude to them for this!

The party teaches us not to dwell on what has been achieved and to see not only successes, but also unsolved problems. Therefore even on a holiday we must not forget about deficiencies which still exist in Aeroflot.

The results of 1982 show that we failed to achieve more and work better. Labor reserves are being used far from fully. Not all enterprises are coping with planned goals. In many cases there is irrational use of fixed capital, above all the aircraft and helicopter inventory. The productivity of flights for aerial spraying operations remains low. Nonproductive idle time of equipment is high.

Aeroflot still has those apologies for business executives who, while willingly quoting high-flown words that the economy has to be economic, in fact do little to solve this problem. We have many instances of mismanagement, extravagance, violations of state and financial discipline, and embezzlement of public property. Even more drastic measures are being taken and will be taken on them.

The growth rates of labor productivity--the chief indicator of the economy's effectiveness--also are not satisfactory. There are many serious deficiencies in capital construction. Last year goals were not fulfilled for a number of major construction sites. The quality of construction and planning work still is low.

There are many deficiencies in the organization of movements and passenger services, which causes a large number of justified complaints.

Work is being conducted to reinforce discipline in Aeroflot, but it is insufficient. There is still a large number of crude violations, which has a negative effect on the indicators of work quality and effectiveness. These and other deficiencies have to be corrected resolutely and promptly. Without this, it is impossible to move forward successfully.

Comrades! The civil aviation collective will have to accomplish major complicated tasks in the third year of the five-year plan, a jubilee year for Aeroflot. The basis of our endeavors must be persistent, painstaking work to implement resolutions of the 26th party congress and the May and November 1982 CPSU CC plenums.

Socialist pledges of civil aviation workers have been made for 1983. It is planned in part to overfulfill the year's plan by one billion passenger-kilometers, and reduce the proportionate expenditure of aviation fuel by 1.7 percent in comparison with 1982. We must fulfill the pledges honorably and raise even higher the banner of socialist competition.

A further development of scientific-technical progress and reinforcement of the sector's physical facility will permit a considerable increase in the effectiveness of civil aviation's work.

Air service of the West Siberian petroleum and gas complex and construction of main gas lines, of primary importance for the country, is an important task.

Aviation has to make a tangible contribution to fulfillment of the Food Program. This year some 100 million hectares of lands must be processed. Great tasks are connected with the movement of food cargoes and fresh fruits and vegetables, especially to regions of Siberia, the Far North and the Far East.

All efforts must be directed at implementation of the very important task advanced by the 26th CPSU Congress--increased intensification of production and an improvement in its effectiveness. Discipline is the key element in successful resolution of this task. The question of an increase in discipline and responsibility was posed acutely and fundamentally by the November CPSU CC Plenum and there was a fundamental discussion about this at a recent meeting between Comrade Andropov and Moscow machine tool builders.

Today as never before, efficiency and discipline are important in work. Every aviator must be composed and disciplined, and strict toward himself and comrades. But we will not get things moving by slogans and appeals alone. It is not enough to profess these principles--they have to be implemented by linking conscious labor discipline with the fulfillment of production goals. These party demands found fervent support in civil aviation.

The style and methods of managing collectives must be improved, and organizational and ideological work perfected. The party's cadre policy has to be implemented consistently.

While persistently implementing resolutions of the 26th CPSU Congress and the November CC Plenum, we must in fact ensure a unity of organizational, ideological and economic work. Herein lies the key to successful accomplishment of all our tasks.

Dear comrades! Permit me to congratulate you sincerely on Aeroflot Day in the name of the ministry collegium! New labor achievements!

In the name of all Aeroflot toilers permit me to assure the Party Central Committee, the CC Politburo and the Soviet government that aviation workers always will be true to the party cause. They will continue to display labor valor and will make a worthy contribution toward fulfilling resolutions of the 26th Leninist party congress!

Long live our great Motherland!

Long live the Leninist Communist Party of the Soviet Union, the inspirer and organizer of all our victories!

6904

CSO: 1829/137

MOTOR VEHICLE

REASONS FOR TIRE SHORTAGE EXAMINED

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 16 Jan 83 p 2

[Article by F. Tserevitinov: "Tires For Cars"]

[Text] Dear Editors: "On behalf of the motorists I would like to ask you to explain what has happened to the production and sale of auto tires. At least in Magnitogorsk, it is impossible to find tires. As a result our cars are out of commission for long periods. Where has all the "rubber" gone? Only two years ago tires could be bought freely in the auto supply store, but now the speculators are getting rich on the shortage"G. Makagonov, mining engineer, Magnitogorsk.

Makagonov is not alone in his problem: the editors have received similar letters from G. Ivanov, a lathe operator from Tomsk, I. Rakova of Moscow, V. Chernyshev of Tashknet, E. Mikhalev of Gomel and many others. Responding to the requests of our readers, we requested explanations from the representatives of the ministries and departments involved. Our starting point was the bulletin received at the USSR Ministry of the Petrochemical Industry: "The 1982 Plan for the production of auto tires has been overfulfilled by 400,000 units."

V. IZMAILOV, director of the automotive sport products trade division of Glavkul'tbytorg[Main Administration of Cultural and Consumer Trade] of the USSR Ministry of Trade: "The situation seems to be paradoxical--the plan has been overfulfilled but tires are nowhere to be found. The crux of the matter is that the market requirements are not fully taken into account in the plan. The figure "six million tires" appeared in the modified Ministry of Trade request for 1982. But the plan provided for a delivery of less than five million tires. Realizing that this threatened to exacerbate the already existing deficit, in August we went to Gosplan and Gossnab with a request to give the industry an additional quota. As a result we obtained about 250,000 more tires. But this number could not solve the problem in view of the already existing shortage. And if we consider that this year we were already 1,500,000 tires short on our request, then we must unfortunately admit that the shortage will not be reached in the very near future.

M. ESENKOV, deputy director of the chemical industry division of USSR Gosplan: "We cannot say that the deliveries of tires to the marketplace will not increase: the plan for the current year calls for the delivery of half a million more tires than last year. But there is no possibility of increasing the production plan to the level proposed by Mintorg. Unfortunately the situation is such that the capacity of the tire industry has far outstripped the raw material base. The reasons for the unbalance are still to be clarified, as well as how to eliminate this situation. But this is what I would like to emphasize. In the five-year requirements issued by Mintorg (which we used as the basis for preparing the five-year production plan) the number of tires scheduled for 1982 was 5,300,000 (i.e., practically the same number delivered). However 1982 arrived and Mintorg now requested six million tires. Why is it that Mintorg with their large scientific-research institute for study of the demand could not have better directed their activities, and ours as well?"

N. SERBINOV, deputy director of the Soyuzshin VPO [All-Union Production Association]: "What is done is done. Now, it seems to me, we should not be blaming one another but rather thinking how to correct the situation. There are significant reserves for accomplishing this. The fact is that Minavtoprom [Ministry of the Automotive Industry] is far behind schedule in delivery of inner tube valves to us: for the Dimitrovgrad Automotive Accessory Plant and the Ul'yanovsk Automotive Spares Plant deliveries were about two million units short last year. You can imagine how this is delaying and disorganizing our production."

M. ESENKOV: "The primary potential for satisfying the demand lies in increasing tire quality. By resolving this problem we could in large degree relieve motorists of the problems involved in searching for tires for their cars. Soviet science is today capable of making recommendations for the production of tires equal to the best world-class specimens. Recently four types of articles produced by the Moscow, Bobruysk, Volga and Yaroslav plants were awarded the European Symbol of Quality. Unfortunately, however, the quality of the output of many enterprises leaves much to be desired. It is not that the plants receive many complaints: as a rule the tires meet the mileage guarantees. But the guaranteed mileage is often 10,000 to 15,000 kilometers less than that for the best world-class specimens. And this is equivalent to the loss of nearly one fifth of all the tires produced in the nation. In a word, this is something for the Ministry of the Petrochemical Industry to think about."

From a letter of T. ROMANOV, Sterlitamak: "I believe that a truly efficient and economical solution of the tire shortage problem would be a general and broad-based tire recapping program. It seems to me that what is being done in this regard is obviously inadequate. At the only facility devoted to recapping automotive tires in Sterlitamak, a sign has been out for an entire month: "Closed."

M. ESENKOV: "I'm quite ready to admit that all is not well with the buildup of the capacity for recapping automotive tires. It appears that the primary problem is the lack of departmental concentration. Today the tire repair activities are assigned to nearly twenty departments. It is quite clear that it is impossible to coordinate their operations: there is no unified technological policy, the material and technical support system is weak, even the production of molds for the industry remains an unresolved problem."

N. SERBINOV: "In conclusion I would like to add that the car owners themselves are also somewhat to blame for the auto tire shortage. If the air pressure in a tire is only ten percent below the normal value (and how often we forget to check the pressure), this shortens tires life by nearly twenty five percent."

From the Editors: Naturally, it would be a good idea if all car owners operated their tires properly, thus increasing their mileage. But this does not in any way relieve the managers of the enterprises, ministries and departments responsible for meeting the demand of their responsibility for satisfying this demand. The problem is obviously not simple, but for this very reason its solution should be approached with full responsibility. In publishing this interview the editors hope that the interested partners will show the proper change of attitude and will turn from mutual recriminations to coordinated solutions. Remember: nearly nine million car owners are waiting for action rather than pretexts and excuses.

9576

CSO: 1829/146

MOTOR VEHICLE

DEFECTS PERSIST IN BELAZ DUMP TRUCKS

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 29 Dec 82 p 2

[Editorial: "Why the 'BelAZ' Stands Idle"]

[Text] That was the title of an article printed in this paper on 20 August. This article specifically criticized the operation of the Belorussian Association for the Production of Heavy Cargo Trucks. Numerous design deficiencies have been found in the new trucks--the 180-ton BelAZ-7521 dump truck and the 120-ton BelAZ-7420 dump truck.

The deputy director of the office of design and experimental operations of Minavtoprom, V. Kulikov, told the editors that acceleration of completion of the design and organization of delivery of the 180-ton dump trucks depends entirely on the availability of diesel engines for them and on the completion of the design of the electric traction drive.

"The plan was to install in these dump trucks the 12-cylinder diesel engine produced by the Urals Turbomotor Plant of Minenergomash, for which Minelektrotekhprom had developed a specific generator. However the development of this diesel was not completed, and according to the Minenergomash data series production will not be started until 1986.

Minavtoprom came out with a proposal for use on the BelAZ-7521 dump truck of the series-produced diesel locomotive engine made by the Kilomensk Diesel-Locomotive Plant of Mintyazhmash. However the question of delivery of the diesel generators has not yet been fully resolved by Mintyazhmash.

To accelerate the development of the chassis assemblies Minavtoprom fabricated two experimental specimens of the BelAZ-7521 dump truck. But they are often out of commission because of repeated failures of the Minelektrotekhprom electric traction motors."

"As for the 120-ton BelAZ dump truck," as V. Kulikov writes: "In the process of their experimental operation several questions arise, both with regard to reliability of the accessories and components and in regard to organization of the shipping technology itself."

The interdepartmental commission for testing of these machines with account for the actual operating conditions defined the required extent of and schedules for their modification, which were coordinated with USSR Minugleprom.

We see that the answer to the question: "What has been done since the newspaper article appeared?" can be brief: very little to date. We can only hope that both Minavtoprom itself and Minenergomash, Mintyazhmash and Minelektrotekhprom will take more decisive steps to improve the quality and reliability of the BelAZ heavy-cargo dump trucks.

9576

CSO: 1829/146

MOTOR VEHICLE

TRUCK DRIVERS MAKING EMPTY RUNS, NOT CONSERVING FUEL

Moscow PRAVDA in Russian 10 Mar 83 p 3

[Article by A. Gil'ts, correspondent of the Perm Oblast newspaper Zvezda and A. Tregubov, associate inspector of the Perm Oblast Public Control Committee: "Nothing But Wind in the Truck Beds"]

[Text] The inspectors started out early in the morning for their check of the loads being carried by the trucks. The city was just coming to life, but the "Sibirsk" route was already crowded. The personnel of the Regional Transportation and Forwarding Enterprise [UTEP] explained that heavy truck traffic on the inter-city routes in the early morning hours is not unusual.

Many drivers starting out on trips with very light loads try to slip unnoticed past the check stations, the personnel of which have the right to fill up the empty trucks with ad hoc cargo. At one such check station near Perm, together with a fellow worker of the state auto inspection division we stopped several trucks. Their truck beds were empty.

Driver V. Piskunov had driven his GAZ-52 hundreds of kilometers from Gubakha. To the question of why he was not carrying any ad hoc cargo his answer was simple: "It's too much trouble." Our arguments concerning the inefficient consumption of fuel did not sway him at all: "Let others save the fuel," he said, "I've got plenty of fuel tickets."

And yet, regulations for inter-city shipments have been established. The local enterprises and organizations do not have the right to drive their own vehicles over long distances. Such trips should be made by the specialized subdivisions of RSFSR Minavtotrans and by UTEP. Only when the latter will not handle an order is it permissible to use local transport vehicles on long-distance trips. There is still another condition: the driver is required to accept ad hoc cargo at the request of UTEP.

We see that there is a system for combatting empty long-distance trips, and it is mandatory for everyone. But this directive is often not followed. This is why the check stations for identifying violators were set up. There's no shortage of work for them. Nearly half of the 2640 trucks checked in only three months at the Perm Oblast check stations were empty.

In their attempts to circumvent the rules some drivers resort to deception. This same Perm UTEP often confiscates from the drivers stacks of counterfeit form "4-M" trip sheets, a distinctive feature of which are the red letters "Intercity Shipments" crossing the form from corner to corner. Only UTEP has the right to issue these documents.

Where do they get these fake documents? It appears that the forms are easily ordered in any printing plant. And there is no way of knowing where they were printed. The director of the Perm Oblast Office of Printing and Publishing, Yu. Gavrilov, explained that it is not mandatory to report the printing of such items.

Simply put, there are many conflicts between UTEP and the operators of the local transportation system. Typical in this regard is the argument with the "Perm Machinery Construction Plant imeni October Revolution" Production Association, which was threatened with a large fine because of the fact that it uses UTEP trucks for inter-city shipments.

"We have urgent small-lot cargos, and there is no sense in driving our KamAZ with a trailer," they claim in the association.

"Then why did you sign the agreement," counter the UTEP workers, "Pay the fines."

Both sides have their points. Each group must worry about fulfilling their own plan. UTEP does not care how much time the driver loses in agreeing to take on ad hoc cargo. And the time losses may be considerable. While they are finding a fork lift and someone to fill out the documents the driver loses the time he is allowed for the trip. What is the net result? In the course of the last three years the personnel of UTEP have been able by brute force (no other word fits the situation) to add cargo on the average to only 40 trucks a day. But there are thousands of empty trips. It is not possible to trace them all. It is true that UTEP can fine the organizations for willful inter-city trips and empty trips. But the fine is not significant--up to five rubles per truck.

No steps can be taken against violators of the inter-city rules and the State Motor Vehicle Inspection Department regulations. The monitoring groups at the enterprises also pay very little attention to the questions of effective utilization of the truck transport system.

The "artful dodgers" of the long-distance routes know all this very well, and therefore they ignore with impunity the "Instructions for Organization of Intercity Truck Shipments in the RSFSR," approved by the RSFSR Council of Ministers.

It appears that more initiative and better organization should be demonstrated in UTEP itself. There is good experience in this regard. In many cities of the country (for example, Moscow, Sverdlovsk, Chelyabinsk, Izhevsk) cargo truck stations have been in operation for a long time. These are complexes which provide warehousing facilities, hotels for the

drivers, dining rooms, guarded truck parking areas, loading docks and so on. The enterprises and organizations direct their small-lot cargos to these facilities. When cargo grossing five to eight tons for the same destination is collected, the next truck going this way picks up this cargo.

Adequate provisions for such a center have not yet been made in Perm. It is true that an area for such a facility has been set aside, but RSFSR Minavtotrans has not allocated funds for its construction.

Today UTEP cannot supply their customers with small-capacity cargo trucks. And the organizations naturally do not want to pay for a ZIL or KamAZ to ship, say, two tons of their cargo.

The specialists have calculated that hundreds of tons of fuel are expended each year on empty trips on the Western Ural roads alone. And what about the losses from inefficient vehicle wear and tear? Economic procedures must be introduced more energetically on the long-distance routes.

9576

CSO: 1829/146

RAILROAD

KONAREV OUTLINES PROBLEM AREAS, PLANS FOR RAIL MINISTRY

Moscow GUDOK in Russian 8 Dec 82 p 2

[Article: " 'All Efforts to Fulfill the Plan'; Speech by N. S. Konarev, Rail Transport Minister of USSR"]

[Text] In his speech, N. S. Konarev noted that the plenum of the trade union's Central Committee is taking place at a very crucial period. The period is characterized primarily by the fact that the Soviet people have begun enthusiastically to implement the urgent program of action, defined by the decisions of the November (1982) Plenum of the CPSU Central Committee and the Seventh Session of the USSR Supreme Soviet. December is the end of the year, and during its remaining days the railroad workers must do everything possible to provide for the national economy's transportation needs. Of course, the trade union's plenum is taking place on the threshold of the new year, 1983--the middle year of the five-year plan.

As is well known, the first 2 years were not successful for rail transport. We must quickly and decisively correct the situation, so that in the remaining years we can unconditionally fulfill the tasks of the entire five-year plan for all indices. In this regard, the management of the Ministry of Railways has great hopes for the mobilizing significance of the plenum of the trade union's Central Committee. The role and tasks of the trade union during this crucial period had already been covered in N. I. Kovalev's report and in the discussions.

N. S. Konarev went on to say that participants in the plenum are naturally interested in the question of how the ministry's management and collegium are planning to correct the situation in rail transportation. There must be an answer to this issue.

First of all, we are relying on our personnel, on the activists and on the striving of all railroad workers to successfully carry out the decisions of the November Plenum of the CPSU Central Committee. We have splendid personnel. Everyone knows that railroad workers are characterized by exceptional self-sacrifice in work. They love their work and are prepared to exert all their energy to assure a fundamental improvement in transportation operations. If we organize matters correctly, and people see that we have done so, then we will enjoy the all-round support of our working

class, the managers, our scientists and all transport workers. We hope that the trade union activists will set an example of energetic and purposeful work.

The ministry's management and collegium intend to rely on a more complete utilization of production reserves. This requires a psychological reorganization. Recently, some people have been trying to blame all our failures on a lack of resources and insufficient production capacity. There have been frequent assertions that we are operating "at the limit," that our resources have been exhausted. That is a serious error. In reality we do have reserves. Thanks to the concern of our party and government, we have a rather powerful technical base. Thus, the criticism in the speech of General Secretary of the CPSU Central Committee Y. V. Andropov, directed toward the Ministry of Railways, was completely justified.

In recent years, capital investments for transportation development have increased, but we have not received the expected results from these investments. We must make better use of the basic funds and equipment with which transportation has been richly endowed. But we have frequent examples of even formerly advanced enterprises which have fallen behind and are now operating less effectively than before. For instance, the Grebenka Locomotive Depot is repairing considerably fewer engines than in previous years, although its production capacity is the same. We could cite such examples in all branches of our rail system.

The ministry and its collegium consider it necessary to speed up the introduction of the achievements of scientific and technical progress into the railroad's operational practices, particularly in the area of production processes. And we must begin with the norms, evaluating them to determine whether they are progressive. Here is a characteristic fact. We have started developing a new schedule for the 3-year period. Naturally, it must be a more progressive schedule than the current one. But when we began analyzing the proposals of a number of railroads, it turned out that they are not taking into account an increasing volume of transport or the tasks of the five-year plan. Thus, the Oktyabr'sk Railroad provided for division speed norms which were 4.3 kilometers per hour slower than the current norms. This was done to create comfortable work conditions.

The minister especially emphasized that the schedule is the production basis of the entire transportation operation. Meeting the schedule is the same as assuring that the transport plan is fulfilled. And one of the important tasks of the trade union activists is to be more attentive to introduction of progressive norms.

We must fundamentally change our relationship to the state transport plan. It was pointed out at the November Plenum of the CPSU Central Committee that the Ministry of Railways is not fulfilling its main duty. It is not meeting the national economy's needs for transportation. Some people consider, for example, that by carrying out the task for transport of coal, they can justify a breakdown in the plan for other freight. This is an

incorrect approach! The overall shipment plan must be fulfilled consistently and fully.

The plan is a law. We must create an atmosphere in which each worker feels his responsibility for fulfilling the plan.

Comrade N. S. Konarev dwelled in detail on the questions of improving the management of the transportation process, and management style and methods. He did this in light of the critical comments made by Comrade Y. V. Andropov at the November Plenum of the CPSU Central Committee.

A considerable part of the speech was devoted to the tasks for improving train traffic safety, for the all-round strengthening of labor, production and planning discipline, and for resolving many social issues for using internal reserves.

All these, and other problems connected with improving transport operations, will be reviewed soon at an expanded session of the Ministry of Railway's Collegium.

In conclusion, the minister emphasized that there is no time to be lost. Millions of Soviet people are awaiting a swift improvement in transport operations. There are some tendencies toward improvement. In November, 6 million tons of freight were shipped in excess of the amount shipped during the same month last year. The November plan was overfulfilled by 1 million tons. We have potential not only for fulfill, but to overfulfill the December plan and hence, the plan for the fourth quarter.

The minister assured the CPSU Central Committee and the Soviet Government that the railroad workers would exert every effort to implement the decisions of the 26th CPSU Congress and the tasks of the 11th Five-Year Plan.

9887
CSO: 1829/117

RAILROAD

RAILWAY MINISTRY COLLEGIUM LISTS DEFICIENCIES

Moscow GUDOK in Russian 4 Nov 82 p 2

[Article: "Improving Commercial and Consumer Services"]

[Text] The Collegium of the Ministry of Railways has examined the question of the progress being made in preparing workers' supply facilities to operate in the winter of 1982-83.

The collegium noted that the Main Administration of Workers' Supply, the road administration of workers' supply and the departments of workers' supply are coping with the planned tasks this year for retail goods circulation and sales of their own output. These organizations have achieved a certain increase in the efficiency of their operations. Large new warehouses and storehouses have been put into operation at a number of rail junctions, including the Vologda, Bolotnaya, Valuyki, Karaganda and Krivoy Rog stations.

However, the collegium noted that there are still substantial shortcomings in organizing retail goods support and dining facilities for railroad workers.

On a number of railroads, a considerable number of the commercial enterprises and dining facilities are not fulfilling the plans for retail goods circulation and are allowing interruptions in the sale of goods which are present in sufficient quantities at the bases and warehouses of the departments of workers' supply, as well as with the suppliers. This is particularly true on the Odessa, South Urals, Southeastern, Kuybyshev and East Siberian railroads.

At some enterprises on the Oktyabr'sk, West Kazakhstan, Transbaykal, Krasnoyarsk and other railroads, cafeterias are in an unsatisfactory sanitary and technical state. In addition, the plumbing and sewage systems are out of order; there is a lack of auxiliary rooms; there are fewer seats than the established norm; the selection of dishes and the food quality in the cafeterias at times call forth justified complaints from the workers.

Maintenance and preparation of bakeries for winter operations are proceeding extremely unsatisfactorily on the Transbaykal, East Siberian and Far Eastern railroads.

Although losses from breakage and damage to goods in the departments of workers' supply have been reduced this year, they are still considerable. The situation with shortages and thefts of state property has not improved. The greatest shortages and thefts have shown up in the departments of workers' supply on the Alma-Ata, Central Asian, Transbaykal, South Urals, Southeastern and Lvov railroads.

Construction of workers' supply facilities is proceeding at a slow pace on the Tselina, Krasnoyarsk, Donetsk, Sverdlovsk, Belorussian, North Caucasus and some other railroads. The deadlines for activating a number of large facilities have been missed, particularly such facilities as the vegetable storehouse at Makat Station on the West Kazakhstan Railroad, the fruit storehouse at Pechora Station, the food warehouses at Mikun Station on the Northern Railroad and Volnovakha Station on the Donetsk Railroad.

The Collegium of the Ministry of Railways has obliged the Main Administration of Workers' Supply, the chiefs of railroads, road administrations and departments of workers' supply to take prompt and effective measures to assure the quick fulfillment, by every road administration and department of workers' supply, of the plans for procurement and winter storage of potatoes, fruits and vegetables. If necessary, these organizations are to send into procurement areas responsible representatives from the railroads, divisions and road administrations of workers' supply. These organizations are also supposed to assign the required quantity of transportation resources and workers to transport food products, and assure the complete safe-keeping of the procured products.

Other specific measures have been planned which will assure a further improvement in commercial and social services for the railroad workers.

9887

CSO: 1829/117

RAILROAD

SVERDLOVSK RAIL DEPOT WORKERS EVALUATE SHORTCOMINGS

Moscow GUDOK in Russian 27 Nov 82 p 3

[Article by GUDOK correspondent V. Ardayev, from the Sverdlovsk Classification Junction: "A Candid Conversation. Reports and Elections in Party Organizations"]

[Text] Not long ago, the Sverdlovsk CPSU Obkom analyzed the activity of the party committee at the Sverdlovsk Classification Junction in improving ideological and educational work among the workers. Today a thorough discussion is underway at report and election meetings in the primary party organizations of the junction's enterprises. The discussion deals with the question of how well the accepted decision is being carried out. Ways of eliminating the shortcomings which have been detected are also being discussed.

Our correspondent attended such a meeting at the car depot of the Sverdlovsk Classification Junction. We are publishing his report.

Some changes have occurred recently in the car depot's party organization. Shop party organizations have been set up in the laboratory of scientific organization of labor and management. Changes have been introduced in the structure of the party commission for monitoring the administration's economic activities. Measures have been taken for strengthening the party's influence on a number of crucial divisions. However, time is needed for the reorganization to yield results.

Omissions in ideological and educational work, in the management of the enterprise's economic activities had an impact on the collective's labor results. In his report, V. Ozornin, secretary of the depot's party bureau, noted that there has been a rather sharp decline in the depot's operations at all positions this year, compared with the same period last year.

The collective is not handling the task for major repairs of wheel sets. The quality of car preparation has declined. Due to oversights by workers

at the PTO [Technical Service Point] of the odd track system, the number of uncouplings enroute has increased by more than 50 percent, compared with last year. The communists are especially worried that the car workers have begun allowing a large amount of defective work. For example, there have been two instances when components have fallen on the tracks, which might turn out to be a considerable loss. Due to the depot's failures, delays in dispatching freight cars have increased by a factor of 2.6, and due to unsatisfactory work by the technical service point of the even track system, the delays increased by a factor of 6!

The secretary of the party bureau stated: "In our desire to justify ourselves, we can refer to objective causes. There is a chronic shortage of personnel at the depot. But have we really done everything to restore the collective's fine reputation? Let's thoroughly analyze our own work."

An objective, general evaluation of the mistakes that were permitted in the accounting report inclined the communists to have a candid and pointed discussion about the work of the party organization and its bureau.

The speakers emphasized that no matter how well ideological and educational work is set up, it will not yield the desired results in an unstable collective where there is no real striving to prevent turnover in production personnel.

How does one prevent turnover of people? First of all, one must improve the conditions and organization of work, and strive to mechanize the work. Today the level of work mechanization is only 56.3 percent. Of the six measures planned for this year in a comprehensive program to reduce the amount of manual labor, only two have been carried out thus far. The results from these measures have been modest--the equivalent of 1.6 persons have been freed for other work. Of course, that is not much for a collective which has its own experimental shop and its own design bureau.

The worst situation is in the inter-train car repair shop, at the automatic control point for checking and repairing brakes, and at the Technical Service Point.

T. Sidorov, a metal-worker in the assembly shop, said at the meeting: "We are fulfilling the plan, but with such effort! Every month there is emergency work. Why hasn't the party bureau taken the managers to task for their inefficiency and lack of discipline? I have noticed recently that none of the leaders is concerned about lightening our load. A couple of months ago, an oxygen system was put in the shop. The gas cutters literally took a deep breath. But after a short while, they again had to put on their oxygen cylinders and the inactive mechanism is gradually being 'taken apart.'"

A. Chizhov, senior foreman of the wheel shop, bitterly informed the communists that many skilled workers such as Comrades Maslov, Shabalin, Korobeynikov and Starukhin have left for other enterprises simply because they didn't like the poor work conditions.

Communist Vshivkov, a metal-worker in that same shop, noted: "I am certain that our shop is working at half its capacity. Equipment is constantly breaking down, since it is so old and worn-out. A vicious circle has arisen. The assembly shop and the inter-train repair shop are operating poorly due to a lack of wheel sets. Our shop is experiencing a shortage of spare parts. But where can we get the spare parts from, since the Dismantling Division has been reduced to nothing, so to speak? Not only aren't there good specialists remaining in that division, but there aren't even any permanent personnel there. Unskilled people are working there. Even convicted people have begun to be sent to the Dismantling Division as punishment. Will a 'temporary' really take care of equipment properly and work well in general? Thus, we lack those spare parts which we should receive after dismantling and rehabilitation."

The question of party and labor discipline was keenly discussed at the meeting. To put an end to laxity, the communists emphasized that the vanguard role of CPSU members must be increased. For now, one can encounter communists even among the absentee workers.

Executive discipline is lax. This relates primarily to the depot's managers, including the depot's chief, N. Yakovlev. These facts were cited in the report: At last year's meeting to hear reports and elect new officials, the communists expressed serious criticisms. The party bureau planned some measures for eliminating the shortcomings. Six of the criticisms related to the party bureau, and six related to the depot's managers. The party bureau carried out "its" corrective measures, but the administration did not. Even now, in his speech at the meeting, depot chief N. Yakovlev gave no answers to most of the questions which were posed to him as a communist, a member of the party bureau and a manager. He dodged the questions and painted a rosy picture of future technical progress at the enterprise.

The participants at the meeting correctly pointed out the need to tighten up supervision of the implementation of party decisions and to be more demanding toward all communists. To accomplish this, we must assure widespread publicity of progress made in carrying out the decisions of party meetings and implementing the comments and proposals of party organization members.

The meeting adopted a detailed resolution, in which all the comments and proposals expressed by the communists were reflected.

9887

CSO: 1829/117

TRANSSHIPMENT FREIGHT RATE RESTRUCTURING URGED

Moscow MORSKOY FLOT in Russian No 2, Feb 83 p 15

[Article by V. Granik: "Change the Transshipment Rate"]

[Text] The Odessa railway serves six ports of the Black Sea Steamship Company. During the 1981-82 period, the steamship company's ports received more than R100,000 in premiums for consolidated loading of cars according to the method of "two thousanders." with more than 50 percent of this amount falling to the share of the Odessa port. This is a direct result of the movement of leading docker brigades, who have pledged to additionally load every car with 2,000 kg of freight above the established norm.

It became widespread in 1980 when the Odessa Railway Administration, the Black Sea Steamship Company, the railway committee of the railway transportation workers' trade union [dorprofsozh] and the basin committee of the trade union of workers of the maritime and river fleets [baskomflot] confirmed the conditions and indexes of competition being participated in by docker-machine operator brigades, shift deputy chiefs of warehouses, stevedores and port hoistmen. A special electronic computer program was developed to ensure authenticity of accounting and efficient summing up of the results.

The port is coping successfully with loading cars. But a different situation has developed with unloading: car unloading plans are being fulfilled only 2-3 months a year. The main reason is that the port has been constantly increasing its capacities but the Odessa-Port station essentially has not been developing. Ten years ago the port processed up to 500 cars a day (in terms of four-wheel cars) but now it processes twice as many. However, as soon as the daily volume of work reaches the 500-car level, the station is unable to cope with supplying them. As a result, the idling of dockers while waiting for the cars in port totals tens of thousands of man-hours a year.

It is planned to increase the port's capacity by another 200 cars a day in the near future. Naturally, a considerable acceleration in the transportation process cannot be achieved without reconstruction of the station.

Reconstruction will require considerable time but the ever-increasing volume of freight must be processed now. The problem of transferring some freight from

the railway to motor and river transportation is quite urgent in this connection. A scientifically based system of material incentive of all participants in the transportation process will be needed to solve it. If hauling by motor vehicles and over the river will be cheaper than by railway, the freight owner will agree to transferring the freight to associated forms of transportation. For example, the cost of transporting 1 ton of carbamide in sacks by railway over a distance of 50 km is less than 50 kopeks and in direct mixed transportation it is 33 kopeks at present. It costs R1 to haul 1 ton of aforementioned freight in a motor vehicle over a distance of only 15 km.

A similar situation exists in river transportation. Hauling 1 ton of carbamide from Cherkassy to Odessa by railway is one-fifth cheaper than by river (with delivery to a river port by motor transportation and transshipment in a river port).

Increasing the role of corresponding recommendations of the USSR Gosplan's Interdepartmental Commission is of important significance for rationalization of transportation.

It is also necessary for scientific transportation institutes and the State Committee on Prices to determine rates of all associated forms of transportation which would make it cheaper to haul freight over short distances by motor vehicles. This requirement is even written in section 41 of Rate Guide No 14-01 for river transportation.

However, railway transportation does not have increased rates for sections that are parallel to river routes. We believe that questions related to revising rates of railway and motor transportation in hauling freight over short distances and by railways, which run parallel to river routes, are very topical.

It is also necessary to solve the question of hauling in packages and transporting freight in soft single-use containers. Such deliveries are economical, reduce hard manual labor and raise the quality of transportation. Moreover, the freight is not damaged and does not lose its marketable appearance.

Over a period of nearly 20 years various resolutions have been adopted on increasing transportation in packages. Meanwhile, freight in sacks and boxes is still being loaded manually into cars in ports as well as during numerous transshipments. This is happening because of the high cost of package-making means, which run 6-8 and more rubles per 1 ton of freight. The delivery of 1 ton of freight in packages is only 1-3 rubles cheaper.

The rate for transporting freight without packages should be considerably higher than the cost of hauling it in packages due to the cost of packaging. Only in this case the freight owners will show interest in packaging their freight. Otherwise it will be necessary to establish an order under which unpackaged freight will not be accepted for delivery.

COPYRIGHT: "Morskoy Flot", 1983

9817

CSO: 1829/163

END