

"In view of this, we tried to take as much unused tonnage as possible out of service, and so cut our losses. By doing this we succeeded in saving approximately one million rubles. But we lost approximately 3 million in revenues."

Q. "A final question. It seems that even in the next navigation season the steamship line will not succeed in turning the corner unless they re-examine their relationship with the power industry people. How do you see this relationship in the future in view of the fact that the river workers are today totally dependent on them?"

A. "This system has to change. It's now clear that last summer the power industry people were just solving their own problems in a narrow bureaucratic way. For them the main issue was building up water levels. I understand that they provide heat and electricity for a huge region. But the interests of others must be taken into consideration. Judge for yourself. The lock at the Boguchanskaya hydroelectric plant was out of service for seven days. It was only at the beginning of October that the Krasnoyarsk water reservoir was filled and the nearby canal lift began taking shallow-draught ships through the dam of the Krasnoyarsk hydroelectric plant. Before this, the lift had simply been idle, although there was an enormous need for it. After all, we transport all sorts of goods from the south and the north, such as timber, coal, oil products, building materials, vegetables, fruit..."

"I think it would be the right thing to do if, next year, we start spelling out all these issues with them in an agreement. Such a document already exists - it's called the "Principal Regulations for Water Use" - but in many ways it's not observed and is out of date. It urgently needs to be re-examined."

"Until this is done we will be dependent on the power industry people. In my opinion, the time has come to look for compromises that will benefit everyone."

Vodnyi transport  
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