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3. In regard to steps taken to provide roads throughout the USSR, the Soviet authorities did not have the incentive to build many roads because there was a shortage of motor vehicular transport.
4. Overall planning, by GOSPLAN, for road systems was done only for "government" roads, and some "Republican" routes, not for local roads. "Government" roads were those considered of significance for all the USSR. A "Republican" road would be included in overall planning only if it was thought to have all-Union importance. In this case, the central government would provide the necessary materials, but the local republican authorities would have to pay for them. Local roads in Central Asia were few in number and poor in quality, as were the bridges (there was a great shortage of wood in Central Asia). Local GOSPLANS in the various republics planned roads of local significance. Republican authorities provided the road building materials which they had available, but had to ask Moscow for certain items, such as nails. The "RaiSoviet" (Rayon Soviet) administered the local roads through its DOROZDEL (Dorozhni Otdel--Road Section).
5. The Soviet Government had planned to increase greatly the use of trucks for hauling freight, but ran into difficulties. The great number of horses lost during collectivization, the growth of industry, and the neglect of railway construction in the 1930's, were all important factors in increasing very sizeably the demand for trucks. The USSR was unable to come even close to producing the planned amount of trucks and new roads. By 1941 there were only about 550,000 motor vehicles in the USSR. Approximately 420,000 of this total were trucks; the remainder were automobiles. This was grossly inadequate.
6. In regard to whether standard methods were followed in road construction, the quality of work in this field was generally so poor that even the government suggested that each contractor attempt to improve methods in any manner he could.
7. In regard to road equipment and maintenance of roads, there was no mechanized equipment in Central Asia, except that trucks were used on construction jobs. Occasionally one might be able to borrow a steam roller. Once a "government" road was completed, a "Dorozhniye Upravleniye" (Road Administration) would be created, which hired workers to maintain the road by hand labor. As to maintenance of local routes, bridges on these roads would often be allowed to remain impassable for a month, because of the shortage of wood for repairs.

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LIBRARY SUBJECT & AREA CODES

754.5	N
754.22	N
754.22	527N
754.11	N
754.32	N
4-6/743.221	N
5-6/743.221	N

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