

Thus, for example, as long ago as 1976 the expert commission of Gosplan USSR recommended that construction of a vessel-lift be undertaken at the site of the Sayano-Shusha Hydroelectric Power Station and that it be brought on stream in 1992. Nevertheless, the USSR Ministry of Energy and Electrification did not make up its mind to carry out this task. And what was the outcome of this? Now the leadership of the Tuva ASSR has begun to raise the question of providing transportation on the Sayano-Shusha Reservoir by outfitting a transshipment port at the site of the power station, the unsuitability of which had already been demonstrated by the expert commission of Gosplan RSFSR--back in 1968

As things now stand, a water passage from Baikal to the Yenisei does not exist, and even at the final stage of the cascade at the Boguchansk Hydroelectric Power Station all possible measures are being taken in order not to install installations to permit the passage of vessels--installations that in one year would dispense with transporting 1.2 million cubic meters of lumber at a cost of 3.70 rubles per cubic meter and would do this over the course of decades.

It is to be hoped that Gosplan USSR will examine this matter thoroughly and will make a decision that would make it possible to satisfy the interests of different branches of the economy. Right now it is necessary to consider all expenses and revenues, and not just the cost of construction alone.

One would think that the RSFSR Ministry of River Transport would take a more active stand in regard to this issue, especially when one considers possible future hydro construction on the rivers of