

### Road to Cost Accountability Closed

Navigational and hydrographic support (NHS) for safety of navigation on the Northern Sea Route is, as is generally known, the responsibility of the Ministry of the Maritime Fleet (MMF) with the actual operations carried out by hydrographic enterprises (GP) of MMF.

The Enterprise began carrying out its duties over half a century ago in what was virtually 'terra incognita'. Today, in the opinion of the captains of icebreakers and transport ships, the existing NHS system in arctic waters satisfies the basic requirements for modern shipping.

What needs to be done first of all? A great deal of survey work is needed to publish reliable navigational charts and prepare new shipping guides, manuals and instructional aids for shipping; to rebuild and construct new protective installations and to design and create modern equipment for hydrographic research and navigation. Hydrographers and those who sail the polar seas share a concern about a lack of reliable navigational charts for high latitude routes, especially in the East Siberian Sea and at roadstead unloading sites.

Up to 1969 the financing of all forms of NHS activity was handled from the State budget, but since 1970 the Enterprise has been funded from the profits of self-financing enterprises of Minmorflot. The seasonal character of operations on the Northern Sea Route has made it possible for the Enterprise, and for hydrographic bases in particular, to actively utilize the fleet on a leasing basis for other government departments, and that has allowed it to cover more than 60 percent of its operating expenses out of revenues from its principal activity. This year, however, certain organizations' objection to leasing