

Glorious years in the DPRK's development

The 1980s are recorded as the annals of fresh miracles and heroic events in the history of socialist construction in the DPRK.

Entering the 1980s, all sectors were required to effect a new revolutionary upswing by further speeding up advance in order to carry out the Second Seven-Year Plan before the set time and attain new prospective goals for socialist economic construction.

The DPRK government aroused all the population to the campaign for creating the speed of the 80s, a new speed of advance, so as to bring about a new upsurge in socialist construction in the spirit and stamina displayed during the great Chollima upsurge.

In response to it, workers of the then Kim Chaek Iron Works appealed to the working people throughout the country to bring about a great upsurge in socialist economic construction, and turned out in a campaign to increase steel production.

As they worked hard to prolong the service life of electric furnaces, smelters reduced the melting time to increase the frequency of tapping three to four times more than previously, overfulfilling the daily plan over 1.2 times, or 1.5 times at the maximum.

With new records exceeding the previous norm created at blast furnaces, electric furnaces and rolling mills, the workers of the Kim Chaek Iron Works produced well over 30 000 tons of pig iron, 40 000 tons of steel and well over 40 000 tons of rolled steel more than

the previous year in 1985 while saving 60 000 tons of fuel.

The campaign for creating the speed of the 80s spread to all economic sectors.

Komdok, a leading nonferrous mineral producer, performed a great miracle of building large-scale dressing plant No. 3 in a year.

A daring plan for the construction of a large-scale dressing plant with the capacity of 10 million tons was mapped out and activities to push the project in a three-dimensional way were conducted briskly to finish the huge workload which was believed to take five to ten years to do in a year, thus providing a model of the campaign.

In the flames of this fierce struggle, the creativity and revolutionary enthusiasm of the working people were raised remarkably, a great turnabout was made on all fronts and a new period of great revolutionary upsurge started in socialist construction.

The campaign proved its might in the construction of the West Sea Barrage.

The project was a world-class barrage construction to build a dam across 8 kilometres of the sea, several locks and dozens of sluices on the dam.

Astonished by the news about the DPRK's construction of a barrage in the rough sea, the world's people expressed doubt whether such a huge project could really be carried out by the small country.

The doubt, however, gradually turned into admiration.

After finishing such preparations as the construction of railways and roads and the drawing of designs in a matter of half a year since the groundbreaking to rush into the main project all at once, the builders completed the construction of cofferdam in two years and a half.

The barrage construction was rounded off in a short period of five years thanks to the heroic struggle of service members and other builders.

Their heroic efforts demonstrated the inexhaustible creativity of the Korean people and the huge potential of the country's independent economy, and imbued the working people across the country with confidence in victory and immense courage.

Miracles were also created in other sectors.

The then Ragwon Machine Factory succeeded in building a large oxygen plant, the first of its kind in the history of the country's manufacturing industry, and the Ryongsong Machine Complex produced a 10 000-ton press

to demonstrate the power of the Juche-oriented industry.

When the workers waged a "do-or-die" struggle while settling every matter with their own efforts, young people built tunnels through steep mountains in the northern area and railway bridges as well as railway tracks.

They build dozens of railway tunnels and bridges, hundreds of structures and over ten railway stations in over a hundred kilometres of railway in a little over three years to make a new history of tremendous changes, while capital construction workers fully displayed the power of the country and created the second Pyongyang speed during some 260 main construction projects including Kwangbok Street and May Day Stadium.

Indeed, the 1980s were the proud annals during which a golden age of construction unprecedented in its scope and scale, content and form, quality and speed was ushered in under the leadership of the Workers' Party of Korea.

