

work. The fleet has now left the eastern sector of the Arctic, but the crew of the nuclear powered "Rossiya" continues to keep watch in the Kara Sea on the Murmansk - Dudinka route.

Vodnyii Transport

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MISCELLANEOUS

Careless Handling of Timber Incurs  
Hard Currency Losses

The upcoming transition to market conditions, the consequent rejuvenation of commercial activity, and the desire to acquire the hard currency so necessary for the economy - all of this is characteristic of the enterprises and organizations of the Vologda Oblast, as well.

Varied and extensive business ties are being forged both at the level of sister cities in Finland, Sweden, Holland and other countries, as well as among business people. What sorts of goods and raw materials do foreign partners find attractive in our northern oblast? What is the oblast offering for export? Primarily, metal and the traditional timber. And in line with a previously arranged agreement, Lithuania, for example, as well as the countries mentioned above, are trying to get our high-quality wood. Today, trading is an essential fact of life, but what is the situation with reserves and with logging in the oblast?

In most areas mature forests were cut down long ago. In the 1950's to 1970's, for example, 14 to 15 million cubic metres of wood were logged in the oblast, versus only 11 to 11.5 million cubic metres now. And in terms of the natural increase in biomass, no more than 7 million should be harvested. In addition, the extremely poor environmental situation in Cherepovets is having a sharply negative effect on the condition of the forests. For this reason, there should also be firm requirements today for careful economizing in the forestry sector motivated by a concern for the future of our forests and natural environment and aimed at preserving and increasing the natural resource base.

But just a look at the deliveries of wood to Vologda, the oblast capital, will illustrate how these requirements are being observed. Many timber and lumber establishments are having great difficulty fulfilling their production plans. Today, one has to travel 50 to 80 kilometres