

C.: Ports and particularly dock-workers' and mechanics' teams have evidently contributed to successful work. Any observations here?

N.Ts.: A decline in unproductive downtime at home and arctic ports (with the exception of Tiksi and Zelenyi Mys) has been achieved. The work of teams from Murmansk and Vanino has markedly improved; the gross handling rates at these ports have increased by 30-32%. Pevek functioned stably during the entire navigation season. 25 transports were handled at Cape Schmidt's ice wharf. Gross and net handling rates increased on the Ryveem River as a result of the commissioning of oil and dry-cargo ice wharves.

But I would like to speak also about mistakes, from which as you know, we learn. Results indicate that the frequency of ice related accidents has risen: 53% of ships have been damaged by ice. According to preliminary data, thousands of metres of outer hull plating with framing are needed to correct this damage.

It's disturbing to note that the calculated start of the navigation period was incorrectly determined, with no account taken of the growing productivity of the ports at Pevek and Cape Schmidt or of the effect of the implementation of measures contemplated in the course of preparation for the navigation season. It should be noted here that due to a lack of regular aerial reconnaissance and reliable ice forecasting, an assessment and determination of when to commence navigation in this region remain extremely subjective. Next year's navigation schedule should be calculated on the basis