

In Chukotka, the consequences of poor management are especially visible. The irregular arrival of ships for freight-handling has become so commonplace, it is hardly perceived as a problem anymore. The Far Eastern Marine Steamship Agency dispatches ships to Anadyr in bunches: either a whole group arrives or none at all. In this instance, however, the Steamship Agency managers' inflexibility has turned into heavy outlay.

Let us cite one example: when freight shipping to Anadyr is changed over to a system of delivery by lighter carriers in the future, presupposing regular handling on the docks, the number of dockers can be cut by half, yet it turns out that, at present, the port has to retain double the number of workers it needs to compensate for poor management. Is the price too high?

Discussions about the problem with a number of people have pointed to a surplus of managers, as well as a dock-workers, yet no one advocates cutting the workforce. Moreover, some are convinced that maintaining current numbers is in the State's interest.

"Can you imagine what would happen in the winter," I was asked, "if food were not delivered to Anadyr on time?" Naturally, this would be unacceptable, but it is also unacceptable to conceal managerial inefficiency by 'concern' about the State's interest.

"We shouldn't be regarded as a revenue-losing enterprise", objected V. Matveyev. "It's true, though, that our revenue only just covers our expenses. We cannot develop without the help of the Steamship Agency."