

the amount of transports using the existing system is practically impossible. This stifles the social and economic development of the district. Besides that, Minmorflot sustains considerable losses through its use of the existing supply system because of the amount of time wasted by ships waiting for cargo operations at Evensk roadstead.

Of course, the shortages and problems of organizing cargo supply in the oblast and ensuring a steady supply of goods for its national economy and population are not confined to sea transport alone. Many of them arise because of a lack of discipline on the part of consignors and consignees, and the absence of an integrated, scientific approach to solving complicated issues affecting transport supply in the Far North.

One of the grave deficiencies in the delivery system used to ship goods to the oblast involves practically all the ministries and consignor departments, as well as the Ministry of Transport. In 1987 none of them were able to complete a full transition to a system of shipping products to districts of the Far North using general-purpose and specialized containers, in packaged form and on skids.

Thus, in 1987, only 80% of the goods subject to container and package regulations entered areas of the Arctic and Chukchi in containers and packages. A significant amount of grain and fodder goods, canned fruit and vegetables, sugar, salt, and meat- and butter-oil products entered Magadan in unpackaged form. Loading large-capacity containers with packaged cement, without packages [sic], leads to heavy and punishing work [on the part] of consignees and should be regarded as shipping goods in an unpackaged form.