

The transition of the commercial seaport field to new conditions of management, complete economic self-sufficiency and self-financing, which began in 1987, was a turning point in the economic and financial activity of commercial seaports and it had an impact on relations between all those involved in transportation. There was a visible increase in the personal interest shown by workers' groups to lower costs, to increase work productivity, to economize material and energy resources, and to intensify the transportation process. The atmosphere of glasnost and democratization, and the increase of the role of workers' groups is having a favourable effect on the solution of industrial and social problems. The best results have been achieved by workers' groups based at commercial seaports in Magadan and Pevek, who have been awarded the "Znak Pocheta" [the Badge of Honour].

The functioning of seaports in the oblast is complicated by the short duration of the navigation season: Mys Shmidt - 100 days; Anadyr' - 120 days; Pevek - 125 days; Beringovskii - 156 days; Provideniya - 165 days; and Egvekinot - 168 days. Only the port of Magadan, serviced by ice breakers, is open the whole year through, although during the past few years seamen have shown that the ports of Provideniya and Egvekinot can also be used throughout the year.

The short navigational season, together with the seasonal character of work in many areas of ground communications within the district, lengthens the periods of time needed to deliver goods from suppliers to consumers. On the average, the circulation of freight takes 340 days within the oblast, and particularly in Chukchi Autonomous Okrug, in some districts it takes 400-500 days. The