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USSR STEPS UP CAMPAIGN FOR SCRAP-METAL RECOVERY

STRESS IMPORTANCE OF SCRAP METAL -- Vil'nyus, Sovetskaya Litva, 31 Mar 51

Scrap metal is a valuable source of raw material for the metallurgical industry. For example, if 3.5 tons of iron ore are needed for producing one ton of pig iron, the amount of raw material required is reduced to one ton when smelting pig iron out of scrap metal. One ton of metal scrap is sufficient to produce 950 kilograms of steel.

In producing one ton of aluminum from scrap, the amount of electric power required is 600 times less than in the case of producing aluminum from bauxites.

One hundred tons of copper ore must be processed to obtain one ton of copper. When producing copper from scrap, the amounts of raw material, electric power, and labor costs are reduced considerably.

LITHUANIAN ENTERPRISES LAG IN SCRAP COLLECTION -- Vil'nyus, Sovetskaya Litva, 31 Mar 51

Many enterprises of the Lithuanian SSR are collecting scrap metal for the metallurgical industry. The Novo-Vil'nyaskiy Plant of Painting Apparatus fulfilled the January plan for scrap collection 170 percent and the February plan 245 percent. The first-quarter plan was considerably exceeded. Other Lithuanian plants have also fulfilled the first-quarter plan. However, some enterprises are still lagging in the collection and delivery of scrap metal. The Kaunas Foundry and Machinery Plant of the Ministry of Transportation was to deliver 120 tons, according to plan, but failed to ship a single kilogram of scrap. The Novo-Vil'nyaskiy "Zhal'giris" Plant also failed to meet the plan. Some enterprises in Vil'nyus hold up deliveries of scrap metal to the office of "Glavvtorchermet," and sell it on the side without entering the receipts in their books.

The Woodworking Combine of the Ministry of Timber and Paper Industry in Vil'nyus has large quantities of scrap metal which have been lying around for years; no metal

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has been delivered to "Glavvtorchermet" either in 1950 or 1951. It is estimated that the combine has at least 70 tons of scrap metal in its yard.

The same situation exists in the Vil'nyus Locomotive-Repair Plant. About 60-80 tons of scrap, both ferrous and nonferrous, are scattered over the plant yard. Only 50 percent of the first-quarter plan for scrap collection was completed.

The "El'fa" Plant shipped enough metal scrap to metallurgical plants in January and February to smelt 75 tons steel. This quantity is sufficient to produce 100 machine tools.

Organizations of the Lithuanian Consumers' Union fell short by 6,000 tons of their first-quarter goal for scrap deliveries. If this raw material had been available for steel smelting, it would have been sufficient to produce rails for almost 140 kilometers of railroad tracks.

Vil'nyus, Sovetskaya Litva, 28 Mar 51

Enterprises of the Lithuanian Railroad System failed to deliver 2,125 tons of metal scrap during January and February 1951. The Lithuanian Consumers' Union fell short by 4,000 tons of its 2-month goal for scrap deliveries. The "Prekalas" Plant in Kaunas has large quantities of metal scrap, but has failed to deliver it and has not met its plans for January and February.

LATVIAN SCRAP-METAL RESERVES NOT UTILIZED FULLY -- Riga, Sovetskaya Latvija,
27 Mar 51

The Latvian SSR has large reserves of metal scrap. However, not all industrial ministries and departments engaged in scrap collection are successfully exploiting these reserves.

The Ministry of Meat and Dairy Industry Latvian SSR has already fulfilled the first-quarter plan for scrap recovery 290 percent; the Ministry of Local Industry, 154 percent; the Machine-Building Plant of the Main Administration of Timber and Paper Industry, 230 percent; the electrical equipment plant, 200 percent; the "REZ" Plant, 153 percent; and the Riga Railroad-Car Plant, 113 percent.

The "VEF" Plant, the "Avtoelektropribor" Plant, and the Riga Machine-Building Plant of the Ministry of River Fleet, have similar reserves of scrap metal, but have done very little to utilize these reserves. The last three enterprises have completed only 50 percent of the first-quarter plan for scrap collection.

The Latvian-Republic Office of "Glavutil'syr'ye," the Latvian Consumers' Union, and the Latvian Railroad System represent the three organizations which should contribute the largest share of metal scrap delivered by the Latvian SSR; however, these organizations are lagging considerably behind schedule. For example, the Latvian Consumers' Union has completed only 21 percent of the plan. Things are even worse in the Ministry of Construction-Materials Industry. Here only one-half percent of the first-quarter plan has been met!

The Liyepaya "Krasnyy metallurg" Plant has valuable raw material for the metallurgical industry in its slag dumps, i.e., steel sows, or metal which has been solidified in the molds. This metal has been going to waste for years. The plant itself does not want to handle the job of scrap recovery and has not turned it over to "Glavvtorchermet."

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Riga, Cina, 12 Apr 51

The Riga Railroad-Car-Plant workers are collecting scrap metal, both in the plant shops and on the grounds. The first-quarter plan for scrap collection was exceeded. Sunday, 8 April, was appointed as a special day for scrap collection. More than 300 workers took part and collected about 120 tons of metal scrap.

Riga, Cina, 14 Apr 51

The Riga Machine-Building Plant of the Ministry of River Fleet USSR has responded to the appeal for scrap collection. Workers of the plant collected hundreds of tons of scrap metal in the buildings and grounds and delivered it to state collection centers.

MOSCOW PLANTS START SCRAP-COLLECTION CAMPAIGNS -- Moscow, Pravda, 9 Apr 51

A number of Moscow enterprises have started a 30-day campaign for the collection, processing, and delivery of scrap metal. Scrap recovery is well organized at the First Bearings Plant imeni L. M. Kaganovich, which delivered more than 11,000 tons of metal scrap to metallurgical enterprises since the beginning of this year.

Each day, Moscow enterprises ship many carloads of metal scrap to plants in the Urals, in the south, and in central regions. During the first 6 days of April, the Moscow city office of "Glavvtorchermet" shipped 4,500 tons of metal scrap more than during the same period of February.

Kishinev, Sovetskaya Moldaviya, 11 Apr 51

The Moscow Automobile Plant imeni Stalin has started a 30-day campaign for collection of metal scrap; the plant has decided to collect not less than 5,000 tons of scrap during this period. In the first 10 days, about 2,000 tons of metal scrap were collected at the plant and shipped to metallurgical enterprises.

KIROV OBLAST PARTICIPATES IN SCRAP COLLECTION -- Petrozavodsk, Leninskoye Znamya, 7 Apr 51

The Omutninsk Metallurgical Plant, Kirov Oblast, recently received large quantities of scrap metal collected by residents of Omutninsk. The pile-driver shop of the plant has processed daily up to 160 tons of metal for remelting.

The Kirov Division of the Gor'kiy Railroad System has been very active in the collection of scrap metal. Railroad workers have already collected more than 200 tons of metal.

KARELO-FINNISH SSR NOT MEETING SCRAP-DELIVERY QUOTAS -- Petrozavodsk, Leninskoye Znamya, 7 Apr 51

In the Karelo-Finnish SSR, 26 different organizations are engaged in the procurement of scrap metal. The supplies of scrap available in the republic are sufficiently large to meet or even exceed the plan for scrap recovery, but during the first quarter of 1951, deliveries of metal have been very unsatisfactory. Only about 50 percent of the plan quota has been fulfilled. The Kirov Railroad System has large reserves of metal scrap, but has completed only 60 percent of the first-quarter plan.

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Enterprises of the Ministry of Timber Industry received a reduced scrap-collection plan for the first quarter of 1951, according to which 200 tons of metal were to be delivered. However, the ministry delivered only 32 tons during the first quarter.

The Segezha Cellulose and Paper Combine and the Onega Machine-Building Plant have met their quotas, but they are in a position to deliver much larger quantities of metal than they have been doing so far.

VYBORG CITY ACTIVE IN SCRAP COLLECTION -- Leningrad, Leningradskaya Pravda, 7 Apr 51

Industrial enterprises and private individuals, including school children, have been participating in the collection of scrap metal in Vyborg. The locomotive depot shipped 24 tons of nonferrous and ferrous metals during the first quarter. The "Elektroinstrument" Plant, the agricultural-machine-building plant, and others have exceeded their plans. The Vyborg Office of "Glavutil'syr'ye" has shipped 70 tons of nonferrous and ferrous metal scrap collected by workers of the city.

UKRAINIAN PLANTS INITIATE LARGE-SCALE SCRAP RECOVERY -- Kiev, Pravda Ukrainy, 24 Mar 51

Steelworkers of the Kramatorsk Metallurgical Plant imeni Kuybyshev have initiated a mass competition for the collection and full utilization of metal scrap in open-hearth shops. Most of the enterprises in Stalino Oblast followed suit.

During 20 days of March, the city of Zhdanov collected four trainloads of metal scrap, with the help of the population. Thousands of tons of scrap were collected and delivered to metallurgical plants by machine builders of Kramatorsk, Khartsyzsk pipe plants, and transport workers of the South Donets Railroad System.

The Kiev "Bol'shevik" Plant has formed special brigades, headed by Communists, for the collection of metal scrap. In a few days, 150 tons were collected.

Railroad workers of the Southern Railroad System fulfilled the first-quarter plan for scrap collection and delivery ahead of schedule. Party organizations of the railroad system were very active in this connection.

Kiev, Pravda Ukrainy, 25 Mar 51

Recovery of metal scrap by Dnepropetrovsk enterprises has increased. The following plants are participating: Metallurgical Plant imeni Komintern, the Iron-Roller-Making Plant, the Railroad-Car-Repair Plant imeni Kirov, the Switch Plant, and others.

The Metallurgical Plant imeni Petrovskiy is extracting metal scrap from slag waste. During a short period, the plant recovered 10,000 tons of metal.

With the help of large masses of the population, the metal-procuring organizations of Dnepropetrovsk Oblast have considerably exceeded the plan.

GEORGIAN SSR FAILS TO MEET SCRAP-COLLECTION PLAN -- Tbilisi, Zarya Vostoka, 30 Mar 51

There are great possibilities for the collection of scrap metal in Georgia, but they have not been utilized sufficiently. The January plan for procurement of ferrous metal scrap was not completed by the Georgian SSR. The February plan was fulfilled, but the January shortage was not yet covered. In March, the plan was considerably increased.

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The Tbilisi Machine-Tool Building Plant has set a good example for the collection, processing, and delivery of scrap metal. The first-quarter plan was fulfilled by 27 March. However, not all plants have handled the matter in the same way.

The Transcaucasus Metallurgical Plant is not meeting its scrap-collection plan. Another large consumer of metal scrap, the "Tsentrolit" Plant, has also failed to meet the plan for scrap collection. Hundreds of tons of scrap are hauled off the plant area and dumped together with refuse.

The Transcaucasus Railroad System did not meet the plans for 1950, or for January and February 1951. This was not caused by a lack of scrap metal, but by indifference and negligence.

Large quantities of metal scrap are being wasted at the Tbilisi Automobile-Repair Plant. Consumers' cooperatives, MTS, kolkhozes, sovkhoses, and building administrations are also lagging in the collection of scrap.

Moscow, Trud, 10 Apr 51

The Tbilisi Locomotive and Railroad-Car-Repair Plant imeni Stalin has been very active in the collection of scrap metal. During a 3-month period, the plant collected and delivered more than 860 tons of metal. The plant started a 30-day campaign for collection of ferrous metal scrap on 1 April.

ARMENIAN SSR MEETS PLAN, BUT SOME ENTERPRISES LAG -- Yerevan, Kommunist, 7 Apr 51

In 1950, the Armenian SSR fulfilled the plan for collection and delivery of ferrous metal scrap to metallurgical plants 100 percent. The first-quarter 1951 plan was fulfilled 107.9 percent. The republic delivered 354 tons of metal scrap above plan. However, some enterprises are behind schedule. Enterprises of the Ministry of Communal Economy failed to deliver a single kilogram of metal scrap during the first quarter. Scrap collection is poorly organized in enterprises of the Ministry of Local Industry, the Ministry of Health, and several construction and assembly administrations. According to available data, rural areas of the republic have accumulated about 1,000 to 2,000 tons of metal scrap, but its collection has been badly organized by "Glavutil'syr'ye."

SCRAP COLLECTION IN UZBEK SSR INADEQUATE - Tashkent, Pravda Vostoka, 29 Mar 51

The recovery and processing of ferrous metal scrap is of vital importance for the Uzbek SSR. The Uzbek Metallurgical Plant, which supplies many enterprises of Central Asian republics with its products, has no blast-furnace shop of its own and operated on metal scrap only. The Uzbek SSR has sufficient reserves of metal scrap, i.e., waste products of metalworking plants, foundries, etc. Every plant, rayon consumers' union, or office of "Glavutil'syr'ye" has a definite plan for procurement and delivery of ferrous metal scrap. However, a number of enterprises are not meeting these plans.

In January and February 1951, the plan for scrap recovery and delivery was not fulfilled by a single oblast. Kashka-Dar'ya and Surkhan-Dar'ya oblasts, especially, are lagging in their deliveries.

The following failed to meet their plans for scrap collection: "Chirchiksel'mash," "Uzbeksel'mash," "Tashsel'mash," Plant imeni Kaganovich, "Sredniamash," and the Tashkent Railroad System. The "Uzbeksel'mash" Plant (director, Stykaylo) has about 400 tons of various metal scrap and ferrous metal waste, which has been lying around at the plant for several years. The "Chirchiksel'mash" Plant failed to deliver, 2,819 tons of ferrous metal scrap to metallurgical plants

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during 1950. Conditions have not improved in 1951; current scrap deliveries of this plant are short by 525 tons.

In addition to industrial enterprises and collecting centers of "Glavvtorchermet," metal-scrap recovery is also handled by consumers' unions, officers of "Glavutil'syr'ye" of the Ministry of Light Industry, and industrial cooperatives. "Glavutil'syr'ye" and industrial cooperatives are in charge of scrap collection among the civilian population and in small city enterprises, while consumers' cooperatives handle the work among the rural population, as well as in kolkhozes, sovkhoses, and MTS. These organizations have been unable to cope with their obligations and are delaying the shipment of collected metal scrap.

The system of the Uzbek Union of Consumers' Societies (Uzbekbrlyashu) has failed to deliver 1,500 tons of scrap. The Namangan Oblast Consumers' Union has consistently failed to meet its plan. This is explained by the fact that oblast and rayon consumers' unions neglect to recover scrap from the population, but restrict themselves to MTS and sovkhoses situated near the railroad line. More distant areas have not been covered at all.

Every year, heads of enterprises pay a fine to "Glavvtorchermet" for failure to follow the rules of scrap collection, storage, and shipping, but no steps have been taken to improve the situation.

A special pile-driver shop was to be organized at the Locomotive and Railroad-Car-Repair Plant imeni Kaganovich. However, the equipment at this plant has been out of repair for several years, and nothing has been done to make the machines ready for use.

KAZAKH DELIVERIES OF METAL SCRAP INSUFFICIENT -- Alma-Ata, Kazakhstanskaya Pravda, 7 Apr 51

Metal scrap represents not less than 50 percent of all furnace-charge materials in steel smelting. The more scrap metal is contained in the charge, the less time is needed for the smelting process and the higher the quality of steel produced in open-hearth furnaces. The admixture of metal shavings in pig-iron production increases the productivity of blast furnaces. Therefore, not a single kilogram of scrap metal should be wasted.

However, the directors of many enterprises in the Kazakh SSR have neglected the collection of scrap. Especially during the current year, collection and shipping of scrap have dropped off. By 25 March, only 59 percent of the first-quarter plan for recovery of metal scrap were completed by the Kazakh SSR. As a result, metallurgical plants have received much less raw material than they needed. For example, in January, the Kazakh Metallurgical Plant received only 75 percent of the amount of scrap provided by plan, and in February, even less. The inadequate deliveries of metal scrap have caused interruptions in the operation of open-hearth furnaces. Ural enterprises also failed to receive a large amount of scrap in the first quarter.

At the same time, many enterprises of the Kazakh SSR have sufficient reserves of metal scrap. For example, the Alma-Ata Railroad-Car-Repair Plant has about 150 tons of waste metal scattered over the plant area. Leninogorsk plants have accumulated hundreds of tons of scrap. At the Sokol'nyy Mine, large quantities of metal have been covered up with dirt. The lead plant has 20 old boilers, weighing over 160 tons, which have been lying around for years, and nothing has been done to resmelt them. There are many other enterprises in Kazakhstan which have neglected to deliver metal scrap at their disposal.

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By 25 March, Semipalatinsk, Aktyubinsk, and Yuzhno-Kazakhstan oblasts had completed only 54 to 64 percent of the scrap-collection plan. The situation was even worse in those oblasts which are under the jurisdiction of the Karaganda Office of "Glavvtorchermet." Kustanay Oblast, for example, completed only 25 percent of the quarter plan, and Almolinsk and Severo-Kazakhstan oblasts, slightly more than 40 percent.

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