

The Arctic is our livelihood. It is here that the largest profits are to be made in cargo transport. Every ton is of significance. However, as the Arctic navigation season progresses, it is becoming clear that the steamship line will not receive 120 thousand tons for delivery to the Yana, with 40 thousand coming from the port of Osetrovo. A part of the cargo is not being transferred to us by the sailors. There is none in Murmansk, Arkhangel'sk and Vladivostok. We are getting 30 thousand fewer tons from Yakutsk and the Middle Lena. The insufficient supplies of cargo places the Lena river transport workers in a difficult position. We have to make a minimum profit of 237 million roubles, but how are we to do so if there is a decrease in transportation volume?

There are many paradoxes associated with scheduling cargo deliveries to the Far North. They began to cut back on these deliveries and now we are constantly on the look out for cargo to deliver. For example, we will be bringing 80 thousand tons of coal from Kolyma to Osetrovo, from where it will be exported to foreign firms. The Murmansk Steamship Line refused to deliver potassium nitrate to Pevek, so we took on the job and will be bringing potassium nitrate from the port of Osetrovo to Zelenyi Mys, where we will reload it onto vessels of the Yakutsk Industrial Sea Transport Association. The fleet will complete the operation in Pevek. Everything leads us to believe that it will be very difficult to wind up the navigation season in the Arctic. The weather is already highly unpredictable and our task is to minimize risks.

Vodnyi transport
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