

conditions of far eastern and northern seas. On difficult routes in the Arctic it requires icebreaker assistance. And that is why the chief task today, as emphasized in the report, "is to organize the operation of the 'Sevmorput' to achieve minimal losses for the sector and for the national economy."

"We in the Far East think alike on this complicated issue: they gave us the barge carriers and we should use them to greatest effect," says V. Miskov, head of the Far Eastern Maritime Steamship Line [DVMP]. "All the more so since there are some positive aspects to this. They have freed up a portion of the scarce fleet tonnage from northern routes. The use of lighters to ship freight to Petropavlovsk-Kamchatskii eliminates the need to build a thirteenth container wharf at a cost of approximately 60 million rubles. The system of handling freight in Arctic ports and docking sites has also been made simpler." Other alternatives for using barge carriers are also being looked into.

Everything is more complicated with the nuclear-powered vessel. Calculations indicate that the losses from its utilization this year in freight shipment (for seven months of operation) will amount to 11 - 12 million rubles. In the future, when it is used for the entire navigational season, the losses will add up to 15 - 16 million rubles per year. These forecasts are being confirmed in actual operations: the 6-month results show that the "Sevmorput" has revenues of 3.2 million rubles and expenses of 7.8 million.

To put it bluntly, this is a strange form of economics: the more the ship operates, the greater are the losses it generates. It is like a microcosm of our entire system of cost management.