

the hydrographic fleet resulted in an imbalance between revenues and expenses in the amount of nearly 10 percent of operating costs. Our appeals to the sectoral administration regarding this issue have so far gone unanswered.

To prevent further deterioration in the NHS system on the Northern Sea Route, the Enterprise is taking the measures necessary to obtain additional funds from revenues. This year, of course, we still have not succeeded in covering our deficit. Why? The Scientific and Technical Administration (STA) has not allocated funds for financing a number of operations aimed at improving shipping in the Arctic. In addition it is recommending that the development of new equipment, which consists primarily of equipment for navigational protective installations, be financed from the funds of the steamship lines. But, unfortunately, our appeals to the directors of various steamship lines have gone unanswered. This is why concern for the future of NHS on the Northern Sea Route has not slackened.

The current situation - especially the trends in the development of the country's national economic complex and the transition to cost accounting and self-financing on the part of the majority of enterprises of the Ministry of the Maritime Fleet - calls for changes to be made in the system of financing all types of NHS activity for arctic shipping, the best means of doing this, in our opinion, being cost accounting and self-financing.

Since 1986 we have repeatedly sent to the sectoral administration proposals, supported by technical and economic feasibility studies, for a transition to cost accounting and self-financing. The workers' collectives of all the Enterprise's structural units were acquainted with these proposals. But it is unclear why one continues to hear the Minmorflot's Hydrographic Enterprise spoken about only as an unprofitable branch of the sector, with all of the consequences that entails.