

Verbally, everyone is in favour in perestroika, but in fact nobody wants to be economically independent. For the time being, we must admit that the old system continues to function because full cost recovery and self-financing are only now beginning in industry. Administrative, rather than economic, methods of management are still in force. In the port of Anadyr, preference is still given to carrying out orders from above, as in the past.

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Salary Scales Not Streamlined in Shipping Industry

Vessels which sail both on the sea and on rivers have existed for more than two decades, yet a single salary scale has still not been established for their personnel, and this has hindered the growth and retention of personnel on vessels of this class. Whereas crews on ships which sail to foreign seas are compensated for the lack of a clear-cut salary scale by foreign currency payments, salary policy on boats sailing in the Siberian river basins is such that one salary scale is applied when a boat is on a river, and another salary scale is in force when it sails out to sea. It is not difficult to imagine what confusion this causes in accounting offices when salaries are being calculated.

Why should marine personnel qualified to sail at sea want to serve on a river vessel where the salary will be lower? Why should a river crewman study and qualify all over again to serve on an