

"During this time," reported I. Bulav, deputy head of the Enisei Steamship line, "we delivered to northerners more than a million tonnes of domestic freight, approximately 200,000 tonnes of petroleum products, and over one and half million tonnes of non-metallic building materials. We took out approximately 700,000 tonnes of freight. Although the current navigation season ended at the usual time, weather conditions in the Taimyr would have allowed us to prolong it for a few days more, and that means getting additional income. But this wasn't done since power workers of the Krasnoyarsk State Electric station will soon be sharply reducing the flow of water out of the man-made sea into the Enisei River. As a result, we were forced to leave nine barges in Dudinka for the winter and rush our fleet to the south."

And so, river navigation in the lower course of the Enisei has ended. But the Dudinka seaport is still in operation as motorships from Murmansk and Archangel arrive here as before along the Northern Sea Route. Winter navigation in the western region of the Arctic has begun.

Vodnyi transport
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Declining Profits of Murmansk Steamship Line
May Affect Building Program for Nuclear Powered Icebreakers

Recent events in Murmansk indicate that two problems in the development of the civilian nuclear fleet seem to be competing in urgency. Passions are still running high around the environmental safety of nuclear powered vessels and their support bases and, in parallel, voices are growing steadily louder about the economic justification for developing a nuclear fleet. A recent conference of the labour collective of the Murmansk Steamship Line (MSL) placed the latter issue at the centre of the debate. And the tone of the discussion was set by a report from V. Beletskii, head of the steamship line: "On Results of the Collective Agreement for the First Half of 1990."