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EXTRACTS FROM THE SOVIET PRESS ON THE SOVIET NORTH
AND THE ANTARCTIC

APRIL - 1988

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Beyond the Arctic Circle on Tronoi Island

At first these islands were not lucky, as the journalist Vladimir Bulanov wrote in this newspaper fifteen years ago. In the spring of 1933, board the icebreaker "Rusanov" discovered them, the captain did not want to risk a year round in the Arctic - Dudinka..... 51

remained members of the expedition. The Professor gave the islands the name "Izvestii".

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Seven men now work at the station and their life moves from shift to shift. The only relief is their TV.

This year marks the fifty fifth anniversary of the naming of the islands and also the thirty fifth anniversary of the opening of the polar station there.

ARCTIC

Beyond the Arctic Circle on Tronoi Island

At first these islands were not lucky, as the journalist Vladimir Bulanov wrote in this newspaper fifteen years ago. In the spring of 1933, when an Arctic expedition on board the icebreaker "Rusanov" discovered them, the captain did not want to risk approaching the shore and so the islands remained unnamed. In August of the same year, members of the polar expedition led by Professor Vladimir Yul'evich Vize, landed on the shore from the icebreaker "Sibiriyakov". The Professor gave the islands the name "Izvestii".

The polar station on Troinoi, the largest of the islands, is designed to study the climate and the hydrological conditions in the Kara Sea.

Seven men now work at the station and their life moves from shift to shift. The only relief is their TV.

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Izvestiya
4 April 1988
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Page 1 (text) 4 page

ANTARCTIC

The First in Antarctic Waters

The diesel-electric motorship "Vitus Bering", which belongs to the Far Eastern Marine Steamship Line, was the first of six vessels participating in the Thirty third Soviet Antarctic Expedition to return to the Soviet Union. The crew, led by Captain S. Sakhnov and his First Mate V. Asaulenko, successfully carried out their first voyage among the ice floes and icebergs. Almost twenty five hundred tonnes of miscellaneous freight and aircraft equipment and machinery were taken on board at Archangel and Leningrad. A group of men newly assigned to Antarctica also set off on their long journey.

At the approaches to Antarctica a large group of men who are to be stationed at the seasonal geological-geophysical Station, Druzhnaya-3, transferred from the science ship "Professor Zubov" to the diesel electric motorship. Then the "Vitus Bering" reached the western sector of Queen Maud Land, where last year the field base was set up at the seventy first parallel. The ship cut her way into the off-shore ice of Nursel' Bay and began to unload.

When the diesel-electric motorship resumed her voyage, marine geophysical studies were carried out in a sector which extends three thousand kilometres. The crew proved to be resourceful and at Molodezhnaya Station took on board diesel fuel destined for the men who are participating in the expedition which is working on the coast of Prydz Bay. Once arrived at her destination, the "Vitus

"Bering" overcame ten nautical miles of off-shore ice some one and a half metres thick and approached straight up to the ice barrier at the seasonal geological base Druzhnaya-4 in order to unload.

The ship then continued on toward the eastern coast of the Larsemann oasis. It is there that the new "Progress" permanent station is being set up. The men who will be stationed there were supplied with equipment, preassembled housing, foodstuffs, building elements and fuel for the electric power unit and the caterpillar all-terrain vehicles.

The approaches to Progress Station have not yet been marked on navigational maps. Hydrographers from the Ministry of the Marine Fleet on board the ship continued the research begun in the region by the previous, Thirty First Soviet Antarctic Expedition. Following in the wake of a sounding ship, the "Vitus Bering" reached her destination. When the ship was about two and a half kilometres from the station, the way was blocked by a strip of broken ice and fragments of icebergs.

The ship hove to. They began unloading using an MI-8 helicopter and a small self-propelled barge. The helicopter crew, under V. Sigidinenko, created an air bridge with the mainland. The airmen carried out between forty and fifty flights every twenty four hours. The barge with its cargo literally had to batter its way through the ice.

The operations carried out by the crew of the "Vitus Bering" have once again showed convincing evidence of the valuable qualities offered by this new type of ice-breaking transport ship.

CONSTRUCTION

Housing Unit "Walks" in the Yamal Region

Nadym (Tyumen' Oblast), 2 (TASS). How is it possible to cut costs on the construction of the surface facilities at the Bovanenko gas condensate field and to bring in huge structures more quickly from the docks in the Ob' Gulf to their destinations? The answer has been found by the designers of the "Orgtekhstroi" Trust, who have designed a unique mobile base mechanism.

Using this device, preassembled construction blocks for housing and for recreational and communal services projects are delivered by sea to the Yamal region. From the coast they will be able to move themselves off to previously prepared foundation sites. Each block will move at the rate of three kilometres an hour. The local rivermen's enterprise is manufacturing the new mechanism. One unit is ready and another five are on the point of being finished. The design of the new transport system makes use of the principles of the mobile jack lift.

Pravda

3 April 1988

Page 3 (full text)

Easy to Put Up

Ukhta (Komi Autonomous SSR), 3. New garden hut kits, now being manufactured by the local centre which assembles drill-rig auxiliary structures for

the "Ukhtaneftegazgeologiya" Association, are very easy to put up and for this reason are in great demand among local inhabitants.

The kits contain ready made parts, which can be assembled in various ways, according to the customer's whims and fantasies. This wood working enterprise uses scrap wood to make fencing, wood siding and a number of other products for sale to local customers.

Pravda

4 April 1988

Page 1 (full text)

S.M. Kirov "Apatit" Industrial Association Expands

The third apatite nepheline enriching plant, part of the S.M. Kirov "Apatit" Industrial Association, has now entered the final construction phase. The breaking in of the main machinery and equipment is now under way.

This new construction project is not just the object of constant attention from the management of the various subsidiaries of the Ministry of Construction Works for the Northwestern Regions and of the Ministry for the Installation of Specialized Construction Works. The "Agreement of the Thirty Five" is the name given in Apatity to the document signed by representatives of the organizations which are taking part in the reconstruction and expansion of the association for the manufacture of mineral ferti.

"We will be able to make use of relatively low-grade apatite nepheline ore," your reporter was told by the director of the plant, L. Mishin. "At the same time no other organization in the industry can match our enterprise when it comes to our degree of automation and to our trustworthy and highly efficient protection of the environment. It's true that the building of this enterprise has encountered difficulties. But at the same time these difficulties are often not objective ones."

Traditionally the plans for the "Apatit" Industrial Association have been drawn up by the Leningrad-based "Mekhanobr" Institute, run by the USSR Ministry of Non-ferrous Metals. And, as they say, the Institute covered all the bases. It prepared the documentation for the overall construction work, the mechanical and electrical installations and other works. Everything was done efficiently. Now, as before, "Mekhanobr" has taken on the role of general planner, while at the subcontracting level a number of planning institutes have appeared who were previously not known to either the construction firms or the Industrial Association client and they are the ones who have tripped up the new project. To name but a few of these institutes: Lenpromstroiproekt, the Leningrad branch of the All-Union Institute of Scientific Research and Planning, Tyazhpromelektroproekt. By the end of the current six month period, the clients reckon that almost a million roubles worth of extra construction and installation work will have to be carried out because of errors made by the planners.

At the construction site, the work goes on non-stop for days at a time. The work team of mechanic-fitters, led by V. Korobov, employed by the "Metallurgprokatmontazh" Trust, has started tuning up

the flotation machinery. These ore-enrichment machines were built in Finland. They are smaller in scale than Soviet-built machines, but their productivity is almost double that of the domestically-made equipment. Test samples of the output of these flotation machines will be sent to the laboratory by pneumatic shuttle!

More than eight percent of the various units which will be used at the plant will be automated. In this connection the electricians and specialists in the installation of monitoring and measuring instruments and automation have an enormous amount of work ahead of them.

The construction workers have promised that the plant will be ready by the end of June. The fitters and tune-up experts are now finishing their work in the main building of the project. But they will still have a lot more work to do. They will have to lay dozens of kilometres of pipelines, to install the non-standard equipment, which still hasn't arrived, and to complete the water circulation system.

Izvestiya

19 April 1988

Page 1 (full text)

ENVIRONMENTAL PROTECTION

Wildlife Reserve in the Taimyr Region

The animal population of yet another extensive region on the Taimyr tundra is now being protected by man.

The "Purinskii" State Zoological Reserve, with an area of 787,000 hectares, has been created in the central part of the peninsula. On the Reserve, which is located in the basin of the wild tundra rivers Pura and Bustankaga, are concentrated the main moulting and breeding grounds of the red breasted goose and the nesting grounds of the peregrine, rare birds which are listed in the USSR Red Book. The Reserve is also a unique preserve of the white tundra fox. The total area of the reserves and state parks located in the Taimyr region is now approximately three million hectares.

Trud
17 April 1988
Page 2 (full text)

Yamal Region Under Protection

In the Yamal region an ecological administration - a subsidiary of Glavyamburgneftegazstroiu - has been established and is now operational.

A lot has been written and said about how easy it is to upset the balance of nature in the Far North. The reindeer moss which is destroyed by

trucks takes several decades to grow back, tractor tracks on permafrost gradually become deep gullies. However, the reality of the situation is such, that the tundra is already threatened by numerous transport routes. The opening up of the enormously rich Bovanenko gas condensate field, the search for new hydrocarbon fuel deposits, the construction of the pipelines and the arrival of tour of duty shift workers' and road construction workers' settlements have turned the Yamai Peninsula into a region of intensive industrialization. How can the environment be protected?

Well now, while the scientists theorize and while the various bodies involved are seeking ways and means of dealing with the situation, the first word on the subject has come from the industrial organizations themselves. The Glavyamburgeneftgazstrol organization, which will be responsible for constructing many more projects of all types in the Yamburg and Yamal regions, has set up an ecological administration, or to put it more accurately, a specialized environmental protection administration.

"So far, we haven't had much experience," your reporter was told by the deputy manager of the "Yamburgspetsgazstroi" Trust, who has been appointed head of the ecological administration. "I suspect that some of our ideas will be wrong. However, I believe that we cannot keep on "conquering" the Yamal region at any price or keep on forcing our way into the virgin tundra, where the balance of nature is so very delicate.

"For the moment we have set up four departments: a scientific and technical department (which will prepare regulatory documentation on the

use of various types of machinery and equipment, drawing on experimental data); an industrial department (which will be responsible for improving all this machinery and equipment independently and for restoring the land), a monitoring and legal department (which will be responsible for seeing to it that the rules are obeyed, not just on the central directorate level, but throughout the whole region) and an ecological department (whose job will be to teach everyone involved, from students to veteran workers, to treat the environment with respect)."

"Isn't your administration just a trendy undertaking, for I have already been exposed to this kind of talk before. After all, it's no secret that you construction people have the worst effect on the tundra. Maybe the new subsidiary, like bringing up your knight in chess, is just a way of forestalling future claims against you?"

"Those of us who work in the Yamal region see the effect of technology on the environment every day. You know, for many people the Far North has long since come to be home. A lot of people live here for decades. Naturally, everyone wants to keep his home clean and undamaged. And, although some people may express a lack of faith in the Central Directorate, there is no doubt at all that in the near future all agencies which move to the Arctic regions will be forced to give serious consideration to environmental protection measures. Life itself will force them into it, for the day of the transients in the Far North is coming to an end."

Izvestiya
25 April 1988
Page 1 (full text)

"EKSPARK-88" In Operation

On April 22, one hundred barrels of diesel fuel were parachuted down from an IL-76 aircraft to the drifting ice station "Severnyi Polyus 28". The plane was flown by a crew led by the honoured test pilot of the USSR, Stanislav Bliznyuk. The operation was successful. Details of this and other operations, which are to be carried out as part of the "EKSPARK-88" programme, will appear in forthcoming editions of this newspaper.

Vozdushnyi Transport
23 April 1988
Page 3 (full text)

MINERAL RESOURCES

A New Life for the "Mir" Mine

The "Mir" open cast pipe mine has been closed down for the third time for reconstruction work. The mine, which is the oldest diamond mine in Yakutia, is also one of the deepest open mine workings in the Soviet Union. In order to be able to continue open mining of the diamond-bearing raw materials, the mine has to be widened, while at the same time preserving its outer rim. The plans for the reconstruction work, which were drawn up by scientists and miners employed by the "Yakutalmaz" Industrial Association, also call for the building of a so-called plugging wall to surround the mine. The wall will protect the ore body from the inflow of the ground waters which have a high mineral content.

Sovetskaya Rossiya

24 April 1988

Page 1 (full text)

"Vogashorskaya" Mine Overfulfills Production Quotas

"Vorgashorskaya", the largest mine in the Arctic regions, has already produced one hundred thousand tonnes of coal over and above its planned production target. The pace in the competition is being set by those work brigades, whose output is already in the millions of tonnes. Among them is the brigade led by Hero of Socialist Labour, A. Potapov, the initiator of the competition in honour of the Nineteenth All-Union Party Congress.

Sotialisticheskaya Industriya

2 April 1988

Page 2 (full text)

OIL AND GAS

Flimflam - Juggling the Oil Production Figures

That's how one might describe the activities of the "Nefteotdacha" Inter-industry Scientific and Technical Complex in the Komi Autonomous SSR.

Serious considerations compel me to discuss the activities of the "Nefteotdacha" inter-industry Scientific and Technical Complex. The fact of the matter is that since it appeared on the scene strange transformations have occurred: in 1987, what had long constituted a set of ordinary technological methods, an integral part of our stock in trade, suddenly appeared in the form of "new trends".

Methods, which were well known to the oil field workers, became part of the Ministry's plan for introducing new technology and new technical processes, in the section entitled "The Production of Oil Through the Use of Modern Methods for Increasing the Oil Yield of Strata". The end result is that all the fuel produced by our "Kominеft" Association through the use of thermal methods, is now automatically considered to be due to the introduction of the new technology.

For three Five Year Plan periods now, we at the Yarega field have been producing all our oil output through the use of the effect of steam on the stratum. And nobody can understand what is the point of now listing this output as being the result of the introduction of new technological processes.

"Let them play around with their figures," says the reader, who has grown rather tired of all types of flimflam. "Just as long as things work."

But the trouble is that this game is not entirely inoffensive. It makes it possible to create the illusion that the inter-industry Scientific and Technical Complex is doing something productive, which - in our region at least - does not correspond to the reality of the situation.

At the famous Yarega oil mine, the reserves make it possible to increase oil output threefold. However, many factors hamper this. One factor is the heavy manual labour which the tunnellers are obliged to carry out. Alas, the scientists have not put any thought into this problem, let alone made any effort to deal with it. They have evinced little interest in such vital questions as the search for an effective system for exploiting the deposits of heavy crude oil, the development of any means of automating the production and steam pumping processes or the creation of special drilling equipment for sinking slant-hole cluster boreholes.

Finding solutions to these problems would make it possible to obtain a self-sustaining result, which would exceed the present out-put level of the Yarega field. "Borrowing" the merits of an old process in order to appear up to scratch, however, is unworthy of the inter-industry Scientific and Technical Complex.

However strange it might seem, you will search in vain in the plans of the Inter-industry Scientific and Technical Complex for a solution to such a genuinely new problem as the question of technology for in-situ combustion. In the department at Usinsk where test studies are conducted, they have installed foreign-made equipment which cost fifteen million roubles. However, the experiment, which has dragged on in time, makes no guarantee that there

will be an increase in output, only an increase in costs. The oil field workers are waiting for recommendations from the scientists and the latter don't want to take the responsibility. This is understandable, for in this situation you are venturing into unknown territory, while at the same time there is no predicting whether the results will be positive or not.

The cost of this flimflam is even more obvious in the example of the experimental section of the Permo-Carboniferous deposits at the Usinsk field. For many years now the "Soyuztermneft'" Scientific industrial Association has been developing the technology for increasing the yield from strata. The purpose of these studies is to obtain a soundly based and reliable evaluation of how efficient it is to produce oil using steam-thermal techniques. But how can one speak of the reliability of data, when in the race for output figures, they include the output from drill holes which have so far showed no reaction to the pumping in of heat-transfer agents? On paper this produces really unrestrained growth in the so-called efficiency coefficient, which has now reached 0.90.

Local specialists have often tried to refute this inflated figure, but without success. The calculations are carried out miles away from the actual production site, in Krasnodar, where the "Soyuztermneft'" Scientific Industrial Association is based. The Association is part of the "Nefteotdacha" Inter-industry Scientific and Technical Complex. This interest in such paper "tightrope-walking" is understandable, since the bonuses the Association receives are based on the total economies which are achieved.

The oil field workers have a whole set of other methods of increasing output. Some of them, for example, involving a hydrodynamic approach, were already known to our grandfathers. And so now all of this "achievement" is credited to the Inter-industry Scientific and Technical Complex.

Thus, on the one hand, obsessively striving to take the credit for everything which increases production and, on the other, attempting to dodge all exploratory and experimental work, where for the moment there is no tangible output and where it's not possible to resort to a double set of accounts, aren't these precisely the raisons d'être of the "Nefteotdacha" Interindustry Scientific and Technical Complex?.

Sotsialisticheskaya Industriya
30 April 1988
Page 2 (full text)

The Underground Resources of the Yamal Region

Huge reserves of natural gas have been found on the Yamal Peninsula, but the harsh climate of the regions in which the reserves are located has always hampered those who have tried to develop commercial production. At the moment a large and friendly group of workers is living and working there as part of the Yamal deep-drilling expedition staged by the "Severspetsburgaz" Trust. The drill rig operators are developing one of the largest gas fields at Bovanenko. Although they are working under difficult

conditions, the men do not feel cut off from the "mainland". Planes deliver them mail and reading matter on a regular basis.

Pravda
29 April 1988
Page 2 (extract)

Surpluses Where There are Shortages
(Why are they after the Inspector?)

Who hasn't heard the saying, "As rich as Croesus"? And, while with our personal savings none of us can match the last of the Lydian kings, we can, perhaps, by pooling our resources under the aegis of any state enterprise and by reckoning the value of its fixed assets, look at that legendary rich man with condescending pity. And the larger the enterprise and the richer the country it is located in, the more likely it is that we can look down on Croesus.

So, take the Tyumen' region. A land, which has been subjected to hell, high water and large-diameter steel piping, from whose remote geological past there flow gas and oil for the cities and villages of the Soviet Union and for people outside the Soviet Union. As the Novyi Urengoi city newspaper wrote not long ago, the volume of capital invested in the construction of the surface facilities of the Urengoi field alone, has been more than the cost of constructing the Volkhov Aluminum plant, the Kama Automotive Plant and the "Atomash" plant all taken together! At this point, however, the question arises: how carefully are these enormous resources being utilized?

The answer to that question will become clear if only one flies at a low altitude over the Tyumen' taiga and tundra. Over these vast expanses, as was demonstrated by recent checks carried out by people's inspectors, there lie scattered, abandoned, damaged and rejected machinery and materials which cost huge sums of money.

Seen from above it's a large-scale panorama. But when one lands on the guilty terrain, one can find even more concrete evidence of truly scandalous waste, at the "Urengoitruboprovodstroi" Trust, a subsidiary of the USSR Ministry of oil and Gas Construction Works, for example. This is especially true if one looks into the monitoring reports produced by the Trust's senior accountant inspector, A. Fedotova.

These reports often brought to light the increasing number of infractions of the financial rules, the deficits, the "forgotten" accounts and monitoring reports. Nobody doubted Fedotova's competence; for years she was invited to participate in various monitoring projects by the local attorney general, by the Department for Combatting the Embezzlement of Socialist Property and Speculation, by the municipal People's Inspectorate Commission, by the Party's municipal committee and finally by the Party Committee of her own Trust. Sometimes her reports, which were sharply worded and harsh in content, evoked quick action. Something was done, somebody was given instructions, somebody was reprimanded. But the overall situation didn't change. Only the management changed - the present manager, V. Tikhonyuk, is the seventh. And gradually the attitude to the meddling inspector also changed. They began to put pressure on this stubborn woman, and in the end the job of senior accountant and

inspector was abolished. We will come back to this fact, but first of all let's sketch out what was uncovered in the Trust after a thorough investigation of the letters which Fedotova had written to the People's Inspectorate Commission of the Russian SFSR.

We admit that the impression gained from knowing the figures and facts of this case are simply stupefying. They are truly of Siberian dimensions! In the Trust's Industrial and Technical Special Order Administration alone, the deficit over the last five years reached seven million roubles - and nothing happened. And what is curious is the fact that many of the things which have been missing for years are listed as "en route". Now, finally, they are no longer waiting for these wandering "goods", which not only include reinforced concrete construction elements and instruments, but also things which are closer to a man's heart - and his body - such as fur clothing, tents, tape recorders, domestic refrigerators, kitchen appliances and elegant "Lora" furniture sets...

It would seem that such waste ought to be the object of criminal proceedings undertaken against those who were financially responsible. Alas! Those very people have long since disappeared. Most of those who were responsible for the loss of goods worth dozens or even hundreds of thousands of roubles were quietly fired and no one knows what they are now doing for a living.

Should someone get the idea of publishing a textbook on waste, it would be hard to find better examples than these. We spoke above of deficits. And now we have a senior stores clerk, M. Chudnovets, suddenly finding surpluses of fifteen hundred roubles and entries of stock changes under wrong headings

valued at fifty thousand roubles! Overall in her warehouse space there was no record of the cement and vitreous floor tiles at all and other materials hadn't been inventoried. When explaining this flagrant negligence, with simple naiveté she remarked that she hadn't had a tape measure handy! That's why, she said, nothing had been inventoried.

Now, if this ordinary stores clerk had no tape measure at hand to measure with, then why should the local credit authorities be any better? The Trust paid twenty five thousand roubles for twenty two metal garages, not one of which can now be found by an Novyi Urengoi official investigating watch dog. Incidentally, nor did anyone ever see anywhere around the Trust twenty six workers from the Kremenchug/Ukraine/automotive plant who, while steadfastly working at assembling powerful KrAZ trucks, were at the same time listed as workers at the Trust's No. 9 truck pool and who, in the warm Ukraine, regularly received postal orders paying them their northern salaries.

Deficits and surpluses, surpluses and deficits... In the course of last year alone, over-expenditure on wages in the Trust came to more than a million roubles, on top of which they managed to pay the workers double wages to build twelve kilometres of inter-field gas pipeline. Fedotova attempted to combat all of this in so far as she was able; her Party character reference describes her as /demanding of herself and of her colleagues at work; high-principled; does not like currying favour; sometimes harsh in her judgements". The audits she carried out objectively reflected the state of affairs in the Trust's subsidiary organizations. As we have already noted, this indefatigability also became an irritant for those who had to put things in

order. In 1986 a commission arrived from a higher-ranking organization of "Glavsibtruboprovodstroi" and began to audit that which was supposed to be self-audited. The commission found that within the Trust the inspection and auditing plans were not being fulfilled. It might have seemed that the management would have been held responsible for that, but the Director of the Trust, V. Tikhonyuk, announced that Fedotova had been reprimanded and had lost her special salary bonus. And to top it all, the former head of the Central Directorate deprived Fedotova of all bonuses until the end of the year. The District Attorney protested all these punishments. However, the campaign was under way to do everything to frighten Fedotova out of her Tyumen' wits. And at this point our attention is drawn to a very curious circumstance: exactly two years ago Fedotova took part in an audit of the Trust's No. 9 vehicle centre., from which the wages of the false workers from Kremenchug were mailed off to them. Among those who then received a stiff reprimand, as a result of this audit, was V. Tyfanyuk, the chief accountant of the vehicle centre. A few months later, however, he was appointed head accountant of the Trust.

After that, could anyone be surprised to find that Fedotova's position appeared on a brief list of jobs which were to be abolished?

The results of an investigation into Fedotova's letter were discussed by the People's Inspectorate Committee of the Republic. The previous and current leaders of the Central Directorate and of the Trust were subjected to severe punishments. Tyfanyuk, for example, still has to pay the state treasury the equivalent of three pay cheques. On the basis of a number of facts, the documentation

produced by the audit has been handed over to the district attorney's office to be used in criminal proceedings, which are under way. Nevertheless, we are far from being convinced that all the problems are now over.

Recently in many regions of the Western Siberian oil and gas producing complex there has been a marked tendency toward increasing waste of the available materials and technical resources. There are many instances where, using fair means and foul, local enterprises and construction-installation organizations get obviously inflated demands met by their ministries. In the same way "urengoitruboprovodstroi" often writes off basic resources, including expensive machinery with an obsolescence rate of only two to twenty percent.

Several years ago, as we all remember, there was a considerable increase in the cost of household gas. One of the main arguments used to justify this increase was that, as they said, oil production is moving further and further north and this leads to rising costs in the construction of pipelines. Of course, the distance which have to be overcome in the Far North cannot be discounted. However, if we judge by the facts, we cannot throw northern distances into our general calculations too peremptorily, for we are not just dealing with distances! Another by no means unimportant factor here is the excessively generous padding and pumping of money into the more senior echelons, solid support for those who are carrying water in a sieve.

To sum up: we have already spoken about V. Tyfanyuk, who backed up the management of the Trust. The former manager, A Kotov, left quietly "at his own

request". The director of "Glavsibtruboprovodstroï", P. Shabanov, has become the senior deputy director of the Ministry's Central Director.

And guess who hasn't found a place in the perestroika/ restructuring/ which has been going on in the Trust? That's right, Fedotova!

Sovetskaya Rossiya

27 April 1988

Page 2 (full text)

Pace of Work Speeded Up

At Var'egansk, one of the largest oil fields in Western Siberia, work has begun on the construction of the second Soviet-made gas lift compressor station.

A housing settlement has already been built at the field and the foundation of a trestle bridge has been erected. The work pace is now speeding up. During the first quarter of the year six hundred thousand roubles were to have been invested and a million roubles more during the second quarter. Thus every hour counts. The work brigade led by E. Dubimov and employed by the Var'eganneftepromstroï Trust, has decided to fulfill its already high-pressure work plan ahead of schedule, by the opening day of the party conference.

Stroitel'naya Gazeta

2 April 1988

Page 1 (full text)

Operational Borehole Completed by Yamal Deep Drilling Expedition

At the new Bovanenko gas field in the Tyumen' Oblast they have finished drilling an operational borehole. Drill-workers employed by the Yamal Deep Drilling Expedition, operated by the "Severgazprom" Industrial Association, reached the planned depth of 1,520 metres. This unusual drilling project is located in the centre of the Arctic Yamal Peninsula. Designed and assembled by the expedition's specialists, the borehole is adapted to permafrost conditions.

Pravda

22 April 1982

Page 2 (extract)

New Deposits Discovered in Tyumen

In March prospectors, employed by "Glavtyumengeologiya", discovered three new deposits, thus bringing the number of new sites they have already found in the current year to ten. Thus this team is ahead of schedule in meeting its socialist obligations, undertaken in honour of the Nineteenth All-Union party Congress. here is a comment from E. Teplyakov, Director of Oil and Gas Prospecting and Exploration Operations and holder of a USSR State Prize.

"We undertook to find ten deposits of hydrocarbon fuel by the opening of the Party Congress. The first "contribution" was made by specialists employed by the "ob'neftegazgeologiya" Association, who found the rich Luk-Yavinskoe field

on the Surgut taiga. In collaboration with the oil field workers, we will try to have this deposit ready for commercial exploitation as quickly as possible. Just after the discovery of the Luk-Yavinskoe field, came the news of a second find, then a third, a fourth... And now we have the latest news; geologists from Khanty-Mansiisk have discovered the Zaozerno and Vostochno-Erginskoe fields, while their fellow-prospectors found the Severo-Bakhscoe field. By the end of the year at least another fifteen underground deposits of oil, gas and condensate will have been found."

"But, as we know, such finds are largely unpredictable. How can you "plan" the unexpected?"

"Naturally, we can't foresee everything. However, we aren't exactly operating in the dark. In the course of a year the subsidiaries of the Central Administration will investigate approximately sixty promising structures. By analyzing and comparing, it is possible to work out a "success coefficient".

Izvestiya
1 April 1988
Page (full text)

Sugmutskiye - New Oil Field

Another oil field, Sugmutskiye, has appeared on the map of the Far North of the Tyumen' region.

It is a long time since the geologists working in Tyumen' have seen such powerful fountains of water-free, high quality oil.

The new field is situated near fields which have been operating for a long time, but the new oil deposits occur at lower levels. Thus, this is another confirmation of the suggestion made by specialists that considerable deposits of oil are to be found in the region at deeper, hitherto uninvestigated depths.

Sotsialisticheskaya Industriya

9 April 1988

Page 2 (full text)

Test Drilling of Deep Boreholes Underway Near Sym River

Today is the day of brave and creative men. They go "where no man has ever trod". After them come the oil and gas rigs, new fields open up and towns spring into being.

The Ilimpeiskaya geophysical expedition has been operating in the Krasnoyarsk Krai for more than ten years now. The expedition has accomplished a great deal: in the Evenk region they discovered the Chirinda elevation, which is unique in size. This oil and gas field is extremely promising.

The results obtained by the expedition last year have proved to be extremely interesting. They have fundamentally changed our concept of the oil and gas producing potential of the Yenisei region. For this reason, test drilling of the first two deep boreholes is already under way in the region of the town of Yeniseisk and near the Sym River.

Stroitel'naya Gazeta

3 April 1988

Page 2 (full text)

POWER GENERATING STATIONS

This Electric Power Unit has Lost Weight

The specialists employed by the "Sibelektrotiyazhmash" Association have managed to reduce by more than one hundred tonnes the weight of a hydroelectric power generator, intended for the Krivoporzhszkaya Hydroelectric Power Station, now under construction in Karelia.

The rolled metal, electrical engineering steel and copper thus saved will be used in the making of the next power unit.

With regard to a number of parameters, the new Siberian hydroelectric generator is superior to models with similar technology made elsewhere throughout the world.

Sotsialisticheskaya Industriya

19 April 1988

Page 1 (full text)

Sayan Billions

The figure one hundred billion flashed up yesterday on the CRT display of the control panel of the Sayano Shusha Hydroelectric Power Plant. That represents the number of kilowatt hours of electrical energy produced by the power plant since its first power unit came on line in December, 1978. The Sayano-Shusha plant is the largest in the Soviet Union.

For a number of reasons, the construction of the hydro-power centre has dragged on for an unconscionable length of time. Nevertheless, thanks to a daring technical innovation - the installation of changeable rotors for the first three turbines - these were started up with a lower water pressure when the dam had not even reached one third of its projected height. This made it possible to produce quite a bit of extra electric power, which was urgently needed by the enterprises operating as part of the Sayan Territorial-Industrial Complex. The power plant has already paid off its construction costs.

This year there are plans to hand over the hydro power plant to the State Commission. At the moment the construction of the dam is nearing completion; the final outfitting of the machine room is under way; clearing work continues in the zone which will be flooded.

The projected output of the second hydroelectric power plant on the Yenisey is 6.4 million kilowatts. Every year it will produce more than twenty three billion kilowatt hours of electric power.

Stroitel'naya Gazeta

14 April 1988

Page 1 (full text)

Bridge Spanning the Ob' River Completed

Work on the spanning of the River Ob' during the construction of electric power transmission line 508 is now complete. Altogether the work took seven

months to finish. On earlier projects it took at least two years to span the same river. A new method of putting up the pylons helped to speed up work on the project.

They began to assemble the large-scale construction elements right at the building site and then an MI-26 helicopter delivered the elements to the spot where they were to be installed. The power transmission line, which will run between the Surgut Hydroelectric Power Station and Pyt'ya, isn't all that long, in fact only ninety five kilometres. However, it has proved to be very difficult to construct, since it must span six navigable rivers.

Stroitel'naya Gazeta

29 April 1988

Page 1 (full text)

Harnessing the Wind

A snowmobile convoy has delivered preassembled housing of the "Geolog" and "Sever-3" type to remote reindeer herding work brigades, employed on the "Mayak Severa" State Farm. The convoy also delivered a new item to the Enmelenskaya tundra, two wind-powered electric generating units. The new units will be set up at transshipping centres, where the herdsman rest after their difficult nomadic treks. Now they will harness the bitter northern wind to give them heat and light.

Sovetskaya Rossiya

6 April 1988

Page (full text)

SOCIOLOGICAL ISSUES

Facts and Figures - Noril'sk

Over the last seven years more than ten million roubles have been allocated for the development of the material and technological resources of the communal services of the Noril'sk industrial region.

Every year in the Noril'sk region, the usable area of housing and public facilities erected per person is 1.7 times greater than for the cities of the USSR as a whole.

72% of all the people living in Noril'sk occupy individual apartments: i.e., not communal accommodation.

In the course of the eleventh Five year Plan a general communal services building, a television studio, a section for craftsmen working at home, in fact, altogether twenty one projects, were opened. Moreover, six integrated community services centres were set up at various enterprises.

By the end of the twelfth Five Year Program, 95% of the demand for places in children's institutions will have been met.

Today 89% of the population of the region has access to outpatient clinics.

Carrying out the "Comprehensive Programme for the Expansion of the Production of Consumer Goods and of the Services Sector of the Economy" will make it possible by 1995 to attain almost optimal levels

when it comes to the provision of paid services offered by the subsidiaries of the Combine to the workers.

In the course of 1987, 1030 workers' positions, in which approximately four thousand of the Combine's workers are employed, were brought into line with the labour safety requirements and standards. Thirty two plants and workshops, sections and systems, approximately three hundred units of equipment, machinery and other devices were also reconstructed and brought into line with safety requirements.

The Combine employs representatives of 980 different trades. The average age of the workers is 36.5 years, while the average length of time on the job is ten years.

Production at flour-mill and bakery, dairy and meat-processing facilities has almost reached normal levels. However, the number of stores and public catering enterprises is still too low, particularly in Talnakh and Kaierkan.

Sotsialisticheskaya Industriya

6 April 1988

Page 2 (full text)

A Bonus for Good Health

Yesterday, machine operator N. Gorshkov and seventy of his work brigade mates, employed by the electrolysis plant at the "Severonikel" Combine, received a bonus for the family budget, which was quite unexpected in every sense of the word. Under

the terms of a resolution adopted by the Council of the Workers' Collective of the plant, all the members of the work brigade were rewarded for their... good health!

"This is a well-earned incentive bonus," was the opinion of L. Bilyk, Chairman of the Trade Union Committee. "You know, for a whole year not one of these people was off sick and that means that they contributed more than the others to the success of the team, which was given a bonus for winning a work competition and for saving material resources."

Concern for the health of the workers has become a top priority with the Trade Union Committee and the administration, not only of this plant but also of other plants forming part of "Severonikel". The Combine has set up a rest and relaxation area for every work brigade and in the workers' cafeterias dietetic goods have been introduced. Every worker who wants to do so can practice physical culture activities in the Combine's Sports Palace or in the mini-gyms which have been set up in the workers' dormitories.

The workers employed by "Severonikel", who have been working under the total profit and loss accounting and self-financing system since the first of January this year, have already received hundreds of thousands of roubles over and above their expected profits. It was also from the every same source that their "good health" bonus was drawn.

Trud

29 April 1988

Page 2 (full text)

Prefabricated Hothouses Fail to Withstand the Cold

On the counter there are potatoes, onions and beets, all brought in or preserved from last summer. Right next to them, however, are bunches of spring onions, this in the middle of the winter, at Nefteyugansk...

"Our onions are locally grown," explained A. Stesenko, Deputy General Director of the "Yuganskneftegaz" Association. "We have our own auxiliary truck farm, the "Nefteyuganskii" State Farm."

...In the rays of the dying spring light, the huge bays of the hothouses looked neglected and deserted. There was no sign of heat in the hothouse and the feeble amount of heat in the heating pipes struggled to warm up the vast rooms, each measuring 1500 square metres in area. Then again, it would be difficult to maintain the proper temperature, with the gaping chinks which are scattered here and there in the glassed-in walls.

In the opinion of the administration of the State Farm there were already mistakes in the original plans, which were drawn up by the Voronezh-based Design Institute "Gipromteplitsa". The huge areas, the metal frame... Somewhere in the temperate zone these hothouses might be quite good, but they were clearly never going to be adaptable to the northern regions of the Tyumen' Oblast. The cold has caused the frame to shift, as anyone with a knowledge of physics would have known and there are problems with the supports for the dome.

All logic notwithstanding, the specialists from "Yuganskneftestroi" and the workers employed by the State Farm preferred "not to notice" the

project's shortcomings all through the five year construction period. One after the other they completed phases of the project and poured all the funds which had been allocated, about four million roubles, into the work, down to the last kopeck.

They installed both an automatic sprinkling system and a conveyor for fertilizer, but none of this automated equipment ever functioned, not even for one day. The local specialists couldn't get any of it going. In spite of all this, one of the organizations involved calmly handed over the work, with all its faults, as ready for use, while another organization officially accepted it.

So there they stand, practically brand new, but already falling into disrepair. But in the shop, it turns out, they were selling vegetables which had been grown in the old, wooden hothouses. In point of fact, when the new import from the south appeared on the scene, they had been on the point of closing down these old buildings.

Sotsialisticheskaya Industriya
1 April 1988
Page 1 (full text)

TRANSPORT LAND

Farewell to the Winter Ice Road!

The last truck convoys are now travelling over the winter ice roads of the Yakut region. Approximately three hundred thousand tonnes of fuel, construction materials, foodstuffs and animal feeds have been shipped over these temporary roads, which lead to the most remote and isolated regions of the Autonomous Republic, regions which in summer may, in some cases, only be accessible by helicopter.

"Most of the goods are delivered by our workers," your reporter was told by the Director of the "Yakutavtotrans" Association, M. Zinshtein. "We dealt with our assigned work load ahead of schedule and that includes the extra obligations as well. In particular, we fully met all the demands of the construction workers employed at the Arctic Adychanskaya hydroelectric power station. In fact, altogether the Association's employees were responsible for shipping more than two hundred thousand tonnes of miscellaneous cargo..."

Incidentally, this was the first time they had reached such a figure. Drivers M. Val'khin, A. Gaidukov, Yu. Komarov, S. Kryuchkov and dozens of others, skillfully guide their trucks over roads hacked out of marshes, hummocks, steep mountain slopes and rocky obstructions.

The northerners have learned how to extend the "winter shipping season". In recent years shipments across the Vilyui River have begun to operate earlier in the year than usual. At the settlement of KysylSyr, which lies on the right bank

of the river, they now build a seven hundred metre ice bridge as early as November. In order to form ice, the Yakutia workers, in collaboration with specialists from a number of enterprises and institutes throughout the country, constructed units of the "Grad" type. These units are used to help freeze a layer of artificial ice on top of the natural ice. The bridges built using this method make it possible not only to start using the winter ice roads early than before, but also for these roads to stay open to traffic longer. Freezing has made it possible to extend the time the winter ice roads can be kept in use on the Lena River, between Yakutsk and Bestyakh.

The longest road joins the town of Mirnyi and the settlements of the diamond miners of Aikhal and Udachnyi with the coast of the Arctic Ocean in the north and Lena railway station in the south. The overall length of this enormous highway is approximately three thousand kilometres.

The drivers from the polar settlement of Deputatskii work under very difficult conditions. During the short Arctic shipping season on the northern seas, which only lasts one and a half months, they manage to deliver everything the inhabitants of the Ust'-Yanskii region need via the Lena River and the Arctic Ocean to the lower reaches of the wild Yana. From there winter ice roads are constructed and convoys of trucks operate on them night and day.

"Our main route links the regional centre of Deputatskii with the settlement of Ust'-Kuiga which lies on the right bank of the Yana," your reporter was told by the manager of the local trucking centre, G. Nemchenko. "The road, which is almost two hundred

and fifty kilometers long, now stays open in summer as well. Quite a few bridges have been put up and accommodations for drivers and boiler houses have also been constructed. However, even in winter we make good use of the road. We dispatch heavy truck convoys, which are capable of delivering forty and more tonnes of coal in one trip."

Grigorii Ivanovich led a truck convoy, which had gone to pick up fuel from Tiksi for delivery to Kular. They had to drive their trucks over the frozen Laptev Sea, where snow storms sometimes prevented them from seeing landmarks or dangerous crevices in the ice. These Arctic truck drivers bravely tackle the snow-covered ridges and the channels of the rivers Chondon and Irgichyan and the Borso stream. They efficiently carry out difficult runs over the forest-tundra of the Yano-Indigirka interfluvium. Among these experienced drivers are M. Zaraiskii, I. Boev, the brothers Aleksandr and Aleksei Kul'pin and their comrades. Their cargo was destined for the employees of the Deputatskii lead producing combine, one of the most northerly placer mines, "Tenkeli", and mountain of the same name.

And now the "ice shipping season" is drawing to a close. Farewell, winter ice road, until next November.

Pravda
19 April 1988
Page 6 (full text)

"Footware" for All-Terrain Vehicles

The products made by the Nizhnevartovsk tire makers are widely known among the drivers and farm machine operators of the Soviet Union. This year the

plant has started turning out what is for it a new product, outer casings for the "Niva" truck, a very popular vehicle among farm workers.

This will be a tire which will meet the growing demand for two-layer, radial cord tires, or as the plant workers call them "radials". These tires are twice as strong as diagonal cord tires, the plant's previous product, and they will last for fifty to sixty thousand kilometres.

Sovetskaya Rossiya

6 April 1988

Page 1 (full text)

TRANSPORT RAIL

Train Traffic Between Dudinka and Noril'sk Becomes More Reliable

The workers employed on the most northerly railway line in the Soviet Union, that running between Dudinka and Noril'sk, have undertaken to bring in electrical centralization and a number of other innovations at several switchboxes in honour of the Nineteenth All Union Party Conference.

In particular, they are changing the "Veernyi" switchbox over to an automatic system. This will make it possible not only to improve the smooth functioning and safety of train traffic, but also to free four men. This latter achievement is very important in Noril'sk where there is a labour shortage.

Communications on the line have become more reliable. Permits have been issued for individual three-channel radio units. There is more efficient interaction between train marshallers, linesmen and dispatchers. Work is also under way to change overhead power lines to cables which are less dependent on the vagaries of the weather which prevails in the harsh Arctic hinterland.

Gudok

29 April 1988

Page 1 (full text)

Long Delays In Northern Railway Construction

Turning east just after Surgut, the railway line runs across the taiga toward the capital of Samotlor. Here, at Nizhnevartovsk the passenger service ends, but freight trains continue on through Severnaya, Savkino and Vakh stations, filling with railway cars the broad network of branch lines which runs through the industrial zone of this oil-producing city. Last year alone the "Nizhnevartovskneftegaz" Industrial Association received 34,663 loaded freight cars. Of these, 20,420 were destined for the largest of the Association's subsidiaries, the Administration for Industrial and Technical Equipment Supplies and Acquisitions, which operates thirty five kilometres of branch lines.

For many years the railway workers and oil-field workers suffered from not having their own Industrial Railway Transport Enterprise. But then last year such a linking unit between the station workers and their clients appeared. The Enterprise took on the responsibility for the main work on the branch lines and then came to an agreement with the oil field workers to start offering them rolling stock loading and unloading, as well as warehousing services. The railway workers helped ensure that the operation of the system handling the growing volume of freight traffic functioned more efficiently, especially now when new oil fields are being opened up on the left bank of the Ob'River, in the Orekhovo-Ermak and Ketovo regions.

However, a lot of problems remain to be dealt with at the Nizhnevartovsk centre. The main problem is the long delays which have become chronic afflictions of two subsidiaries of the USSR Ministry

of Transport-Related Construction Works, that is, the "Tyumenstroiput'" Association and the "Surguttransstroi" trust.

Here are some examples brought to light by the Chief Engineer of the Administration for Industrial and Technical Equipment Supplies and Acquisitions, V. Slaikovskii, and an Engineer from the Capital Construction department, L. Gerasimenko. Lyudmila Izosimovna showed the economic side, while Viktor Andreevich uncovered the negative consequences of the "stretchable timetables" applied to the construction of major transport construction projects.

Nizhnevartovsk-1 station. In accordance with the draught plans for the fourth phase in the construction of the surface facilities of the Samotlor field and the development of the station, construction of the tenth rail line began in 1981. Had the usual standards prevailed, the project should have come on line back in the middle of 1985. However, the work still isn't finished. That means that one of the two existing lines is still preempted by the construction and installation enterprise which is responsible for building the platform. Passenger trains use the second line. The station is closed and can no longer handle trains bound for the power station or for Vakh station.

The overbridges at Nizhnevartovsk-1 are still under construction.

At Vakh they have not built housing, a water conduit or services and technical buildings. Nor have they brought in communications links, power lines, etc.

In August 1983, work began on construction of the first phase of the outside railway transport system for the enterprises of the northern industrial centre. According to the timetable, the work was to have been finished in 1985. But the construction workers were only able to finish work valued at just over three million roubles, a shortfall of more than seven million roubles' capital investment. At Severnaya station they have not got around to laying three railway lines with an overall length of three and a half kilometres. And now the project has been put on hold!

They have also put off the equipping of four hundred metres of branch lines and three switches at Nizhnevartovsk-station. Because of this, rolling stock has to be unloaded twenty two kilometres from the station and the freight has then to be delivered to its destination by truck.

The causes of the situation which has developed seem to be clear. The capacity of Construction and Installation Enterprise No. 227, which is responsible for the construction and installation work, is obviously not adequate to meet the plans of the oil field workers and cannot provide for the completion of the necessary amount of work for the transport construction projects. Often, too, the installation workers contribute to the situation, when, in the first place, they try to "skim off the cream", that is, to take on the easiest jobs. The result of this shows: in 1986 only 492,000 roubles were invested in projects, instead of the planned 1,400,000 roubles. Only thirty five per cent of the allocated resources were used on the project. Last year only sixty nine per cent were used.

V. Ott, the General Director of "Nizhnevartovskneftgaz" last year informed the Tyumen' Oblast Committee of the Party, "Glavtyumenneftegaz" and "Tyumenstroiput'" about the situation which had developed. However, so far he has received no feed-back on the problems from any of the organizations involved.

One gets the impression that the transport construction workers have not been at all influenced by perestroika /reorganization/ or by the transition to new forms of economic management. They just work for themselves, with no concern for the interests of the railway men or the oil field workers, or for the final results, which for this region mean the maximum output of oil and gas. This year, according to the State Requisitions Board /Goszakaz/ and the counter plan for centralized supplies, the oil field workers of the Surgut Division will help them fairly actively to achieve this goal, the transport construction workers, on the other hand, will trip them up.

Nor, in the face of this mass of problems, have the railway men been conducting themselves as well as they might. For example, they have not brought the fourteenth branch line at the Central Pipeline Base, the winter shelter or two branch lines at the Chemical Reagents Base on line, although the Industrial Railway Transport Enterprise has been using them for a long time. As early as May, thousands of tonnes of neonol, which is used for increasing the oil yield from stratal deposits, butynol and a whole range of other chemical reagents, will arrive at the Chemical Base. How can they be delivered, while the completed spur lines are still "up in the air"?

The question of the spur line to the river port has not been settled. This is what the Director of the Nizhnevartovsk river port, operated by the Ob'-Irtysk River Steamship Line (Russian SFSR Ministry of the River Fleet), G. Lozhnikov, told your reporter:

"Cargo is rapidly accumulating in the port in preparation for the beginning of the 1988 shipping season, in particular there has been a build up of construction materials and preassembled construction elements for the building of housing for oil field workers employed in the region. Construction elements for future buildings are shipped by rail from Perm' and other cities to Nizhnevartovsk, where they are trucked directly to the port. Trucks also transport construction elements from the local housing construction combine. A railway spur line would greatly shorten the amount of time it takes and would also reduce the cost of shipping these materials.

"Or, consider the question of the transportation of fuel and lubricating materials. The Central Oil Base operated by the USSR State Committee on Oil Products is located on the banks of the Ob' River. During the shipping season gasoline, diesel fuel, lubricants, oil and other products are shipped by tanker directly to the base. In late autumn, winter and spring, however, these things are carried by railway tank cars to Megion station and from there they are shipped to the base using the same trucking system.

"Now, when new oil fields are being developed on the left bank of the Ob', the oil men desperately need a railway line to the port," G. Lozhnikov thinks.

The importance of such a transport system has been stressed by the Deputy General Director of the "Nizhnevartovskneftegaz" Association, A. Nazarov:

"We will have to build a spur line. But we are afraid that this project will also get bogged down because of the transport construction workers."

What can you do? These fears are based on bitter experience. The vast Nizhnevartovsk oil-producing region is served, as in the past, by one construction and installation enterprise (No. 227), which simply does not have adequate production resources and capacities. Meanwhile, at the USSR Ministry of Transport-Related Construction Works and its subsidiary organizations as always they close their eyes to the situation which had developed here. Will there ever be an end to all these construction delays?

Gudok

6 April 1988

Page 2 (full text)

Yakutsk - Berkakit Railway Line

We all know that Yakutsk - Amur mainline railway will be built. Where will it pass through? When will it be built? (A. Lisitsyn, Kerch')

Glavbamtroi has announced the following:

"The opening up of the north eastern region of the Soviet Union is being largely hampered by the absence of an efficient transport system. The carrying capacity of the Lena River has reached its

limit. Road and air transport are very expensive. This is why the need has also arisen for the construction of a railway line in the region.

"The Yakutsk - Amur Mainline Railway (YAM) will link the capital city of the Yakut Autonomous Republic with Berkakit. The line will run for about eight hundred kilometres. The first section of the project will be the construction of the line from Berkakit to Tommot (three hundred and eighty kilometres). The first forty kilometres of the rail line have already been laid. The building of the earthen under way. Settlements for the railway construction workers will also be built.

"This section of the Yakutsk - Amur Main Line should be open to traffic in 1991."

Trud
2 April 1988
Page 4 (full text)

TRANSPORT WATER

En Route to Spitzbergen

The diesel electric motorship "Navarin" has been a pioneer on many Arctic sea routes. Yesterday the "Navarin" set off for Barentsburg, the settlement of Soviet miners. This voyage opens the current shipping season for this route, which runs between Murmansk and the Spitzbergen archipelago. Even though the "Navarin" is a reinforced ice class vessel, she is not strong enough to fight her way through the ice fields so far north. For this season the powerful icebreaker "Krasin" is already waiting for the "Navarin" at the approach to Barentsburg. The crew of the "Krasin" is also clearing a shipping lane for other sea traffic.

Sotsialisticheskaya Industriya

24 April 1988

Page 2 (full text)

Fishing Vessel Sinks in Bering Sea

Last night the large fishing-refrigerator trawler "Mys Bobrova" sank in the northern sector of the Bering Sea, approximately one hundred nautical miles from Cape Navarin. The ship belonged to the Sovgavanskaya Ocean Fisheries Base.

Nothing hinted at any danger: the weather was calm, the ice, as they say in such circumstances, was not putting any pressure on the ship, which was fishing for mintai. Nevertheless, in moving from one area of open water to another the trawler encountered

an ice bridge some one hundred and fifty metres wide and became irretrievably stuck. The fatal spring ice, which was swollen with water, and stuffed with broken ice from the ice edge, stubbornly sucked in the ship, like a swampy quagmire. Suddenly, alarm spread among the crew, with the announcement that the ship had been holed. Water had been found in the engine room and in the refrigeration section.

Without delay, the ship requested help via the ultra shortwave radio. Fortunately, the rescue ship "Spravedlivyi" was cruising not far from the site of the accident, hurrying to the assistance of another large fishing refrigerator trawler. The "Spravedlivyi" turned and was soon approaching the stricken ship, which was already lying on her port side. The list quickly grew worse, while the rescue vessel attempted to plug the hole, which turned out to be quite large, measuring some two hundred centimetres by five centimetres. The attempt was unsuccessful. Since water had flooded the engine room of the damaged ship, they were not able to use the submersible pumps for bailing purposes. Then the "Spravedlivyi" brought her bow up to the port side of the "Mys Bobrova" and began to operate her engine full throttle in order to right the hull. The new effort was also unsuccessful and the list continued to get worse. The ship swung about to her starboard side. They brought up a tugboat in an effort to tow the stricken ship. The tow line strained taut like a string and snapped. Given these conditions there was only one thing to do: the "Spravedlivyi" hurriedly transferred on board the entire fishing crew, consisting of eighty four men - and the "Mys Bobrova's" papers. The captain signed the last radiogram to "Dal'ryba" in Vladivostok: "On the first of April at 19:50 hours, Moscow time, the large fishing refrigerator trawler "Mys Bobrova" foundered."

The order was given for all the fishermen who had been involved in the accident to be accommodated on the motorship "Penzhinskii Zaliv" and transported to Nakhodka.

Pravda
3 April 1988
Page 6 (full text)

1988 Arctic Shipping Season

The nuclear-powered "Artika" which led the motorship "Arkhangel'sk" through the Kara Gates has been forced to guide her around the ice massifs lying to the north-east along the coast of Novaya Zemlya. After that the convoy will begin to descent toward the south to the Yenisei Gulf.

The nuclear-powered "Rossiya" is preparing to weigh anchor to go to the assistance of ships in need of escort across the massif in the Kara Sea. The "Sibir'" is proceeding with the motorships "Mekhanik Zheltovskii" and "Tiksi" in convoy toward the exit from the Kara Sea. The icebreaker "Kapitan Dranitsyn" is off to join the motorship "Kapitan Kudlai" in order to lead the latter from the ice edge off Mordeyakh (Yamal). The ice mooring is one hundred and ten centimetres thick. At the same spot the tanker "Samburg" is unloading fuel directly onto trucks.

The icebreaker "Kapitan Sorokin" is awaiting the approach of ships needing an escort to Dudinka on the Yenisei to the region of Sapochnaya Karga.

In the Sea of Okhotsk, near Magadan, the icebreakers "Vladivostok" and "Magadan" are keeping the sea lanes open, while off Cape Aniva (Sakhalin) the icebreaker "Fedor Litke" will escort ships through the La Perouse Strait.

Vodnyi Transport
19 April 1988
Page 3 (full text)

Fighting Marine Pollution

A new ship, the "Svetlomor-3", owned by the Expeditionary Detachment for Accident and Rescue Ships' Repairs and Underwater Technical Assignments, has arrived at Murmansk, her port of registry. The ship has been designed to deal with accidental spillages of oil products at sea and with the taking on of polluted waters. On board, the "Svetlomor-3", which is sixty one metres long and fourteen metres wide, carries equipment for cleaning the oil-containing water collected from the surface and for returning that water, once it has been cleaned, back to the sea.

This is the second specialized ship to be acquired by the Murmansk Steamship Line for combatting pollution on the open expanses of the ocean.

Vodnyi Transport
14 April 1988
Page 3 (full text)

The Yamal Ice Mooring

The importation of goods into the Far North always involves an element of risk: the ice conditions, how to get the unloading and transport machines up to the ships, whether the ice will hold. For this reason we have given a detailed description of the process of importing goods into the Yamal Peninsula, where, as everyone knows, reserves of hydrocarbon fuels have been discovered. The operation began almost three weeks earlier than usual. Almost three times more cargo has to be delivered this year, than was delivered last year. In fact, the total should come to about ninety thousand tonnes!

The first convoy was escorted by the nuclear-powered vessels "Rossiya" and "Arktika" and by the icebreaker "Kapitan Dranitsyn". It was a difficult passage and the ships had to fight the elements every kilometre of the way. However, the seamen held their own and fought their way through to Yamal on schedule. There, an ice mooring had already been prepared. This is a fairly new technique, but the mooring at the mouth of the Mordyyakha River turned out to be an excellent one. The process of unloading the ships was carried out day and night under the harsh conditions prevailing in the Arctic. Houses, tractors, bulldozers, trucks and excavators, in a word, everything needed for living and working in the Far North was lifted out of the deep holds of the ships in a non-ending stream. Then all of this cargo was quickly transported off to the shore. Although the icy grip of the Arctic is powerful, it might not be able to support all the cargo unloaded from the ships.

Vodnyi Transport
23 April 1988
Page 4 (Extract)

Year Round in the Arctic - Dudinka

On the morning of May first, 1987, the local radio station at Dudinka broadcast the news that in a few hours" time a convoy of ships would be arriving in port,

"From the high bank of the Yenisei," the harbour master L. Han recalls, "you had a good view of the icebreakers slowly breaking her way into port through the ice fields. After the May 1st rally, the entire population poured down to the mooring. We had been waiting for this final act of the first regular winter run for a long time."

It was a long and difficult voyage for the icebreaker "Kapitan Sorokin". The crew only took a break during meal times, otherwise the plates would have spilled off the tables from the blows of the ice hitting the hull. From Dikson to Dudinka the ship followed the same routine: a running start - a blow against the ice - stop. Then full steam astern - full steam ahead... This pattern was repeated almost six thousand times throughout the whole of the two hundred and eight Nautical miles of the ice routes.

Since that time the shipping season out of the sea port of Dudinka have been operating all year round.

This maintains an efficient rhythm for the shipment to clients of the products manufactured by the Noril'sk Combine. For these goods are awaited by many Soviet enterprises, as well as by foreign clients. In order to prevent even a pause in their operations, the port workers have concluded an agreement with their partners, the seamen employed by the Northern Steamship Line. They have set up three special conveyor lines for various cargo items.

Regardless of the difficulties presented by having to function under Arctic conditions, Dudinka now operates to the same standards as ordinary ports, including the introduction of sophisticated forms of labour organization (for example, the port was the first in the USSR to have integrated processing work teams) and also including the supply of machinery and equipment.

The harbourmaster (who, by the way, was selected by the port workers themselves) tried, as indeed the rules stipulate, to use his own authority to deal with personnel issues, to appoint people to various jobs, etc. However, the Council of the Workers' Collective insisted on joint decisions.

"I have become convinced that in the final result that's a better solution," agrees L. Kahn. "Now we also deal with other questions on a group basis. Thus, after carefully studying the proposals put forward at professional seminars of specialists, at various schools of socialist management, the Council approved a new structure for the enterprise."

...Today snow-covered Dudinka is decked out in red bunting for the May first holiday. And once again, as happened many years ago, the holiday rally will end on the banks of the Yenisei.

Sotsialisticheskaya Industriya
30 April 1988
Page 2 (full text)

Shipping Season in the Arctic Ocean

After the long winter break northern seamen have opened the new shipping season in the northern reaches of the Arctic Ocean.

The motorship "Pavel Ponomarev" delivered several thousand tonnes of equipment, machinery, etc., to the men stationed for the winter at the polar stations on Franz Jozef Land. Last year during the same early period there was an attempt to transport cargoes by air, but this proved to be expensive and inefficient.

Izvestiya

6 April 1988

Page (full text)

MISCELLANEOUS

Transport Complex in the Far North

Greater and more complex tasks have been laid down in the long term State program for the composite development of productive forces in the Far-Eastern economic region, the Buryat Autonomous Soviet Socialist Republic and Chita Oblast for the period up to the year 2000. The program provides for: greater involvement in the economic turnover of natural resources; an increase in the role of the industrial potential of these districts, including Magadan Oblast, in the united national-economic complex of the USSR; and an improvement of conditions affecting human life and work.

By the year 2000, the output of industrial production in Magadan Oblast is expected to increase 1.4 times; this includes electrical power generation which is expected to rise by 2.7 times, and coal mining which expected to rise by 2.3 times. There will be a considerable increase in the production of various kinds of agricultural and fish products. During this period, the oblast expects to build new and particularly important facilities, and to reconstruct and enlarge facilities already in operation; over 100 facilities in the industrial infrastructure will be affected. More construction is expected during this period as compared to the last fifteen years: housing is expected to increase two-fold, children's pre-school establishments by 1.5 times, and polyclinics and schools for general education by 1.6 times.

Completion of the tasks planned for the economic and social development of the oblast will make it possible for the area to reach a new

qualitative level in the development of its productive forces. In addition, it will ensure an above-average growth in the standard of living and also lead to considerable improvement in the working and living conditions of a population which, according to estimates, is expected to increase 1.35 times by the year 2000 and be more than 700 thousand in number.

The transport system is faced with very important and complicated tasks related to the development of the productive forces of Magadan Oblast and other districts in the Far-Eastern region. It must deliver the national-economic goods needed to meet the requirements of the economic structure and satisfy the region's population in a timely and complete manner while keeping expenses down. Because of the geographic location and historically established network of communication routes in the oblast, sea transport has always played a leading role and provides transport and economic links (98% of the cargo delivered) both to the southern zone of the Far East and remaining regions of the [USSR].

On the whole, the fleet of the Far-eastern State Industrial Sea Transport Corporation is able to meet the needs of the oblast with regard to external transport. The organizational structure of this corporation constitutes the port economy of the oblast: six commercial seaports employing more than 4,000 workers. In addition, there is the Mys Shmidt seaport of Minstvetmet SSSR [Ministry of Non-Ferrous Metals, USSR], and the Zelenyi Mys seaport at the mouth of the Kolyma River which serves the Bilibino district of Magadan Oblast.

The transition of the commercial seaport field to new conditions of management, complete economic self-sufficiency and self-financing, which began in 1987, was a turning point in the economic and financial activity of commercial seaports and it had an impact on relations between all those involved in transportation. There was a visible increase in the personal interest shown by workers' groups to lower costs, to increase work productivity, to economize material and energy resources, and to intensify the transportation process. The atmosphere of glasnost and democratization, and the increase of the role of workers' groups is having a favourable effect on the solution of industrial and social problems. The best results have been achieved by workers' groups based at commercial seaports in Magadan and Pevek, who have been awarded the "Znak Pocheta" [the Badge of Honour].

The functioning of seaports in the oblast is complicated by the short duration of the navigation season: Mys Shmidt - 100 days; Anadyr' - 120 days; Pevek - 125 days; Beringovskii - 156 days; Provideniya - 165 days; and Egvekinot - 168 days. Only the port of Magadan, serviced by ice breakers, is open the whole year through, although during the past few years seamen have shown that the ports of Provideniya and Egvekinot can also be used throughout the year.

The short navigational season, together with the seasonal character of work in many areas of ground communications within the district, lengthens the periods of time needed to deliver goods from suppliers to consumers. On the average, the circulation of freight takes 340 days within the oblast, and particularly in Chukchi Autonomous Okrug, in some districts it takes 400-500 days. The

seasonal nature of sea and land transport operations makes it necessary to create a combined reserve of material resources at main bases at ports of entry, in transport, at intermediate bases, and with consumers.

Oil products, cement and other building materials, coal, foodstuffs, and different machines and equipment make up the largest proportion of cargo delivered by sea. On the whole, various types of enriched ore and fish products represent the exports from the oblast. The amount of scrap metal which cannot be sold within the oblast is significant. The importation of goods into the oblast exceeds exports by almost 20 times.

In the last few years, the delivery of goods to the oblast has increased. The greatest rate of increase has been observed in the supply of oil products, cement and building materials, machines and equipment. The port economy of the oblast has undergone significant development. A series of measures has been taken to improve the organization of supplying goods.

Further integrated development of the productive forces of the oblast is inconceivable without: a) a far-reaching solution to problems affecting the steady shipment of goods needed for the oblast's national economy and population; and b) the interrelated, co-ordinated development of all areas of the transport system and, above all, sea transport.

In the forthcoming period up to the year 2000, the processing ability of the port economy is expected to increase 1.6 times. Therefore, it is necessary to carry out the reconstruction and expansion of trans-shipping complexes in the

commercial seaports of Magadan, Pevek, Beringovskii, Provideniya, and Anadyr', and to create a port economy of Minmorflot SSSR [Ministry of the Maritime Fleet, USSR] in the settlement of Evensk.

Besides large-scale ports with an adequate degree of mechanization, a distinctive feature of the material and technical bases used in North and East sea transport is the large number of ports with a roadstead version of loading and unloading operations. For roadstead ports, the following is typical: low intensity and high costs of trans-shipping work; the important contribution of manual labour; the significant amount of time the transport fleet wastes standing idle; and, as a consequence of this, the low degree of effectiveness of the whole shipping process. For this reason, both the perfection of technology and an increase in the effectiveness of transport serving points along the unequipped seaboard are tasks of paramount importance. The problem can be solved by enlarging shipping units. This will make it possible to create the conditions needed for integrated mechanization which in turn will increase the intensity of shipping operations, lower costs, and shorten the mooring time of ships.

What is more, the majority of ships in the Far-Eastern State Industrial Sea Transport Corporation, which are used for the delivery of goods to areas of the Arctic and Eastern Chukchi in the role of so-called supply-ships, have become obsolete at present and will be written off within the next few years. These are ships of the "Pioner" class and a number of others. According to available information, however, an equivalent replacement for ships of this class in the near future is not expected.

There is an extreme shortage in the Far-Eastern Sea Transport GPO* of ships of the "Pioner Moskvyy" class, which have demonstrated their worth in the Arctic. Ice-class ships of the "ro-ro" [roll on - roll off]* type are also needed to transport increasing volumes of equipment to areas of the Arctic and Chukchi.

Because of an insufficient quantity of ice-class refrigerator ships, great problems have arisen when transporting vegetables and potatoes to the oblast. Principal quantities of this produce are transported as before in dry-cargo ships, which do not guarantee adequate conditions to maintain quality and preservation. The problem becomes particularly acute when transporting potatoes and vegetables to districts in Chukchi. It is the same case when transporting canned fruit and vegetable produce to Magadan, as this is shipped somewhat later than fresh vegetables and comes into the oblast at the end of October and November. During this period, transporting produce in dry-cargo ships leads to freezing and spoilage of a part of the cargo. In a number of cases, the produce remains in Nakhodka until spring. Actual requirements for canned fruit and vegetable produce during the cold season of the year (November - April) are about 2 thousand tonnes per month. The acuteness of this problem is due to the fact that canned fruit and vegetable products are not produced in the oblast and the needs of the population living there are great.

In the last few years, the use of roadstead vessels for unloading sea transport ships in Northern Evensk, Shmidt and other districts where roadstead unloading of ships is carried out has become highly unprofitable. At the Far-Eastern Steamship Line Ship-Repair Works, construction has practically

stopped. We think that this is not quite right. After all, the general task of shortening the time ships waste standing idle hangs in the balance. And who, if not specialist seamen, should help consignees acquire the most effective vessels for roadstead processing? Today, it is obvious that in the near future it will be impossible to manage without such vessels, and it is not only the Magadan oblast that requires them.

River and coastal cargo transport into populated areas is developing extremely slowly because of a shortage of ships at the base ports of the oblast. Minrechflot [Ministry of the River Fleet] RSFSR has no enterprises in the oblast, and Minmorflot alludes that Gosplan SSSR, State Planning Committee, USSR is not allotting suitable ships for these purposes. Yet the problems is becoming more aggravated every year as the quantity of cargo delivered along rivers and to populated areas along the coast increases.

The delivery of oil products to the oblast [requires] a great deal of effort. Within the next few years, the amount of oil products delivered to Magadan in the third quarter by the maritime steamship line, within the framework of its transport plan will, in accordance with funds, be significantly lower (60-70 thousand tonnes) than the demand. As a result, a more difficult position will be created when it comes to supplying the gold-extracting industry with oil products at the height of the washing season; it is impossible to create the necessary reserves of boiler, stove and motor fuel at the beginning of the heating season; and there are cases on record of breakdowns in air transport because aircraft fuel was not delivered at the proper time. In a number of cases, this is due to plans for

the shipment of oil products by enterprises of Minneftekhimprom SSSR [Ministry of Petroleum Industry, USSR] not being fulfilled, or a shortage of resources at transshipping oil bases in Primor'e [Soviet Maritime Territory].

Practically every year in the third quarter, the Regional Committee of the Communist Party must appeal to higher agencies with requests and telegrams regarding this problem. Limitations are imposed on the issue of diesel fuel to consumers in order to prevent a standstill affecting motor transport and mining equipment because of the ill-timed entrance of tankers to the port of Magadan.

This situation has developed first and foremost because the amount of oil product shipped to the oblast during the navigational period increases more than two-fold, yet in Primor'e there are not enough tankers or storage capacities. These problems are not new, yet concrete measures have not been taken towards solving them. To this end, the construction of a new trans-shipping base in Primor'e has been included in the Long-Term Program, and it is necessary to have this resolved at an accelerated pace.

There is one problem which is of importance not only to our oblast and which should be dealt with separately - bulk oil deliveries to populated areas of the oblast situated on the seacoast. As a rule, there is a lack of berthing structures for the mooring of tankers in these settlements and a lack of pumping [facilities] for fuel. For this reason, oil products are shipped in barrels. There are scores of such areas in our oblast. Because of the small quantity of oil products involved (from 500 to 2000 tonnes) it is not economically remunerative to build

expensive deep-water moorages, and it is also futile to deliver oil products in barrels. After all, expenditures for transporting barrels there and back are three times more expensive than the barrels themselves.

To solve this problem, there is an urgent necessity to construct supply-tankers with a freight-carrying capacity of 3-5 thousand tonnes, which are especially adapted for transferring oil products to the shore in unequipped areas through a ship cargo hose.

Enterprises in the oblast are experiencing greater difficulties in their work because of inadequate oil storage capacity at ports of entry in a number of districts. Today, oil bases of Goskomnefteprodukt [State Committee for petroleum Products] RSFSR, situated in the districts of Zelenyi Mys, Pevek, Anadyr' and Egvekinot, do not have enough storage capacity to completely satisfy consumers of oil products in these regions during the period between navigation seasons, to say nothing of a back-up supply.

The situation is even worse with regard to the solution of analogous problems in districts where Goskomnefteprodukt RSFSR does not have oil bases under its own control. There are four such districts in our oblast: Beringovskii, Shmidt, Northern Evensk, and Chukchi. In these districts, every ministry and department having its own enterprises continue to build their own oil bases designed to meet their own needs. They attempt to independently solve the organizational problem of how to take delivery of oil products from ships in unequipped seacoast conditions. This applies not only to the delivery of oil products, but also to dry cargo in

districts where there are no commercial seaports. There are three such districts in the blast: Shmidt, Chukchi and Northern Evensk.

Let us take, for example, Northern Evensk district. There are no seaports, or rather port centres, or oil bases belonging to Goskomnefteprodukt RSFSR in this district. All the organizational problems pertaining to the unloading of cargo at roadsteads and delivering cargo to shore are presently entrusted to the consignees. These problems are not simple.

Unfavourable hydrological conditions with differences of 9.5 meters in the levels of water between high and low tides, together with shallow depths, makes it difficult to carry out the construction of elementary mooring structures for unloading roadstead vessels in this district. For this reason, non-self-propelled lighters are used for unloading. A method of vessels "drainage" is used to discharge the lighters on shore; processing can take place only at low tide and practically no mechanization of any kind is used. This method of unloading bulk oil from non-self-propelled lighters violates regulations in force and poses a great risk to all those involved in the process.

The imperfection of the existing delivery system is also aggravated by the following: a common organizational structure governing work in the loading and unloading industry is lacking; consignees do not have enough vessels; and it is impossible to enlist the help of experts for piloting vessels because there are none on the spot.

As a result, the cargo delivered satisfies only 70-75% of the needs of the national economy in these districts every year, and a further increase in

the amount of transports using the existing system is practically impossible. This stifles the social and economic development of the district. Besides that, Minmorflot sustains considerable losses through its use of the existing supply system because of the amount of time wasted by ships waiting for cargo operations at Evensk roadstead.

Of course, the shortages and problems of organizing cargo supply in the oblast and ensuring a steady supply of goods for its national economy and population are not confined to sea transport alone. Many of them arise because of a lack of discipline on the part of consignors and consignees, and the absence of an integrated, scientific approach to solving complicated issues affecting transport supply in the Far North.

One of the grave deficiencies in the delivery system used to ship goods to the oblast involves practically all the ministries and consignor departments, as well as the Ministry of Transport. In 1987 none of them were able to complete a full transition to a system of shipping products to districts of the Far North using general-purpose and specialized containers, in packaged form and on skids.

Thus, in 1987, only 80% of the goods subject to container and package regulations entered areas of the Arctic and Chukchi in containers and packages. A significant amount of grain and fodder goods, canned fruit and vegetables, sugar, salt, and meat- and butter-oil products entered Magadan in unpackaged form. Loading large-capacity containers with packaged cement, without packages [sic], leads to heavy and punishing work [on the part] of consignees and should be regarded as shipping goods in an unpackaged form.

The unrealistic period of time imposed for the return of containers (48 hours) results in cargo being unloaded or transferred from a Minmorflot SSSR or MPS SSSR [Ministry of Railroads, USSR] container to analogous departmental containers for further shipment by motor transport; this is inadmissible under the new conditions of management. An urgent need has arisen to establish a workable period of time for recipients in the port of Magadan to return containers, one which will permit them to be delivered directly to consignees located in central districts of the oblast.

Ministries and departments in the oblast do not take adequate measures to ensure the continued development and improvement of industrial equipment at subordinate receiving bases, oil tanks, vegetable storehouses, and warehouses. This makes it impossible for them to take appropriate measures in relation to stockpiling the indispensable reserves of material, liquid fuel and other goods needed to ensure a steady supply of the above to enterprises and to the population. Consequently, transport lies idle and products frequently deteriorate. In our oblast, these problems are most prevalent in Minstvetmet SSSR and Agroprom* RSFSR, even though they are also present in many other corporations.

For instance, every year in October there is not enough capacity in potato storehouses for storing the 12-15 tonnes of potatoes, which come through the port of Magadan, destined for the directorate of the Workers Supply Corporation "Severovostokzoloto". The necessary space must be procured and adapted for the storage of potatoes; this is accomplished by temporarily "confiscating" the warm storehouses, garages, and other facilities of various proprietors. Of course, it is very complicated to

provide the necessary conditions for storing potatoes in these adapted premises. Yet the question of storehouse construction is being resolved at an extremely slow pace.

However, such problems cannot always be solved on the spot. The inadequate storage capacity of refrigerator centres for meat products in the commercial organizations of the oblast is a prime example. It is, of course, impossible to keep meat stored in adapted premises. In a number of cases, when refrigerator ships arrive at the same time, they are forced to stand idle pending the availability of storage space in refrigerator centres.

The significant potential for transport intensification have not been fully utilized in the organizational work of transport junctions. Not all transport junction enterprises and participants turned out to be prepared for work in new conditions of management. There is a lack of active co-operation, aimed at the solution of joint problems, among enterprises and contractors.

A disproportion in the level of technical/industrial facilities is presently appearing at a number of transport junctions in the district, particularly in Magadan. A common industrial process is lacking at transport junctions with regard to work carried out by the consignees. There is no unified system for planning the work of transport junctions. The result of the above is that losses of transport capacity increase significantly in all areas of the transport field, recipients incur expenses when receiving cargo, and there is an unnecessary transfer of cargo en route.

In view of conditions existing at the Magadan transport junction, existing norms established by Minmorflot SSSR and Minavtotrans

[Ministry of Automobile Transportation] RSFSR for cargo transport and centralized cargo delivery (export) by motor transport to seaports of RSFSR do not protect the economic interests of drivers and recipients, insofar as the organization of a straight ship-truck mode of transfer. Because of transit conditions in the port of Magadan, cargo drivers and recipients are interested in getting goods out of the storehouse more quickly to avoid storage fees which grow more expensive every day, and not in taking goods from the side of a ship. Every year the amount of general cargo processed using a straight ship-truck mode of transfer at the Magadan transport junction is reduced, and was 28% in 1987. A single normative document is necessary for more effective planning of twenty-four-hour shift work at the transport junction. This would lead to the enhancement of economic benefits for drivers and consignees and to an increase in the straight mode of general goods transfer. Suitable proposals, prepared by the co-ordinating council of the transport junction, have been submitted to Minmorflot SSSR and Minavtotrans RSFSR, but the necessary resolutions have not been approved to date.

It is possible to continue enumerating concrete shortages and problems, but in our opinion the main thing lacking here is an integrated approach toward solving problems of transport supply in districts in the Far North. This has led to a lack of co-ordination in developing transport [organizations], and supplying and marketing organizations; interruptions in the provision of a steady supply of goods to consignees; expansion of State capital investments; and the construction of ineffective departmental facilities. In general, the problems are not being solved.

These problems are very complicated and have still not been studied adequately. They are related both to the necessity of delivering cargo to an unequipped seacoast, where there are short periods of navigation and also unfavourable hydrological conditions, and to large expenditures of capital investments. After all, the construction of facilities in our oblast costs approx. 2.5-3 times more than analogous facilities in central regions of the country. For this reason, it is simply an inadmissible luxury to build without taking the future into consideration and without taking the interests of contractors into account.

All interested ministries and departments dealing with the natural resources of districts in the Far North should obtain accurate scientific recommendations pertaining to questions of transport supply before beginning to build any facilities whatsoever.

In other words, it is necessary to work out a common, integrated, scientifically-valid transport and industrial system of supplying goods to districts in the Far North, one which envisions a corresponding development of industrial and processing bases in all the affected contracting enterprises and organizations, while ensuring the least expenditures. This common transport system should be co-ordinated throughout - from the supplier to the consumer (from door to door). It should also provide for a radical improvement in the existing system of supplying goods to an unequipped coast.

Vodnyi Transport

2 April 1988

Page 2 (slightly abridged)

Come on Guys, Get to Work!

I work with the Chaun Geological Prospecting Expedition as the driver of a "Kirovets 701" tractor. Our vehicle unit is small, but it is constantly being stirred up by various squabbles. The most important cause of the trouble is the unhealthy morale and psychological atmosphere, which the administration and the Party Committee themselves force on us. For any criticism of the management, the latter starts to badger the workers involved, like hunters after hares. They inflict various punishments on them and even provoke a man, in order to goad him into starting some sort of trouble. This is what makes the workers fight among themselves.

Once the workers started demanding that the Director, Yu. Zhelikhov, be fired for his wrongful actions against the workers. However, the administration and the Party Committee put up a wall of resistance in order to protect Zhelikhov. A whole farce was staged, in which the deputy editor-in-chief of the local newspaper Polyarnaya Zvezda and the local radio correspondent took part. At a farcical meeting, the latter both assured us that Zhelikhov would be fired. However, it was not long before Zhelikhov suddenly went off on leave and we were told that the matter would be dealt with when he came back to work. During the five months he was away, people's feelings calmed down and the whole business was somehow smoothed over. But this is not even the point.

Now, once more, various conflicts are flaring up. The main problem involves the transition to the profit and loss accounting system and self-financing. The administration tells us: "Get out and work harder, while we increase the average

drilling rate and lower your rates of pay." We say that we reckon that you undercalculate the drilling rate and that the pay rate does not correspond to the amount of work actually done. At the same time the management has given itself a substantial raise in pay. This is for sitting around in their offices, showing no concern for the workers, for their living standards or for improving their working conditions, while at the same time they think up ways of screwing what they can out of hardworking people, who have to carry the weight of all this administrative machinery on their shoulders. This is why they had to have a raise in pay?

At the same time they say to us that we should not worry, that we are not going to lose anything. All we have to do is do more work and improve our productivity. Just how are we supposed to improve our productivity, when our machinery and equipment is old and there are no spare parts to be had? The repair service scarcely exists. We do not have the equipment or instruments we need. They hired a few metal workers, more than half of them unqualified kids, and used them all to set up a team of metal workers. But what use are they, if a guy can not tell the difference between a nut and a bolt? How can you expect something to work after they get through repairing it?

In a word, the list of complaints is endless, but what we need is effective help. We need a good, intelligent and energetic director, not a wilfull administrator.

Pravda
18 April 1988
Page 2 (full text)

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