

Everyone knows that the fleet cannot possibly carry out cargo shipments in regions of the Far North without both icebreaker escorts and NHS.

Cargo shipments by the fleet are only possible if the protective installations are in good working order and navigators are supplied with updated navigational charts, shipping guides, manuals and other aids. A series of hydrographic studies are needed to ensure accident-free operation of pilot services on the Yenisei, Khatanga, Anabar and Kolyma rivers, where the pilot guidance system extends over a distance of more than 680 miles.

If the costs of maintaining the icebreaker fleet are included in the tariffs for cargo shipment on the Northern Sea Route, then why not, by analogy, include most of the NHS costs in the tariffs?

The transition of polar hydrography to cost accounting and self-financing will enhance the level and quality of NHS, and also the incentives and degree of responsibility of the labour collectives. Moreover, it will serve to eliminate injustice, elements of which are on the increase among sailors, expeditionary workers, and radio navigation detachments.

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Vodnyi transport

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