

international rules and standards imposed on ships operating on nuclear fuel. The deputies of the Okrug Soviet cited dozens of figures and evaluations made by International Atomic Energy Agency (IAEA) experts...However, even after this many people remained dissatisfied with the words of the competent specialist.

At a meeting of the Okrug Executive Committee it was stated that due to the disruption of the ice crossing, the industries located on the banks of the Yenisey would lose more than a million rubles annually. They would have to give up inexpensive motor vehicle transport and use aircraft and helicopters to deliver goods to fishermen, hunters and reindeer herders. And this would be the case even if they were located only on the opposite bank of the river. The channel left by the icebreaker would block the path of motor vehicles and people for a long time. The Taymyr hunters would lose approximately 500,000 rubles annually due to the change in the traditional migration routes of the wild animals. The fishermen, who would not be able to cast their nets in the river near the ice channel, would suffer considerable losses...

Who will compensate the okrug for the losses? The State? The Murmansk Maritime Steamship Line? The Noril'sk Mining and Metallurgical Combine? This question remains unanswered even though common sense suggests that it is within the power of the Noril'sk Combine. For, as is well known, the annual profit of such a large enterprise is measured in tens of millions of rubles.

In December the independent commission came on board the "Taymyr" in Murmansk. The final decision concerning the fate of the nuclear-powered vessel was in the hands of its members.