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

March - 1988

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is day slightly over two thousand miles separates the Akademik Fedorov from the first goal in the final leg of the expedition to the East Coast in Antarctica, where the ice barrier of the Kola Peninsula is situated. The sun is still shining brightly and the thermometer is still registering quite normal summer air and water temperatures; yet the operational reports arriving on board from stations and from expeditionary vessels are filled with the harsh breath of the approaching south polar winter. The southern ocean is restless. In the latitudes of the "raging fifties" a force nine storm has engulfed the scientific research vessel Professor Zubov, which was on course for home. For ten days the gale-force winds would not permit the diesel-electric Mikhail Gornov to approach the ice barrier at Novolazarevskaya in order to unload. Messages came from Molodzhnaya and Mirnyi reporting fierce snowstorms. The wind once again damaged the antenna at Leningradskaya; at Ruskaya the velocity of the wind has already exceeded 40 metres per second. The inland continental station of Veslov, where the air temperature has already consistently remained below the minus 60 mark, sent a radio report about blizzards with ice needles.

In spite of all this, work programs and observations are being carried out. The last research detachments of the season are returning from their long-range expeditions. Over the course of the coming three or four weeks the Akademik Fedorov will visit the coastal stations of Southern Antarctica and near the oasis of Gagarin. It will take on board the scientists and experts who have completed their work.





## ANTARCTIC

### To Antarctica In Autumn

On board the scientific expeditionary vessel Akademik Fedorov, March 27 (TASS). After a short stopover in the port of Buenos Aires, the flagship of the Soviet Antarctic flotilla once again set course for the shores of Antarctica.

On this day slightly over two thousand miles separate the Akademik Fedorov from the first goal in the final stage of its voyage-- Princess Astrid Coast in Antarctica, where the station of Novolazarevskaya is situated. The sun is still shining brightly and the thermometer is still registering quite normal summer air and water temperatures, yet the operational reports arriving on board from stations and from expeditionary vessels are filled with the harsh breath of the approaching south polar winter. The southern ocean is restless. In the latitudes of the "raging fifties" a force nine storm has engulfed the scientific research vessel Professor Zubov, which was on course for home. For ten days the gale-force winds would not permit the diesel-electric Mikhail Somov to approach the icy barrier at Novolazarevskaya in order to unload. Messages came from Molodezhnaya and Mirnyi reporting fierce snowstorms. The wind once again damaged the antenna at Leningradskaya; at Russkaya the velocity of the wind has already exceeded 40 metres per second. The inland continental station of Vostok, where the air temperature has already consistently remained below the minus 60 mark, sent a radio report about blizzards with ice needles.

In spite of all this, work programs and observations are being carried out. The last research detachments of the season are returning from their long-range expeditions. Over the course of the coming three or four weeks the Akademik Fedorov will visit the coastal stations of Eastern Antarctica and near the oasis of Banger, it will take on board the scientists and experts who have completed their work.

Pravda

28 March 1988

Page 3 (Slightly abridged)

CONSTRUCTION

On the Arctic Circle

The second start-up unit of the mechanized docks of the general-usage supply bases at the town of Labytnangi has come on-line. Construction workers employed by the "Yamaltransstroï" Association have now handed over to the rivermen working for the Ob'-Irtysh Steamship Line three hundred metres of quays, six portal cranes, a district cargo office, a laundry and a cafeteria seating one hundred and fifty customers.

This year work in the Arctic circle town will begin on the construction of the first phase of a residential subdivision for river workers. In the programme of the general contractor, "Yamburggazstroï", are plans for the construction of a kindergarten to accommodate fifty children and two dormitories for young people, each capable of housing one hundred and two workers. It is estimated that the construction programme will take two years to complete.

Vodnyi Transpost  
3 March 1988  
Page 1 (full text)

Reconstruction of Savinskii Asbestos/Cement Factory  
Completed

Competing in honour of the Nineteenth All-Union Party Conference, the workers and specialists employed by the Savinskii asbestos-cement

factory have promised to ship at least six million items over and above their planned output to their customers before the opening of the Conference.

This above-plan output is almost equal in volume to the entire above-plan output achieved throughout all of last year.

How are the workers planning to achieve this goal? The reconstruction of the factory is now complete and unique production lines have been created. More sophisticated industrial techniques, constant concern with regard to raising the professional standards of the workers and wise use of the economic controls exercised by the management are also making it possible to speed up the rate at which products can be manufactured.

Stroitel'naya Gazeta

2 March 1988

Page 1 (full text)

### No Further Need To Ship Half-Way Round The World

When you look at the blocks of buildings, which have been put up in this new Arctic town, one sees clearly how much work and expense must have gone into transporting the materials and construction elements of these buildings over hundreds of kilometres, for, in fact, there was no housing-construction combine in the town.

But the high-cost of shipping things in by rail has come to an end. Usinsk now has its own large-panel housing construction plant, erected by the "Usinskstroi" Association. Every year the plant

will turn out enough building elements for the construction of one hundred thousand square metres of actual housing space and eighteen thousand cubic metres of preassembled reinforced concrete construction elements. That means that Usinsk will be getting new schools, kindergartens and other social, recreational and everyday communal services facilities.

The new plant is rapidly being brought up to its projected output capacity. This year it will begin to produce construction elements for housing projects built to the specifications of the advanced 112 design series.

Pravda

1 March 1988

Page 2 (full text)

ENVIRONMENTAL PROTECTION

Yenisei Sufferings

The Yenisei. This river was once called the cradle of the Siberian character. Few would make this comparison today. The Yenisei is sick and requires urgent attention. The time has come to speak frankly about this. And who better than Siberians themselves for relating this tragedy which has struck the territory? We give them the floor.

T. Ryannel',  
Merited Artist of the RSFSR  
Was That the Path Chosen...

An indomitable and mightily torrent forces its way through the crags. It rumbles triumphantly, raising clouds of spray to the sun. Such was the Yenisei. Majestic, triumphal, abundant with fish. I have travelled practically the entire river in search of sketches. I have witnessed its recent decades of history. A history that is tragic in its own way...

At first, surprise was the only reaction when, after the commissioning of the first hydroelectric power plant, the Yenisei stopped freezing up for hundreds of kilometres below the dam. Time tested the assessments. The dry and healthy climate of the Yenisei littoral gave way to continuous moisture and fog, which concealed the sun from the river region. An uncut forest at the bottom of the Krasnoyarsk sea [sic] brought about the "flowering" of the ultrapristine Yenisei waters.

Not long ago in Lesosibirsk, the heads of the "KrasnoyarskGESstroi" directorate held a meeting with local activists. They appealed for accelerated preparation for construction of the next - Sredne-Yeniseiskaya - hydroelectric power plant. In former times such an agenda would provoke only universal enthusiasm. I recall the rejoicing when the Yenisei was dammed in the Divnye and Sayan Mountains. And what a holiday it was when, almost a quarter of a century ago, the first impellers of the future unique turbines were delivered to Divnogorsk from Leningrad. Orchestras thundered, flags blazed, ceremonial speeches were heard. But today?

Siberians at the meeting flatly declared that, in their opinion, it would be criminal to construct a new hydroelectric power plant on the Yenisei. And they appealed to government bodies. Is this merely a chance event? The Sredne-Yeniseiskaya hydroelectric power plant means the flooding of hundreds of thousands of hectares of the richest Siberian chernozem, the territory's granary, and the destruction of immense Northern coniferous forest lands. Such a prospect fails to sink in; it is difficult to imagine that in place of taiga and plowed land, water will spread out and ruin all forest animal refuges, small rivers...

Yes, the new cannot be had without losses. But the losses must be justified. And what is there to justify to our grandsons and great-grandsons when we leave them half-ruined Yenisei, from which it is already unwise to drink water and eat fish along its entire length because there was no sanitary preparation of flooding areas. Are such losses justified?

The hydraulic engineers' plans are only the most "glaring" colours in an overall alarming picture. In the territorial centre, the Kacha River flows into the Yenisei. Within my memory this was a merry and beautiful forest river. But in its upper reaches the trees were cut down to supply a glass works with firewood. They spared neither the shore area nor the beaver sanctuary. Bulldozers obliterated everything. A river cannot live without the forest. Today the Kacha is nothing more than a sewer.

The same thing occurred with the taiga beauty, the Mana River. Twenty years ago, the Executive Committee of the Territorial Soviet of People's Deputies prohibited stream driving of timber along this river. A decision was taken - and happily forgotten. Stream driving continues to this day. The river was transformed into a peculiar "log depository" - clogged from top to bottom with tree stems, which are then carried out to the Yenisei.

Once on the Angara, I asked workers at a logging and timber distribution establishment what height increment they worked with. Did they restore sections subject to illegal felling. They were astonished. This was not their responsibility. A most flagrant, in my view, government-scale error. Mighty logging and timber distribution establishments armed with powerful equipment are destroying the taiga at a rapid pace. And we entrust its restoration to half-deserted state forestry establishments, where equipment can be counted on the fingers of one hand.

Whence the indifference? I think one of the reasons lies in our passion for gigantomania, from which we have suffered for a long time. Grandiose

plants, record rates, grand scales - here's what we're fed. Of course it would be senseless to shut down the plants today. But let us give some thought to the following. On the Kola Peninsula, 17 small electric power plants stand on small rivers. The ecology is fully maintained and as much electric power is received as is shared with neighbours. Our territory has a great number of small and medium rivers which could be harnessed for hydraulic power. And it seems to me that this is the path which must be followed by the USSR Ministry of the Power Industry and Electrification. And not only in our territory. The lesson of the Yenisei must not be forgotten.

A. Pechenik,  
Head of the Yenisei Steamship Line  
They Fell Timber While Logs Sink

Prior to the close of navigation, the high-speed diesel boat "Zarya" ran full speed into a log. By a miracle the sinking ship together with its passengers was able to be pulled up to shore. This occurred on the Krasnoyarsk sea, which is tens of metres in depth...

This was not the first time we were within a hairbreadth of tragedy. Each high-speed cruise ship runs into logs 10-15 times during navigation, resulting in damage to hulls, wings and rotors.

Felled trees are everywhere - in the water, on the banks of the Yenisei and its tributaries. From the mouth of the Angara River right up to the Arctic Oceans lies a unique billow of logs, 5-6 m in height and up to 15 m in width. Millions, tens of



millions of trunks. Nature did not uproot them. This is measured wood that is removed to the lumber yard, sawn up, included somewhere in a plan, fully remunerated in wages, awards and decorations, and then squandered.

I could quote the sums of the losses of the river fleet as a result of collisions with these peculiar "flying Hollanders" of our Siberian latitudes. I could cite many hapless examples of human victims, especially among fishermen and rivers of small-size craft. But I would like to explain why in Krasnoyarsk Territory, which has long been considered the country's chief supplier of timber [all assortments except firewood - tr.], not so much exploitation, as thoughtless, rapacious destruction of forest wealth is taking place.

What happens? When a tree is felled it must be carefully taken away from the taiga, thoroughly barked and, as expected, floated down the river to the logging and sawmill operation. The tree's been growing in the taiga for decades. This, incidentally, is the famed Angara pine, of which there is none better in the world.

Yet it is dragged through the taiga, ruining everything on the way, befouling large areas with waste and disfigured trunks. Nothing can grow there after this. It is carelessly abandoned on the river bank. In spring, the water comes and carries the pine all the way to the Arctic Ocean. There, we're told, Western firms are in charge of things; they thrive on the recovery of this timber. In spring, our territory has not so much an ice flow as it does a log flow. It is a terrible sight to behold. Rivermen know how to handle ice flows, but log flows? Back in 1953, a decision was taken which from

today's perspective would run counter to the interests of the State. At the time it was stated that Yenisei rivermen were obliged to gather all logs along the river between the mouth of the Angara River and the Igarka River. The same logs thrown about by timber industry workers.

At the time when this document first appeared, the forest industry was weak and lacked machinery. Rivermen were much better equipped. Today the situation has radically changed. Each logging and timber distribution establishment is provided with machinery just like a proper factory. The decision has lost its significance. Moreover, it leads timber industry workers to be irresponsible. And they, sad as it is, are attempting to impose fines on... us. In 1986 they brought suit for half a million rubles, last year it was 300,000 rubles.

Naturally, the arbitration court refused the timber industry workers. But it's not so much the money, which will not compensate even a tiny bit for the national loss. What rubles can fully pay for the thoughtless destruction of timber, without which there are no homes, no furniture, no children's toys! It is destined to rot.

Under the current system it is impossible to find a specific culprit. But I think this could easily be corrected. Simply introduce marking of trunks in order to determine their origin and change the system of payment. Let stock be taken not of sawn timber in general, but only of what is supplied for processing.

How is this done in Finland? In an allotment let us say 100 trunks must be cut. The rest have still not reached market condition. So

exactly 100 are cut. The loss of just one trunk on the way to the sawmill must be accounted for. Nonetheless, timber industry workers there count other things as well, such as how much and in what year timber will be received from this or that forest strip. An you can rest assured they will receive it as planned. Nothing less. But under no circumstances more.

Krasnoyarsk logging and timber distribution establishments meanwhile cut everything growing on the allotment. They then "determine" how much has been cut in actuality. The count is kept for the plan and for wages. They cut 2-3 times more. The same state of affairs exists at logging and sawmill operations. Here are the figures: using such "technology", 57% of forests go into the making of sawdust. For the present, trunks are brought to the industrial log depot, where a good many are warped and broken. And later every tenth trunk will sink during floating.

It might be said that counting trees is no job for rivermen. But we have common resources. Rivers too cannot survive without forests. Small rivers in the deforested taiga are already growing shallow and drying up. For the present we have not detected any drop in the Yenisei's water supply. This could occur within our generation. It surely will occur if we do not stop the axe which has been raised over the taiga.

#### Our Correspondent's Commentary

The thoughts and conclusions of artist T. Ryannel' and steamship line head A. Pechenik, as you see, concur in many respects. The situation is

alarming, and the words come from the bottom of their hearts. The times have passed or are passing for the unconditional assault on nature and for the affirmation of the principle "risk it and forget it." One thing is a shame - many years have been wasted. The calculations of experts from the Forest Institute of the USSR Academy of Sciences reveal that under the current state of affairs the Krasnoyarsk taiga will cease to exist by the end of this millenium.

But it seems public opinion has thus far not exerted substantial influence on those same power industry workers. They stubbornly cling to obviously obsolete concepts. One of the recent examples of this is the construction of the Boguchany hydroelectric power plant on the Angara River. Before flooding, they left approximately 2 million cubic metres of timber on roots. This timber will rot, poisoning the new reservoir and the once crystal-clear Angara River. V. Kuznetsov, head of the "Krasnoyarskenergo" directorate, with whom I had occasion to meet, urges "not to be overly zealous with environmental protection measures." Otherwise, he says, we risk disrupting the territory's hydraulic power supply. And they continue to plan more plants. Even though the Krasnoyarsk hydroelectric power plant functions maximally at half its capacity - 5 out of 12 turbine sets have been put into service. More, evidently, is not needed. Why then such persistence? Is it not because decisions are taken somehow or other on the basis of conclusions of departmental science, which defends the interests of its ministry? Is it not because no one is interested in public opinion?

At one time planners turned down the idea of constructing [fish collectors]\* and fish ladders in the dam of the Krasnoyarsk hydroelectric power plant - and "Frolikh char" spawning ceased along the upper reaches of the Yenisei. And at the USSR Ministry of the Power Industry and Electrification they were trying to avoid "unnecessary" expenditures. Sectoral institutes gave the "green light" to clear felling technology - and the forest became depleted. Yet at the USSR Ministry of the Timber, Pulp-and-Paper and Wood-Working Industry they report on the high rates of growth of labour productivity. This must no longer be tolerated. We feel that decisions must be taken in an open manner and must necessarily be co-ordinated with the USSR Academy of Sciences, the HQ of scientific thought. This will help avoid many losses and will ward off those who seek only to take from nature, mindless of the consequences...

Trud

2 March 1988

Page 4 (full text)

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\*Suggested translation of "rybopriyomnik." - Tr.

MINERAL RESOURCES

Competition Among The Coal Miners

The pace among mining collectives in the competition in honor of the XIXth All-Union Party Conference is being set by Section No. 7 of the "Vorgashorskaya" Mine, which is supervised by Anatolii Pavlovich Potapov, Hero of Socialist Labor. This leading collective has taken on an obligation to fulfill its assignment for the [first] three years of the Five-Year Plan by June 28.

Since the beginning of the Five-Year Plan this Section has brought up to the surface 3,393,000 tonnes of coal, to be set against its plan of 3,700,000 tonnes for three years.

Trud

6 March 1988

Page 1 (full text)

Bulldozing... Our Future  
by V. Androsenko  
(Magadan Province)

Heavy-duty bulldozers are the principal "players" at enterprises of the USSR Ministry of Non-Ferrous Metallurgy engaged in the mining of precious metals. Only these machines are capable of moving 280 million cubic metres of rock annually - a volume stipulated in "Soyuzzoloto's" [All-Union Association for the Goldmining Industry, USSR Ministry of Non-Ferrous Metallurgy] plans.

Until now, imported bulldozers, such as "Komatsu", "Caterpillar" and "Fiat-Allis", were used in such operations. They handled the job well, but incurred substantial expenditures.

With the aim of halting the purchase of imported excavating machinery and accompanying spare parts, the USSR Council of Ministers in November 1987 instructed concerned ministries to work out a program for equipping goldmining enterprises with Soviet-made machinery. The "T-500" tractor produced at the Cheboksary Industrial Tractor Plant was chosen as the prototype for the new bulldozer-rippers. It is fitted with mounted equipment at the Sterlitamak Construction and Road Machinery Plant ["Stroidormashina"].

We can say frankly that this long-awaited brainchild of the two industrial giants was, to put it mildly, born a bit premature. Among the prototype's design drawbacks noted by miners are the absence of an automatic emergency brake system, a cabin-controlled anti-fire system, a towing attachment; the non-airtightness of the cabin, housing of batteries in an unheated compartment, poor arrangements of the operator's seat, lamps, etc. The most important point is that the bulldozer can operate only at temperatures down to  $-50^{\circ}\text{C}$ , even though the All-Union State Standard calls for a lower temperature threshold of down to  $-60^{\circ}\text{C}$ .

It was hard to expect anything else. It's strange but true: this machinery is intended for use mostly in the Far North, yet tryouts were conducted at the Korshunovo Mining and Metallurgical Combine (USSR Ministry of Ferrous Metallurgy) in Irkutsk Province at average monthly winter air temperatures of  $-21 - -22^{\circ}\text{C}$ . Only on some days during the tryouts did the mercury dip down to  $-45.4^{\circ}\text{C}$ .

It's no wonder, therefore, that no sooner had the new machines shown up at the "Severovostokzoloto" and "Yakutzoloto" enterprises than they literally started cracking. Cracks began appearing in the bogie frames, back axles and mounted equipment; the hydraulic system proved to be unreliable. The average time between failures was 70 running hours instead of 170 hours according to the memorandum of instructions. For the sake of comparison, I will add that the same indicator for imported bulldozers operating here is 337 hours.

Output also leaves much to be desired. In one year the "T-500" moves 320,000 cubic metres of soil, while the "Komatsu" and "Caterpillar" tractors move 423,000 and 461,000 cubic metres, respectively.

Miners could still have reconciled themselves to all these defects and omissions. It was the bulldozer's cost that floored them.

By joint decision of three Union ministries - the USSR Ministry of Tractor and Agricultural Machine Engineering, the USSR Ministry of the Construction, Road, and Municipal Machinery Industries and the USSR Ministry of Ferrous Metallurgy - the wholesale and cost of the new bulldozer was set at 134,000 rubles. It suited the customers. Miners reacted with understanding to an increase in the price of machines from the pilot lot to 327,000 rubles. It was clear that so long as the bulldozer was not going unto quantity production, it would be more expensive to produce.

But the supplier retained this high price for series-produced machines as well. By taking advantage of their monopoly position, producers are now putting consumers in a very difficult position.



"We were driven into a corner," says A. Men'shov, chief engineer of the "Severovostokzoloto" Association. "Without heavy-duty bulldozers at our worksites we cannot fulfill the plan, and the "T-500's" which we've received are throwing us into a financial abyss. The current sales price means that after overhead costs are taken into account, the balance price of a domestically produced bulldozer will reach 420,000 rubles in the Kolyma [Basin] and 476,000 rubles in Chukotka, which is twice as high as the imported machines. In terms of the total number of bulldozers received and of the entire volume of earthwork, this produces an annual rise in the cost of operations of 10 million rubles."

The enterprise has shifted to cost accounting. Consequently, no one except the enterprise itself will make up for its losses. So we must expect that the above-mentioned millions will be withdrawn from the social welfare development fund. Where else? That is why people who have been living for decades in awry huts will remain there for the foreseeable future.

"We constantly appeal to all levels of authority regarding the crude dictate of producers. But nothing is happening," says an indignant V. braiko, general director of "Severovostokzoloto." The latest happening is most graphic. G. Vedernikov, Deputy Chairman of the USSR Council of Ministers, in January of this year obliged the USSR State Committee for Prices with the participation of the USSR Ministry of Tractor and Agricultural Machine Engineering, the USSR Ministry of the Construction, Road, and Municipal Machinery Industries, the USSR Ministry of Non-Ferrous Metallurgy and other concerned organizations to carefully examine the question of the cost of the bulldozer-ripper, taking

into account the cost previously established in the memorandum of instructions and proceeding from the desire to assure the profitable operation of these machines at mining enterprises. A February 15 conference attended by all the above-mentioned sides ended unsuccessfully. A representative of the USSR Ministry of the Construction, Road, and Municipal Machinery Industries flatly refused to supply bulldozers at previously approved prices because of the supplier's economic difficulties.

Indeed. The supplier attempts to resolve all his economic difficulties at the expense of the consumer. The idea is not new. Many departments are urgently "pushing it." Restructuring the system of management for them means increasing the prices of their products. Do they understand what will come of an acceleration in the [expense mechanism?]\*. Houses "crushed" by an every more expensive bulldozer - no, this is not the result people expect from economic restructuring.

Sotsialisticheskaya  
Industriya

17 March 1988

Page 2 (full text)

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\* Suggested translation of "zatratnyi mekhanizm." - Tr.

Merciful Explosion

The scientists of Yakutia have developed a new explosive. Unlike the traditional ones, it does not destroy an ore body, but simply loosens it up, leaving all the rock components whole.

The use of this new explosive will cut the cost of blasting by one half, and will improve the quality of the product considerably. Specialist came to this conclusion after testing these "merciful" explosions.

Sotsialisticheskaya  
Industriya

13 March 1988

Page 2 (full text)

Coal Production Up at Inta Mine

Competition, in honour of the 19th All-Union Party Conference, is becoming more intense among the miners of the sub-polar town of Inta. Yesterday, they extracted the 100,000th tonne of coal in excess of planned requirements since the beginning of the year. The Inta mine has shown the best results; it has exceeded the plan by 50,000 tonnes.

Sovetskaya Rossiya

11 March 1988

Page 1 (slightly abridged)

OIL AND GAS

There Are No Laggards

The Tyumen drillers have managed to complete their two-month assignment for completing and handing over oil wells more than a full day ahead of the previously planned date.

"The most important thing is that there are no laggards among us at the time," said K. Katin, deputy head of Glavtyumenneftegaz [Tyumen Main Administration of the Petroleum and Gas Industry], "All 38 directorates for drilling operations have completed their drilling assignments. We were able to drill three hundred more wells with the same number of workers as last year. That is how the changeover to new management practices has affected things."

Sovetskaya Rossiya

1 March 1988

Page (full text)

A Seventh Deposit

Khanty-Mansiisk (Tyumen Oblast). Today an important supply of petroleum was brought into the new Vostochno Erginskii Field of the "Yuganskneftegaz" [Yugan Petroleum and Gas] Combine. This is the seventh deposit to be discovered by geologists since the beginning of the year.

Pravda

12 March 1988

Page 2 (full text)

Credit With Future Oil As Collateral

Tyumen oil-industry workers, like other collectives of enterprises belonging to the fuel energy complex, have begun working under new conditions of profit and loss accounting. Our correspondent interviewed the chief engineer of Glavtyumenneftegaz\*, Yu. Vershinin, and the assistant head of the Main Economics Directorate, I. Gubenko.

All of the enterprises are following the so-called first standard of profit and loss accounting; after all the payments have been made, 60% of the profits goes to the Main Directorate. However, as in the past, the plans are not fully balanced. This factor has stood in the way of our coping with centralized deliveries, though they are extremely profitable. Whereas this unbalance of plans was previously exposed for show, to evoke compassion and to appeal for assistance, new conditions now compel us to turn to different tactics. For example, we know that billions of cubic metres of gas byproduct is burned up in the fields. Such must not be tolerated any longer. Our collective has set the goal of 90% utilization of this gas by 1990. The capital investments allocated for this are still insufficient. In the past, we would have knocked on the doors of ministries and the State Planning Committee, or tried to prove the impracticability of the goal. Instead, we have gone to the bank, and received a long-term loan of 600,000,000 roubles on preferential terms.

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\* Tyumen Oil and Gas Industrial Combine of the USSR Ministry of the Oil and Gas Industry - transl.

How are the combines coping? The orders received by them from the state aren't balanced with the resources either.

The Var'yegan combine, for example, which has lagged behind for many years, has applied for a long-term loan, and got it. Others are still thinking about it but they may be too late. Various situations arise. Let us say, a mining enterprise considers the situation on the basis of the available statistics, i.e. to contract the construction work out to other organizations, or to develop its own analogous organizations which would not be interested in inflating prices. We know that this has made the contractors nervous because an element of competition has appeared.

Unfortunately, the new methods of management are not yet being introduced in the lowermost collectives, the brigades. Collective contract agreements are made under pressure. The people do not believe that the administration will ensure a steady supply of resources. Much depends on Gosstab\*; the transfer of some of its functions to territorial offices has created a certain amount of confusion.

How are the other parties behaving?

The power-industry workers are just as irresponsible as ever. At the end of the year, a great deal of oil was lost because of them. This

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\* State Committee of the USSR Council of Ministers for the Supply of Materials and Machinery - transl.

matter concerning the incorrect fulfillment of a contract has been submitted to an arbitration board. We'll see how that turns out. After many years of negotiations, the Ministry of Automobile Transport and the Ministry of Chemical Machine Building are vigorously working on a system of servicing.

We are hoping that this will improve our working conditions.

Until recently, there was continuous talk that the oil-industry workers of Western Siberia were suffering from a shortage of machinery and equipment, and then I learn that Glavtyumenneftegaz gave up 500 pieces of machinery. What happened?

With some types of equipment, we're having difficulties even now. However, in the past, a truck or tractor was often discarded or used for spare parts after only two years of use. Today, profit and loss accounting is teaching us to be more economical.

Take the problem of prices. We make our own vacuum compressor stations for 30,000-40,000 roubles, whereas "Kazankompressormash" charges 250,000 roubles. A prefabricated pumping station costs us 250,000 roubles, while "Uralkhimmash" charges us 800,000 roubles. The Ministry of Chemical Machine Building and the Ministry of the Electrical Engineering Industry and Power Machine Construction increased their prices on machinery by 17,000,000 roubles over one year, but its performance remained the same. Their excuse is that they have to pay off their debts. Only last year, we were signing these agreements uncomplainingly. After all, that State was paying! We now agree to pay higher prices only if there is cause to.

Our estimates have shown that an unsubstantiated annual increase in prices on machinery and equipment amounted to 14%. Something must be done about this. It is difficult to oppose ambitious suppliers singlehandedly.

Obviously, the State Committee on Prices should set a price limit for different categories of the most important machinery. On the other hand, why can't the oil-industry workers share some of the profits with the machine builders for a number of years if the new machinery is more efficient than the old? In the end, they will get a higher price, but not right away; this means that there will be an incentive to make the machinery more efficient.

Sovetskaya Rossiya

17 March 1988

Page 1 (slightly abridged)

### Underground Reserves

Tyumen oil prospectors have expanded underground reserves by several tens of kilometres. A significant inflow of oil was received yesterday at the new Eastern Erginsky oil deposit of the "Yuganskneftegaz" combine. This is the seventh oil deposit discovered by geologists since the beginning of this year.

Sovetskaya Rossiya

12 March 1988

Page 1 (full text)



New Wells at the Orekhovo - Yermakovsky and Ketovsky Deposits

Drilling rigs have appeared on the left bank of the Ob river. Special shift teams of the "Nizhnevartovskneftegaz" industrial combine are building wells at the Orekhovo-Yermakovsky and Ketovsky deposits. This year, in accordance with a State order, the combine is expected to extract over 123,000,000 tonnes of oil for the nation's economy and an additional 800,000 tonnes for other centralized deliveries.

Numerous collectives have undertaken to fulfill the tasks of the first three years of the five-year plan by the beginning of the All-Union Party Conference. The three-year plan has already been accomplished by the well-overhaul teams of P. Nikishin of "Chernogorneft", and V. Martynov and B. Galiv of "Priobneft".

Sovetskaya Rossiya

11 March 1988

Page 1 (slightly abridged)

Construction To Begin On New Gas Pipeline

Yesterday, the first string of "Norilsktruboprovodstroi" trucks left on a 700-kilometre journey to Yamburg across the uninhabited Taimyr and Gyda tundra, across the ice of polar rivers and Taz Bay. The builders of the gas

pipelines are beginning their continuous shift work in the polar region. Norilsk workers have been commissioned to lay 130 km of the condensate pipeline.

Sotsialisticheskaya

Industriya

13 March 1988

Page 1 (full text)

### The Oil of Langepas

This year, the oilfield workers from the new town of Langepas have brought up more than fifty thousand tonnes of oil over and above their assigned production targets. This fact, which is in itself gratifying, is rendered all the more significant by several other circumstances....

First of all, the oilfield workers began the new Five-Year Plan period chronically behind their production targets. In fact, they were two years behind the Siberian workers. It was only with the transition to the new system of economic management that they were able to get out of this impasse.

Recently "Langepasneftegaz" has been producing approximately one thousand tonnes of oil over and above their planned output every day.

Izvestiya

15 March 1988

(full text)

### On Gas Pipeline Routes

The welders' brigade led by V. Shiryaev and employed by Construction and Installation Administration No. 60 of the "Severtruboprovodstroi" Trust is speeding up its work-pace.

Usually during the winter construction season the brigade has joined together something in the order of two hundred kilometres of the three-pipe links, heading for the head section of the gas pipelines which start at the Yamburg field. This year, in the course of a competition in honour of the Nineteenth Party Conference, they reached that figure as early as February.

Altogether in the course of the current season, this exemplary brigade will be responsible for welding together two hundred and seventy kilometres of the pipeline route. It became possible to increase the amount of work achieved once the new pipeline welding assembly line had come on line and the transition to the collective contract system of labour organization was complete.

Stroitel'naya Gazeta

4 March 1988

Page 1 (full text)

### Seeking the Underground Riches of Yamal

A drill-team, led by drill-master I. Glinskii, who is well-known throughout the Far North and who is employed by the deep-drilling expedition operated by the "Severspetsburgaz" Trust, has completed drilling its first operational borehole at

the Bovanenko field in the Yamal region. The new field is being made ready for commercial operation. Another drilling rig has already been installed on the rigging platform. Within the next few days it will begin a four-kilometre move over the snow-covered tundra to the drilling site of a new borehole. The leading rig-operators have started a fierce competition in honour of the Nineteenth All-Union Party Conference. In the course of the competition all the rig-teams have been achieving the record work targets, which they undertook as part of their socialist obligations.

Sotsialisticheskaya

Industriya

31 March 1988

Page 1 (full text)

Seeking the Underworld in the Yamal

A drill-team, led by drill-master I. Glinskii, who is well-known throughout the Far North and who is employed by the deep-drilling expedition operated by the "Severopetapurtar" Trust, has completed drilling its first operational borehole

## POWER GENERATING STATIONS

### Will The Angara Be Navigable?

Last year the Angara was dammed at the site of the Boguchansk Hydroelectric Power Station. For another three or four years river craft will be able to pass through a temporary lock, but then when the water storage basin begins to fill up, this will no longer be possible--the absence of installations in the hydrosystem to allow the passage of vessels will completely preclude the through passage of vessels and timber rafts.

And what is the result of this? The transshipment of timber and freight will become necessary. The timber-rafts will be broken up when they arrive at the water storage basin; the timber will be piled up on the bank and then trucks will transport them downstream over a distance of 32 kilometers to a point where the logs will again be tied together to form timber-rafts and hauled further on to Lesosibirsk. Thousands and thousands of tonnes of freight will be transshipped in this same manner.

None of this, however, bothers the power engineers in the least. Why the power engineers? Because in recent years the decision to have or not to have installations in hydrosystems to permit the passage of vessels has rested with them. And the decision has usually been against having such facilities.

The "Lengiprorechtrans" Institute [Leningrad State Institute for Planning in River Transportation] takes a different view. Instead of a timber-handling depot and a freight-storage terminal port, they have

designed timber-raft passage installations for this site. They based it on a plan for a canted, balanced vessel-lift of lateral arrangement. The chamber for transferring vessels and rafts is moved by means of multi-dragline mining machinery that is being mass produced in the Soviet Union for the mining industry. But the great reliability of these installations, which has been confirmed by years of experience in operating similar facilities, positive reports from design and scientific organizations, and even the excellent evaluation given by Yenisei river transport workers have been unable to convince the S.Ya. Zhuk "Gidroproekt" Institute [S.Ya. Zhuk All-Union Planning, Surveying and Scientific Research Institute] of the need for such installations.

What is the reason behind such an "unwavering" position? It would seem that even the cost of constructing a vessel-lift is less than that of constructing a timber-storage terminal and port by almost 18 to 20 million rubles and that the annual expenditure for operation would be lower by 4.6 million rubles; nor have the experts at "Gidroproekt" been able to find any fault in the engineering aspect of such construction. The reason is apparently to be found in the fact that vessel-lift installations, would become part of the budgeted cost of the hydro system and would reduce the index of relative capital investment per kilowatt hour of output. And this is the index that is currently of decisive importance for the planners.

But what about the increased operational expenditures for the transshipment of timber? Don't they embarrass the authorities at "Gidroproekt"? It would appear that they do not. And the reason for this is clear. The fact of the matter is that these expenses are in no way reflected in the operational

indices of the hydroelectric station--these expenses belong to the forest workers. Here we have a basic approach to solving important economic problems; it is known as departmentalism. The power engineers are not alarmed by the fact that timber transshipment requires 1750 workers more than do installations to permit the through passage of timber-rafts, or that it requires maintaining dozens of trucks, or that it consumes thousands of tonnes of fuel, or even that it requires outfitting a large residential settlement for the depot personnel.

One single elementary design is clearly visible in the actions of the hydro system planners. The most important thing for them is "not to permit" such installations to be part of the hydro system, and this was done at the Irkutsk and later at the Bratsk hydroelectric power stations. And if you have interrupted navigation at those points, then the issue of permitting the passage of vessels when outfitting the Ust'-Ilimsk Hydroelectric Power Station simply disappears. That is how the map of Siberia began to show man-made (and at the same time, "dead") seas, without ships or navigation. Meanwhile, millions of tonnes of freight pass from Irkutsk to Bratsk and Ust'-Ilimsk and in the opposite direction by railroad--one and a half to two times more than by the storage lake.

It is interesting that during the initial stage of planning, consideration is given in due and proper form to the issue of organizing through navigation at the hydrosystem site, but that subsequently such navigation installations are excluded from the basic facilities of the hydrosystem, even in opposition to the views of Gosplan and Gosstroï USSR.

Thus, for example, as long ago as 1976 the expert commission of Gosplan USSR recommended that construction of a vessel-lift be undertaken at the site of the Sayano-Shusha Hydroelectric Power Station and that it be brought on stream in 1992. Nevertheless, the USSR Ministry of Energy and Electrification did not make up its mind to carry out this task. And what was the outcome of this? Now the leadership of the Tuva ASSR has begun to raise the question of providing transportation on the Sayano-Shusha Reservoir by outfitting a transshipment port at the site of the power station, the unsuitability of which had already been demonstrated by the expert commission of Gosplan RSFSR--back in 1968

As things now stand, a water passage from Baikal to the Yenisei does not exist, and even at the final stage of the cascade at the Boguchansk Hydroelectric Power Station all possible measures are being taken in order not to install installations to permit the passage of vessels--installations that in one year would dispense with transporting 1.2 million cubic meters of lumber at a cost of 3.70 rubles per cubic meter and would do this over the course of decades.

It is to be hoped that Gosplan USSR will examine this matter thoroughly and will make a decision that would make it possible to satisfy the interests of different branches of the economy. Right now it is necessary to consider all expenses and revenues, and not just the cost of construction alone.

One would think that the RSFSR Ministry of River Transport would take a more active stand in regard to this issue, especially when one considers possible future hydro construction on the rivers of



Siberia and the Far East. The current restructuring must necessarily affect the construction of vessel-lift installations at the sites of high voltage hydro systems, which will allow river transport to utilize large water storage basins. The construction of installations to allow the through passage of timber-rafts at the site of the Boguchansk Hydroelectric Power Station would be seen as a first step in this direction.

Vodnyi Transport

5 March 1988

Page 1 (full text)

Equipment Shipped to Site of Adycha Hydroelectric Power Station

The convoy of heavy-cargo BelAZ and KRAZ trucks from the directorate of "Vilyuygesstroi" [vilyuy Power Plant Construction] passed along three thousand kilometres of winter roads from Vilyuy to Adycha, beyond the Polar Circle. They delivered bulldozers, power shovels, and other mining equipment to the construction sector of the future Adycha Hydroelectric Power Station. This year they will begin to outfit the airport and the road to the new power station.

Sotsialisticheskaya

Industriya

16 March 1988

Page 2 (full text)

## SOCIOLOGICAL ISSUES

### An Unsolicited Ordeal

The facts reported to the editor's office by employees at the infectious disease unit of the Muezerskii Central Rayon Hospital were scandalous: "Our situation is critical. The rooms are stuffy and they stink. The toilets do not work; in the entire department there is only one solitary washbasin. It is crowded. Meanwhile, the new brick wing has been standing empty practically since the day it was completed, since remaining there for more than an hour is dangerous for a healthy individual, let alone for a patient--it is cold and damp and the air is stiffling..."

The hot water was finally turned on "in honor" of the journalists' arrival at the hospital (the first and only time before this occasion had been on the day that the wing was completed). On the other hand, everything else remained exactly as it had been described in the letter. The [old] wooden wing did not look like a medical facility, on the contrary, it looked like a breeding ground for infection. It was freezing cold in the new, deserted building and, in fact, it produced a feeling that it was much colder in the rooms than it was outside in the street.

The agony of the Muezerskii Hospital began in 1970, when one of the two wooden wings was attacked by fungus. It was decided to pull down the old wing and to build a new one in its place--a brick wing.

The initial cost of the project--83,000 rubles--seemed to be much too high to someone at the Ministry of Public Health of the Karelian ASSR, and the estimate was reduced to 56,000 rubles. As a result of such an "operation" the hospital "lost" its basement and its air-conditioning system (and this in the infectious disease unit!), while the linoleum, moreover, was put down on the bare cement as an economy measure... Ignoring all the numerous defects and the protests of the physicians, the State Commission signed the acceptance report for the building, and a dedication ceremony was held for the new wing in December 1984. This ceremonial opening, however, was followed by a not quite so ceremonial "closing"...

What measures is the rayon leadership getting ready to implement in order to save the hospital? V. Nazarov, Deputy Chairman of the Rayon Executive Committee, could only spread his hands...

"I have been working here too short a time and I have not yet got my bearings completely," declared V. Kilkoev, First Secretary of the Rayon Party Committee--who has, as a matter of fact, been occupying this post for two years already. "Well, if they come up with the necessary resources for me, I'll figure out something..."

What is this? "Ostrich" politics or incredible coolness? And in the meantime the ordeal of a struggle for survival goes on for the patients and the staff of the Muezerskii Hospital.

Trud

15 March 1988

Page 2 (full text)

"Kvorum" Organizes A Record Library

A Komsomol and youth organization of an unusual kind has begun to function at the base camp of the "Sevstroimekhanizatsiya" Trust.

The Trust is laying down a mainline railroad track across the Yamal peninsula--from the station of Obskaya to the Bovanenko Gas-Condensate Deposit. Having established the "Kvorum" [Quorum], twelve young enthusiasts have taken on the task of organizing leisure time activities for all the young boys and girls at this Arctic construction project.

Here we can find discussions of controversial contemporary issues, a fashion modeling show, the "Buratino" Animated Film Café [Buratino's Adventures is the title of Aleksei Tolstoy's 1936 Russian adaptation of Pinocchio--Tr.], and a studio for recording popular music... The "Kvorum" cooperative has been initiating valuable, active recreation for young people on the spot at sites along the future northern railroad, in every shift camp and railroad settlement.

Izvestiya

14 March 1988

Page 4 (full text)

Norilsk Mining and Metallurgical Combine Shows The Way In Social Services

The Heart of the Matter: The Norilsk Mining and Metallurgical Combine offers each of its workers more than twice the paid services offered throughout the Soviet nonferrous metallurgical sector as a whole.

### A View from the Window

Last Arctic night, a neon sign reading "apartment repairs" started to shine over the arch leading to our courtyard. I would have to give it some thought, as the wife had already intimated that the time had come. Before, when there was only one self-financing centre for apartment repairs for the whole city, I could excuse myself on the grounds of there being a waiting period of six months...

"We are still not satisfying demand, but last year we managed to repair 8,000 apartments, and this year we'll do 10,000," says A. Semenov, department head. "We will gradually get to the point where anyone who submits an application will not have to wait longer than two months for repairs."

"Noril'skremstroiusluga" accepts orders at specially-equipped centres where one may view models of the finished repairs or consult with a designer. This service is not just for those who would like to "freshen up" their dwelling. Should someone who has obtained an authorization to an apartment under construction wish to have some "above-limit" finishing done to their unit, they may do so.

Some information. "Remstroiusluga" is part of the Noril'sk Mining and Metallurgical Combine's "Noril'skbyt" Production Association (municipal housing management, children's pre-school institutions), in the non-productive sphere of which approximately 40,000 people work. "Noril'skbyt" (a) maintains the entire housing stock of Noril'sk, Talnakh, Kaierkan and Dudinka, (b) takes in laundry and delivers it back pressed, (c) "rents" out hotel and bath-house rooms, (d) provides delivery services... Last year the enterprise undertook the

manufacture of in-built kitchen and children's furniture, as well as a mini-stadium. If necessary, they will tile floors and walls for you, replace the tub and sanitary fittings, install a chandelier or cornice, replace and winterize the front door, put in a new lock... The list includes dozens of "other" services, everything from horseback riding for adults and children to ritual [services].

#### Why Does the Combine Need This?

The industrial complex and giant of nonferrous metallurgy known as the A.P. Zavenyagin Mining and Metallurgical Combine, which functions stably and profitably, hands over almost a third of its capital investments to the social sphere. And these investments are needed in the Far North: people live in latitudes where mines and factories would have shut down long ago were it not for a reliable system of life support. Because of its geographic position and regional autonomy, the combine was forced to solve all problems on its own. This gradually became the norm, even after the first enterprises of the RSFSR Ministry of Consumer Services began to appear in Norilsk.

Today, consumer service workers have expanded their operations throughout the entire region. The local consumer service establishment consists of 125 studios, workshops, integrated reception centres at industrial enterprises, in workers' dormitories and simply in microdistricts, not to speak of [consumer-service outlets]\*. The mining and metallurgical combine is not obliged to occupy itself with the sewing and mending of clothing and footwear, dry cleaning, coiffure, the work of

marriage registration halls (approximately 600 kinds of service in all). However, the enterprises of the RSFSR Ministry of Consumer Services, which even today complain of a shortage of workshop floor space, are indebted namely to the miners and metallurgists for their current prosperity.

By way of illustration, let us drop in to the offices of the administrative and consumer service establishment of the copper-smelting plant. In this eight-story building workers are provided with everything that is necessary. This in addition to an integrated general services centre where one may have a haircut, a shave, clothing and footwear mended, a suit sent to the laundry before the start of a shift and in your wardrobe, cleaned and pressed after the shift.

200 kinds of services. With no waiting lines.

Consumer service workers as well as miners, metallurgists, transport workers and power industry workers receive apartments in buildings built by the Norilsk combine, in addition to passes to health homes and to the combine's preventive clinic. And this is perhaps the most important facet of the Norilsk experiment. It makes no difference to city dwellers which consumer service belongs to which ministry, so long as it is there...

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\* Suggested translation of "doma byta".

### Food for Thought

As recently as three years ago, wine and liquor topped the list of what Norilsk residents spent on leisure items, far ahead of the other "prize-winners" (radio and toy purchases)... 304 rubles per year, per capita, including unweaned babies. 608 times less was spent on payment for the services of sports facilities.

Today the situation has changed somewhat. Although not at the expense of an increase in "sports" expenditures, but as a result of a decrease in liquor sales - a largely administrative measure. The effect of such a step will be short-lived if the other end of the "yoke" is left unloaded not only with the corresponding product demand, but also with numerous good services. The search for liquor most often begins when it is useless to search for something else.

The accounting of this problem is not arithmetic. It can in no way be said that if a person spends ten rubles on a membership subscription to a health group, his contribution to the liquor department's earnings will go down by the same amount. And no one is preparing to cheat Norilsk folk out of their earnings. On the contrary, let them save their money for a car, a dacha, a holiday...

Much is need right on the spot - before and after work. Much is already appearing: more than a hundred self-paying personal-interest groups - from dog-breeding to the study of foreign languages and Esperanto.

The question might be asked: are Norilsk residents not abusing the shift from formerly free services to paid services? Certainly not! Although



this perhaps might sometimes not be a bad thing. "Free" is not always the best promo; what is very cheaply obtained is thusly valued.

I can cite the following example. A wonderful winter day, calm weather, a two-storey, fee-free palace on the banks of the Norilka River... empty! The only people there (for a good 60 rooms) were four who were playing billiards and the six of us. Might anyone be deterred by a fee of one ruble per day? Yet it might attract...

The mining and metallurgical combine has still not taken advantage of such opportunities. Its 14.1% of city earnings from services to the people is being picked up elsewhere. Choose what you need at the "Stroimaterialy" [building materials] store. Next door at "Sdelai sam" [do it yourself] one may find lines of raw material remnants - everything from wild deer fur to mahogany veneer.

The Norilsk combine's trade directorate makes earnings from a "supplementary" service - it puts together grocery orders, which may be ordered and then picked up after the shift at the plant; items sold on a commission basis may be accepted at the client's home. At the "Tkani" [fabrics] store they will cut out a purchased length of material for you or even baste a new costume. In 1987 alone, the volume of paid services rendered by the combine's enterprises has increased by almost four million rubles.

#### And Others...

Other consumer service supporters (for whom consumer services are not the chief preoccupation) have followed close behind the city's mining and

metallurgical combine. The "Noril'sktruboprovodstroï" Trust - an organization subordinate to the USSR Ministry for the Construction of Oil and Gas Production Industry Installations - found it possible to render not only transport services, but also to engage in the repair of household appliances, in addition to the organization of pay parking lots. The Norilsk installation administration "Sibmontazhavtomatika" of the USSR Ministry of Installation and Special Construction Operations gladdened city residents by beginning to accept orders for the manufacture of all kinds of everyday items.

But much is still lacking: porters at airports, home delivery of airplane tickets, advance reservation of hotel rooms in centres frequented by "non-official holiday-makers" from Norilsk. This was what was suggested by television viewers during a recent "open-line" show at a local studio. There is a lack of automotive maintenance services: the "VAZ" [an abbreviation for Volga Automobile Plant - tr.] service station last year provided 212,000 rubles worth of services, whereas three well-equipped automotive establishments provided only 12,000 rubles worth. E. Klimov, head physician at the municipal hospital, in a conversation with me self-critically assessed the "poor contributions" of physicians: let's assume someone is not able to go for a holiday because there is no one with whom to leave the elderly relatives...

The City Soviet of People's Deputies, true, is not about to rely only on the effect of self-criticism. The executive committee is now feverishly working on the preparation of a "draft of a government order for paid services." The government order is being drawn up for an immediate two-year period...

An Assessment of the Experiment. From the January decree of the director of the Noril'sk combine and deputy of the USSR Supreme Soviet, B. Kolesnikov: "The combine's subdivisions are responding insufficiently to demand conditions... The demand for many services is not being satisfied..."

This is followed by 27 concise points of what must be done in the first instance, the second, the third...

One point has already been satisfied: a public telephone provides 24-hours of information and publicity about the paid services of "Noril'skbyt".

Izvestiya  
7 March 1988  
Page 2 (full text)

### The Winter Fishing Season

On the Kamchatka Peninsula the fishing season lasts all year round. Of course, at this time of year it takes a lot more effort to catch every tonne of fish than it does during the summer. However, winter, too, produces its own delicacies. Thus, for example, large numbers of seafood-lovers, sometimes even neglecting their own safety, crowd the bays and straits of the ocean in their fervour to catch tasty smelt. Then again commercial navaga fishing is now at its peak.

We spent some time at the Gor'ki collective farm in the Olyutorskii Raion. Today, this is a model farm. Ten years ago Vladimir Alekseevich

Vladimirov was elected chairman, at a time when the collective was considered to be in arrears. When he started his job Vladimirov literally had to move to a new location: the collective was transferred from the regional centre to a remote little settlement some sixty kilometres away.

One of the most acute problems facing the Far North is the question of unemployment among some of the indigenous populations. This arises owing to the fact that sometimes the Chukchis, Koryaks, Itelmens and other native residents end up being forced to leave their natural occupations, such as reindeer husbandry. The Gor'ki collective farm has dealt with this problem as well. The workers employed on the farm belong to many ethnic groups. Almost half of the workers are Koryaks and they have mastered a wide variety of trades, such as are needed on an advanced, multipurpose farm, which is involved in various economic activities. In fact, apart from fish, of which 11,000 tonnes are produced every year, the farm also has a commercial reindeer husbandry operation and raises poultry and animals for its own use.

What is the secret of the farm's impressive success? Concern for people. The farm's social programme has been thought out down to the smallest detail. Good housing is being constructed, along with the necessary every-day communal services projects. Warm, mobile trailers, with all modern conveniences, including showers, have been devised for the reindeer herdsman. Previously there was no television, now there is. Many of the

collective-farm workers prefer to spend their holidays "at home", without travelling to the central or southern regions of the country.

Izvestiya  
2 March 1988  
Page 1 (full text)

The Far North Remains A Difficult Place To Live In

A scientific laboratory has been set up at Vuktyl (Komi ASSR) to study the problems which arise in the lives of people who inhabit the Far North.

This is one of the first such laboratories in the Soviet Union. We spoke by telephone with Aleksandr Vladimirovich Suslov, the head of the new laboratory. This is what he told us:

"The Far North is still a difficult place for people to settle in. Perhaps some people may find such a statement paradoxical, but, nevertheless, everyone who goes North encounters serious problems.

"Thus, for example, in the region of the Yamal Peninsula, starting in November there is no daylight at all. In fact, it remains dark until March. Naturally, such a lengthy night has a negative effect on people, whose organism is used to the normal alternation of light and dark.

"Special studies have shown that the polar night causes newcomers to suffer from depression. New arrivals remain in low spirits for some time. And then again, for example, a long drawn-out day, which has run on for months irritates people and

upsets their nervous systems. It has been calculated that the majority of conflict situations arise during this period. And hence come mistakes and wrongly made decisions, which sometimes lead to accidents and incidents on the job.

"People living in the Far North are more frequently subject to all kinds of illnesses," continued Suslov. "But even so, tens of thousands of people regularly come here from various parts of the Soviet Union. Just our industrial association "Severgazprom", which is responsible for transporting and producing gas, alone employs workers from seventy five towns and villages throughout the USSR. They work as drill-riggers, gasfield workers, chauffeurs and construction workers, engineers and rig-builders. Of course, under such harsh conditions they have a difficult time of it. Their productivity drops sharply, their thinking and working capabilities decline and indeed, many of them just can't take, what I would call, so much ecological overload. Many, who are not able to settle in properly, leave the northern regions. And this presents us with yet another problem, this time an economic one."

"What do you mean exactly?"

"The fact is that a so-called man-year in the Far North costs roughly between twenty and forty thousand rubles. That's what it costs for seasonal "transients", drill-rig workers or fitters, for example. This figure includes wages, the cost of providing housing and food... In a word, all the life necessities. However, this outlay isn't justified. The reason for that arises from the factors which I have already mentioned. This is why it was decided to create the Central Scientific

Research Laboratory for the Study of Problems Affecting Man in the Far North. The laboratory is attached to "Severgazprom", which operates enterprises in five different northern Oblasts and is located in the central-supply town of Vuktyl. The task of the laboratory not only consists of determining the effect of the natural and climatic characteristics of the Far North on the human organism, but also of finding ways of helping to shorten the period of adaptation and ways of making manpower in the Far North fully cost effective and productive."

Aleksandr Suslov told us about the far-reaching programme developed by the laboratory. First of all, the plan proposes that the work timetable be changed. At the moment the so-called fifteen-day system is in force. The new approach calls for the introduction of the "shift-expeditionary" method, with "shifts" lasting two months.

There are plans for setting up special centres in the Far North for training workers, particularly specialists, who will be able to work under extreme conditions.

There are also plans for organizing a social and communal-services complex, which will consist of individual trailer-modules. Each of these modules will be given a field of specialization: one will be a mental-health office, with a winter-garden and mini-film-theatre.

Another will be a steambath. A third will house a gymnasium, with special work-out equipment.

Izvestiya

3 March 1988

Page 1 (extract)

TRANSPORT AIR

When Coming In For A Landing

A black spot, ploughed land right next to the tarmac; just off the runway lies a torn-off wing, a motor and then the plane itself, twisted and upside down.

Aleksei Markiyanovich Goryashko, the chairman of the State Committee for the Investigation of Aircraft Accidents, speaks hesitantly. He finds it hard to say what he has to say:

"On February 28th, at 4.08 hours Moscow time, a TU-134 aircraft belonging to the Byelorussian Civil Aviation Administration crashed at the Surgut airport. When coming into land, in fact just before touching down, the plane veered off course, hit the ground and crashed. A fire broke out, but within three minutes was put out by the airport's firefighting services. Within thirty five minutes all those who had been hurt in the accident had been evacuated and transported to two city hospitals. There have been fatalities. The airport has remained open to traffic. The administrative commission, which has been set up, has offered help to the families of the 'those who died in the crash, as well as of those who were injured..."

Who was on board the doomed plane? Tour of duty shift workers, along with women and children. What about the crew? The copilot and two stewardesses died. How did the airport rescue services react? Every second counted...

"The shift had ended and the men had come outside. They just happened to hear the uproar and saw the flash," air-technician Arkadii Dzhaak told your reporter. "They rushed over there. All they were carrying with them were screwdrivers. They ran up. The



accident occurred about two hundred metres from the squadroom. The plane was on fire. They tried to open the hatches but they were jammed shut."

The seconds went by...

"I went out on the apron to meet the plane. I caught sight of a fire on the runway. The alarm hadn't yet sounded. I rushed to the squadroom, Sergei Solodov, foreman of the apron crew, told your reporter. "I warned the boys there. They rode up to the fire in the emergency trucks. Three mechanics were already at the plane. They had tried to open the hatches and had failed. With axes they tried to cut through the casing or to break the glass, but their crowbars just bounced back... The airport fire brigade arrived..."

The seconds went by...

"Dzhaak kind of drove up in a rush," said Sergei Necheporenko, an engineer. "They attached a cable to the door and started tugging. Clouds of smoke came out of the opening. I remember that Dzhaak jumped out of his truck and rushed up to the plane. He started to choke. He asked the firemen for a smoke helmet, but one couldn't be found."

The seconds went by...

"Oleg Vilkov, Vitalii Dranitsin and Igor' Medvedev plunged into the plane," recalled Anatolii Batalin. "They carried a man out. Then another. The airport doctor and nurse bent over the victims. It was then that the town fire department also arrived on the scene. Wearing oxygen masks they were able to go inside the plane with impunity."

The seconds went by, every one representing a human life.

"In three minutes the fire was out and within thirty five minutes the people had been evacuated from the plane..."

An investigation of the accident is under way and we have not doubt that the causes will be uncovered. The guilty parties will be severely punished...

Yes, it's important to find the specific cause of the accident, to understand completely what happened and to learn whatever lessons we can from this disaster.

Trud

1 March 1988

Page 4 (full text)

TRANSPORT LAND

A Motor Vehicle...A Highway...Fifty Below Zero

The Northern Testing Station of the Vehicle Proving Ground, Central Scientific Research Institute of Motor Vehicles and Vehicle Engines, is located in the city of Susuman, Magadan Oblast. This is where testing is conducted on automotive technology that is designed to operate at low temperatures, up to 60 below zero.

...About 90 models of automotive equipment modified for use in the North have been tested here over a six-year period: vehicles from the Kremenchug, Urals, Minsk, Gorkii, and Kama automobile plants and busses from the Kurgan and Pavlovsk plants. Industrial standards and the technical requirements for automotive equipment designed to operate under Northern conditions have been formulated here.

Nevertheless, the development of special equipment for the North has been moving slowly. Of all the automobile plants named, only the Kurgan Automobile Plant has been turning out vehicles modified for the North on the basis of test results. The models of the other plants, alas, have yet to reach the assembly lines.

The situation is especially bad in connection with the production of urban and inter-urban busses for the inhabitants of the North. The testing stations came forward long ago with specific requirements for altering models from the Likino and Lvov motor vehicle plants--but the manufacturers have not even started with the modifications. They can only look with envy to the efficient performance of their counterparts at the IVECO-Magirus company (Federal Republic of Germany). Problems associated with their vehicles, which are only

now undergoing testing, are scheduled to be eliminated by the autumn; an improved model will be ready for testing in November.

Izvestiya  
29 March 1988  
Page 1 (full text)

Unusual Delivery Runs

The drivers employed by the Deputatskii trucking centre have carried out some difficult and unusual delivery runs. Using "ZIL-131" trucks, specially equipped to carry extra-long loads, they have delivered for the first time twenty-five metre-long boom spans for a walking excavator to the "Nerskii" placer mine at Oimyakon.

Now they will start delivering other, non-standard parts for the one and a half thousand tonne, twenty cubic-metre giants. Two such machines will soon be operating at the sites being worked by "Indigirzoloto".

Sotsialisticheskaya  
Industriya  
3 March 1988  
Page 1 (full text)

## TRANSPORT WATER

### Lessons From A Polar Experiment

The critical ice situation in the Anadyr estuary [Anadyrskii liman], which was previously reported by Izvestiya (No. 60, 1988), turned into an experiment in co-operation involving three departments: the Ministry of the Maritime Fleet, Gosagroprom [the State Committee for Agriculture and Related Industries], and the USSR Ministry of Energy and Electrification. The exceedingly early passage of a convoy of ships to Anadyr was unsuccessful, but it was not just the natural elements that interfered and prevented the delivery of an urgently required cargo to Chukotka.

The ice breaker-transport Aleksei Chirikov was being unloaded at the moorage of Magadan Marine Port. Six thousand tonnes of high-quality cement were unloaded on the shore of Nagaeva Bay in the Sea of Okhotsk, further south and west of where originally intended. This maritime operation, which lasted a number of days, cost a million rubles according to the preliminary estimate...

Let us recall the crux of the matter. The powerful ice breaker Ermak and the Aleksei Chirikov, a diesel-electric, upgraded Arctic-class ship, had been incapable of breaking a passage through to their destination on the eastern seaboard of Chukotka. They literally got stuck in the ice on the approach to Cape Nikolai [Kosa Nikolaya] in the Anadyr estuary. A straight line of some three hundred and fifty kilometers separated the vessel from its destined point of unloading. They began to put down an ice road from the shore to the ship convoy, but this venture came to a sudden end rather dramatically: one of the bulldozers on a clearing assignment fell through the ice.

The Far Eastern Steamship Line proposed to implement the unloading, even if only a part of the cement, by helicopters. The customers, enterprises of the Ministry of Energy and Electrification, the USSR Ministry of the Maritime Fleet, and Gosagroprom, declined the offer. Nor did they accept the seamen's suggestion that the cargo be landed in some other Chukchee ports. The Far Eastern Line then sent the convoy back around Kamchatka through the Sea of Okhotsk--to Magadan.

This is how important construction material spent about one month wandering around on a thousand-mile journey only to end up a thousand kilometres from where it was desperately required. What do the partners involved in this experiment have to say about it today?

**G. Pikus, First Deputy General Director, Far Eastern State Combine of the Maritime Fleet:**

"This freight convoy has demonstrated that nature, as always, has to be treated with respect. We should have set out for Anadyr earlier. Long-term observations tell us that it is easier for ships in the area around the shallow estuary in January. But everything does not depend on us. We had requested that the allotment of the shipment be speeded up, but Magadanglavsnab [Magadan Main Supply Administration] behaved shortsightedly. As we understood it, they had hoped to obtain six thousand tonnes of cement in excess of regular annual stocks, but they did not get it and so they had to reallocate their available stocks. This wasted time. The convoy arrived at its destination just as a prolonged cyclone had completely obstructed the estuary..."

**Yu. Shilulenko, Head of the Anadyr Construction and Installation Administration of "Arktikstroi" [Arctic Construction and Installation Trust]:**

"The seamen proposed that we move the cargo by helicopter to Cape Nikolai. But the economists calculated that under the existing conditions it would require almost a hundred days for the unloading. The idle time of one ship costs more than 10,000 rubles per day; and this is not taking into account the payment for helicopter time. Each tonne of cement would have cost a bit more than 300 rubles. Our partners now place the blame on cyclones, frosts, and even on shallow draft. Didn't the seamen have navigational charts? Surely they must have known about the shallow water at the approached to Anadyr? The end result stares you in the face: we did not receive the shipment that was ordered. Now this indispensable cement, without which construction will come to a halt, must be delivered by aircraft from Magadan..."

V. Pshonyanik, Deputy Director,  
"Magadanenergostroi" [Magadan Construction and  
Installation of Thermoelectric Power Plants] Trust:

"We have no choice; we will have to ship the cement from the oblast center by aircraft. In order to last until maritime operations [begin again], we require at least 300 to 400 tonnes..."

S. Erkhan, Head, Anadyr Rural Construction  
Combine:

"We are currently outfitting a sled caravan to the settlement of Beringovskii. That means 300 solid kilometres of roadless country. Three convoys will be needed to deliver even 250 tonnes of cement..."

V. Shakirov, Head, Magadanglavsnab:

"We have no connection with that operation since the procurement was done by Soyuzglavtsement [Main Cement Administration] directly through 'Vladivostokstroisnabsbyt' [Vladivostok Administration for the Marketing of Building Materials]..."

And so, the delivery contract was not met; an emergency convoy that had no success turned into a massive cost increase. I would not hazard a guess as to whether the purchasers' request to engage a shallow-draft ice breaker in the operation in the estuary would have helped--that is a matter for the experts. But this will not get us to the root of a complicated situation that was unpleasant for everyone concerned. Why, indeed, was it only after the close of the shipping season, during which everything that is required in the Far North is shipped there, that the Chukotka construction workers sounded the alarm?

It turns out that enough cement was delivered to Chukotka--the imported BS-12 - 1958 brand. According to a finding of "Stroimaterialintorg" [Building Materials Import] Combine, the cement that was furnished "met GOST requirements and could be equated with the Soviet 400 brand." The cement had been tested. Then when the shipping season had ended and everything had frozen, the Ferroconcrete Scientific Research Institute of Gosstroï USSR concluded that it was not possible to use the imported cement in the Far Northern environment.

This cement, however, had been shipped to Chukotka previously. How does it come about that no one had come to the realization that it was unsuited to local conditions sooner? "No," S. Erkhan declares, "we immediately began saying that the imported cement was not suited to our frosts."

"As early as April," recalls Yu. Shipulenko, "we began bombarding the head of Magadanglavsna b with telegrams urgently requesting that Chukotka construction organizations be supplied with 500 brand cement. In fact, laboratory research on the cement we had on hand revealed its zero-value frost resistance. But we did not receive the necessary construction material during the open shipping season."



"Yes," agrees V. Shakirov, the head of Magadanglavsnab, "we did receive telegrams regarding the unsuitability of the cement and we in turn addressed Soyuzglavtsement. All we received was a document about a positive expert appraisal..."

And that is how the carelessness of the suppliers and the inadequate exactions of the consumers brought about the emergency experiment. And now that very same Magadanglavsnab, directly responsible for supplying the Far North and Far East of the USSR, acts as if it had nothing to do with the matter. It suits everyone to write off their sins on the vagaries of the natural conditions in the Subarctic.

Izvestiya  
18 March 1988  
Page 6 (full text)

### Winter-Spring Run To The Yamal Peninsula

The winter-spring runs to the Yamal Peninsula with unloading onto shore ice continue. The motor vessels "Monchegorsk" and "Tiksi" of the Murmansk Shiplines have each already made one trip. A third vessel, the "Arkhangelsk", under the command of Captain R. Igritsky, has left Murmansk. The following is a report on how these trips through the ice of the Barents and Kara seas are progressing and how the Murmansk longshoremen are working to maintain a continuous Murmansk-Yamal-Murmansk conveyor.

We have to admit that there is no conveyor yet. The dockers of the Kandalaksha port, who were taken to Yamal to speed up unloading, have to stand around idle. There is absolutely no planning of loading and unloading operations in the Murmansk port. It took approximately 8 days to load 6,600 tonnes of freight.

The vessel finally departed on its trip.

The first ice fields were encountered in the vicinity of Kanin Nos. At first the vessel managed on its own, and later the nuclear-powered "Arktika" became its guide. This time, the "Arkhangelsk" was to unload at two points on the Yara-Yakha R. The shortest way would have been via Yugorsky Shar, but helicopter reconnaissance showed that there were vast ice-hummock fields at the approaches to the channel. A course was set for Karskiye Vorota. At this time of the year, the strait is rarely free of ice.

An ice breaker was called upon to smash through the hummocks and to cut a path around the vessel. This continued mile after mile. Open water was reached at the Bolvansky Nos traverse. The shore lead was soon replaced by continuous ice fields. On the third day, we spotted the lights of the icebreaker "Kapitan Dranitsyn", which was waiting at the entrance to the channel which had been cleared to the shore ice unloading site.

The nuclear-powered "Arktika" had completed its role of guide; the depth did not allow it to go farther. First mate S. Slavgorodsky stood on the bridge of the "Arkhangelsk" with second mate D. Yelokhov and helmsman A. Rybakov. A searchlight skimmed over the hummocks. Only the keen eye of a seaman could distinguish the channel blocked with crushed ice.

"The Kapitan Dranitsyn could have made a better channel," remarked S. Slavgorodsky, "our motor vessel is like an ice breaker itself, but has difficulty cutting through, always having to back up."

The "Kapitan Dranitsyn" finally advanced and cut around us, renewing the channel. We got word from shore that an all-purpose vessel was heading our way.

"Tell the boys in the engine room to take heart," said the captain, "we've got only two miles left to go."

Day broke. The temperature stood at only  $-20^{\circ}\text{C}$ . We had delivered two drilling rigs, a bulldozer and drilling pipes for the arctic marine geological expeditions. Boatswain V. Pakholchuk, seaman N. Zenkov, seaman and crane operator V. Kostyuk and other experienced arctic seamen headed by first mate V. Pugachev managed to unload this cargo in 1 1/2 hours.

The construction of the Yamal-Vorkuta-Uzhgorod gas pipeline begins this year. The underwater portion of the pipeline will pass through Baidarata Bay, and the first of the lines is expected to be laid next year. Point Yara-Yakha, located at the mouth of the river after which it has been named, will become a major ice wharf at which a large quantity of freight, including large-diameter pipes, will be unloaded.

The "Arkhangelsk" did not start up its engines until Captain Igritsky was certain that all the people and machinery had reached the shore safely. After that, we proceeded northward along the western coast of Yamal to the second unloading site, 90 miles away, at the mouth of the Mordyyakha R. That's the distance on the map, but it seems much farther when travelling through the heavy ice of the Kara Sea.

Vodnyi Transport  
19 March 1988  
Page 2 (slightly  
abridged)

If the Point of Destination is the Far North

At present, more than 50% of all man hours expended during loading and unloading operations are needed to repackage cargo.

The reasons for this are numerous. For example, many freight dispatchers violate the USSR State Standard (GOST 15846-79) which stipulates that cargo destined for regions in the Far North must be packaged. Here is a good example. During the past navigational period, the Omsk port alone received 78,600 tonnes of flour, mixed feeds, salt, sugar and cement in bulk for areas of the Far North in the Tyumen Region. The same port also received flour in stropped bales of bags. These stropped bales were received from the flour mills of the Kuibyshev, Yaroslavl, Sverdlovsk, Ulyanovsk, Kurgan, Saratov and Novosibirsk regions, as well as the Krasnoyarsk Territory. Most of the bales did not conform to standard requirements. Many of the suppliers formed the bales without first flattening the bags, and the strops were not sufficiently tight. The freight cars were not adequately prepared, i.e. nails were not removed and hooks were not wrapped in burlap or kraft paper, which naturally led to the breaking of bales and their spoilage. As a result, the losses of valuable cargo increased.

On their own initiative, the longshoremen of Omsk got together last summer to discuss the unloading of stropped bales of flour. The participants of this seminar included representatives of the Syzran, Cherepanovo, Novosibirsk, Kan, Shuchansk and Artemovsk flour mills.

However, the work carried out did not produce the anticipated effect. In spite of this, deliveries of flour to the far northern regions will continue to grow. The Ministry of Grain Products of the RSFSR should, therefore, take immediate measures to improve the baling of flour.

New systems of loading freight cars with bales of flour, which would prevent breakage or damage to the bales, must be developed and approved before navigation begins. After this, it would be a good idea to make a test shipment of cargo and, on the basis of that authorize new specifications for the high-performance loading of freight cars.

The minimum number of enterprises that direct their products to the northern regions should also be determined so that river ports could set up strong business ties with the suppliers.

Vodnyi Transport  
15 March 1988  
Page 1 (slightly  
abridged)

### A Trip Through Ice

Yesterday, the seamen of the Soviet Far East completed a most difficult transport operation in the northwestern part of the Sea of Okhotsk. Two months prior to the start of summer navigation in the Arctic, they delivered over 200 tonnes of economic cargo to the inhabitants of the North Evenki District.

Sovetskaya Rossiya  
12 March 1988  
Page 1 (full text)

### Navigation begins Early

The icebreaker "Kapitan Chudinov" has begun operations on the Irtysh R. in the vicinity of Omsk.

Navigation began several days earlier than usual on this great Siberian river. Vessels with the first cargoes will soon depart from the wharves of the Omsk freight port. They will carry slag, crushed stone and sand to different parts of the Omsk Region. In mid May, motor vessels will leave the Omsk port with cargoes for the oil-industry workers of the Tyumenian North.

Sovetskaya Rossiya  
12 March 1988  
Page 1 (full text)

#### Through the Ice To the Yamal Region

Led by the nuclear-powered "Rossiya" and "Artika", a convoy of ships have unloaded their cargoes off the shores of the Yamal Peninsula. Altogether twelve thousand tonnes of reinforced concrete products, piping and building materials intended for the construction of the surface facilities of the Bovanenko gas-condensate field have now been delivered to the Arctic.

This time the Yamal shipping season was opened by two cargo ships, the "Monchegorsk" and the "Tiksi". Between Murmansk and Amderma the convoy moved through more or less open water and it was only when they reached the Yugorskii-Shar Strait that the ships were held up by heavy ice.

Several days later the convoy reached Yamal. At the mouth of the Mordyyakha River, sub-contracting organizations of the "Severgazprom" Association and the "Urengoigazpromstroi" Trust prepared an ice mooring and

put up a temporary settlement capable of housing one hundred people. From that point the cargoes are already en route to their destinations via local ice-roads.

Izvestiya  
30 March 1988  
Page 1 (full text)

New Economic-Management System Could Revolutionize Port of Magadan

Cost Accounting Brings Subcontractors Together

The icebreaker "Magadan" has reported for duty in the harbour of the largest seaport in the north-eastern part of the USSR. She arrived there to assist the "Kapitan Khlebnikov" and the "Erofei Khabarov", to join in convoying the ships which were delivering cargoes to Kolyma and Chukotka.

This assistance came at just the right moment, for the extremely cold weather which has recently held sway there, has suddenly made the already difficult situation off the northern coasts of the Sea of Okhotsk much worse. At the end of February dozens of nautical miles of heavy ice blocked the passage of ships heading towards Magadan. Icebreakers are now spending up to sixteen hours in order to overcome this barrier and to enable the port to function normally. Since last year the port workers have been working under new economic conditions.

"We have to thank the crews of the icebreakers, who gave us support at a difficult time," stressed the harbourmaster of the Magadan commercial seaport, V.

Boldychev. The help they have offered us this year has been of immeasurable importance. And, you'll agree, it would be a shame if our workers were to slip up now after the serious problems they had to cope with last year. You know, a lot of people were afraid that the new economic-management conditions would prove onerous for our workers who, on the whole, are a happy lot.

However, these concerns proved unjustified. After a year the enterprise has improved its economic situation even more. An excellent improvement in labour productivity has been achieved, an increase of 7% in excess of that which was called for in the plan. The port workers received bonus funds of approximately one and a half million rubles, much of which went into the economic incentives fund. As a result, an agreement was concluded for the construction of two thirty-apartment buildings, using the enterprise's own labour. The first building is already under construction and will be ready for occupancy this year. This will represent visible proof for the workers of how profitable their work can be under the new economic management system.

By the way, they have also started to put up a workers' dormitory here and the question of having their own polyclinic has been settled. Funds have also been allocated for the planning of a recreational and sports centre. And, we should note that all this will be paid for from funds earned in the course of just one year.

For outside workers, this is already the second year under the new economic-management conditions. The port-workers are also pleased with the new system. The planned goals for the handling of cargoes are being successfully met. In January, for example, revenues were considerably over-plan. Instead of six hundred thousand rubles, the workers made a million. However, it would be premature to claim that all the difficulties are over.



Last year the port was switched over to the balanced-accounting and self-financing system, by orders from the Ministry, so to speak. What, then, will happen with the lower-level economic units, that is, the work-brigades?

The workers employed on the port fleet were the first to go over to the new system. Unfortunately, that's as far as things went, largely due to the fact that the industry has not really dealt with the problems involved in standardizing labour procedures. The fact that people were psychologically unprepared also played a role. For this reason it was suggested that the enlarged, integrated dock-workers brigades should switch to an unscheduled system of payment/that is, by the completed assignment/ and the collective contract. And in January, that is precisely what the enlarged, integrated work-brigade led by N. Gramotenko started to do. This made it possible right from the outset to speed up the handling of the ships at the container terminal and shorten the turnaround time of ships using this port.

Now the wages and material incentives fund depends directly on the total revenue. At the same time the amount of wages and of the bonus paid to each worker are decided upon by the workers themselves, depending on the individual's contribution to the common cause. In the future the other work-brigades of dock-workers and machine operators will also have to make the transition to the new economic-management conditions.

However, the efforts of the Magadan port-workers can hardly be expected to pay off if they are not backed by the sub-contracting truck-workers and by the recipients of the cargoes involved. Unfortunately in this area things are not progressing very satisfactorily. Often those involved show that they are still not averse to solving their problems at one another's expense. The

barriers which hamper a co-operative approach to the job at hand must be eliminated as quickly as possible and relations between the various parties involved in these operations must be conducted on the basis of mutual profitability. In this regard the Magadan workers have come up with their own suggestions which they have sent off to the Ministry of the Merchant Marine. The progress of the efforts to reform the port operations depend to a large extent on whether or not efficient and intelligent solutions to such questions as these can be found.

Pravda  
1 March 1988  
Page 1 (full text)

#### They Aren't Waiting For The Summer Shipping Season

Seamen employed in the Far-East have completed a complex operation in the north-eastern sector of the Sea of Okhotsk. Two months before the beginning of the Arctic summer shipping season they delivered more than 2000 tonnes of cargo to the inhabitants of the Severo-Evensk Raion. Led by the icebreaker "Magadan", the diesel-electric motorship, "Penzhina", made the run from Nagaeva Bay through the ice. The ship was unloaded onto the off-shore ice in the Varkhalskaya Gulf. From there the freight was delivered to the settlement of Evensk on snowmobiles via a winter ice road. From Evensk the snowmobile convoys, carrying equipment, machinery and vehicles followed a snow-bound route which took them over a three-hundred kilometre route to the basin of the taiga river Omolon, where geologists are working.

Sotsialisticheskaya  
Industriya  
12 March 1988  
Page 1 (full text)

Tyumen' Shipyard Fall Behind Schedule with Ship Repairs

In the Ob'-Irtysh Steamship Line, the first to start the shipping season are the rivermen of Tyumen'. As early as April they send out their ships onto the waters of the Tura and the Tobol and dispatch loaded convoys to the Konda, the Irtysh and the Ob'. In fact, the pace at which the 1988 shipping season will operate on the rivers of Western Siberia depends to a considerable extent on the preparedness of these men for the first voyages of the year.

"The volume of ship-repair work has increased considerably during the current year," said the Deputy Director of Ships at the Tyumen' Shipyard, N. Tissin. "Unfortunately, things didn't run entirely smoothly. The majority of the ships' repairmen were busy with ship-building work; and they finished the year's ship-building programme. This is why the timetable for ships needing moderate repairs fell seriously behind schedule. We also fell behind when it came to the final technical readying of the fleet's ships. For example, we did not have seventeen vessels ready by the first of February; this included six self-propelled vessels. It had been hoped that we would be able to catch up by the middle of February, but... we weren't able to. Now we are suffering from a serious shortage of ships' assemblers, welders and electricians."

The Deputy Director spoke at length about the difficulties which arose during this year's ships' repair programme. He also listed both the subjective and the objective causes of the delays. Here is just the main reason; what is being done at the plant to catch up more quickly and to meet the schedules, your reporter didn't hear. By everything your reporter could see, there still has been no serious discussion at the plant as to how they might overcome the delays in the ships' repairs

programme. Otherwise, how can we explain that even though there is a serious manpower shortage at the Tyumen' Shipyard, the men who man the ships are extremely badly organized?

Judge for yourselves. Today, when the peak of the ships' repairs activity is long since over, there isn't a single work-brigade at the plant, recruited from among the ships' crews. It's amazing, but here the team-contract method of labour organization, which is now accepted as a standard mode of operation everywhere, is here only mentioned sotto voce. Why is this? Why is the team-contract system not in favour among the Tyumen' rivermen? Your reporter was not even able to get a clear answer to this question from those in charge of the Tyumen' shipyard.

They cited various reasons. Even that the crews of the ships have now started making a lot more money, that the men manning the fleet are now more willing to do convoy and guard duty, only not in work-teams. Of course, because of the increase in duty rates and wage scales, the situation in the fleet has changed. And one cannot reject such facts. However, the main reason nevertheless lies elsewhere, in the attitude of the people in charge of the plant - the Director Yu. Filippov and the Chief Engineer, I. Dobrolyubov, to the question of ships' repairs. At the moment their number one priority is shipbuilding and machine-building. Only then comes the task of preparing the fleet. Isn't this the reason why there has been no support at the Tyumen' Shipyard for another progressive method of repairing ships - "all-out" trouble-shooting. This year not one ship entrusted to the yard has been dealt with in this way.

We know that in recent years, year-round cost-accounting in the fleet has proved to be a dependable aid to the whole ships' repair process. At the Tyumen'

Shipyard a group, consisting of twenty tugboats, with M. Ishutin as senior officer, has been operating according to this method. I asked Captain Ishutin how things are going in the group.

"To tell you the truth, the morale isn't too good," explained the Captain. "The men have dealt with their obligations alright, but, as far as the other side is concerned, that is the steamship line, not one item of the joint agreement has been honoured. Throughout the whole of the shipping season they bounced ships from one line to another... The men worked on the Agan, the Tura and the Tobol, although they had been assigned to the Sob' and the Nadym. Unfortunately, there has been no serious discussion about the final results of the shipping season. Moreover, during the winter they even forgot entirely about profit and loss accounting. Every crew prepares its ship all by itself. Furthermore, it's no accident that the schedule for completing the motorship PT-630 of our group wasn't met."

At the Tyumen' Shipyard they already know which are the ships which won't be completed until the summer. For example, the yard is planning to finish repairs on the ST-151 in June. Nor should this be surprising. Up until now the vessel has been sitting in the stocks, without senior officers. The ST-146 is lying without a captain or engineer. The repair work on the passenger ship "Tobol" has fallen behind the management's timetable, although the ship has to start operating at the beginning of May. As far as such vessels as the MP-476 and the MP-769 are concerned, the shipyard workers haven't even started on them at all. Moreover, these barges still haven't been cleaned out. No one knows just who will prepare them for the new shipping season and when they will be ready.

Vodnyi Transport  
17 March 1988  
Page 2 (full text)

MISCELLANEOUS

Improving Foreign Economic Ties With The Kola Peninsula

The visits of M.S. Gorbachev to Murmansk in October 1987 and N.I. Ryzhkov to Norway and Sweden in January 1988 gave a new impetus to the search in the USSR and the Scandinavian countries for ways of implementing the project for the comprehensive processing of the natural resources of the Kola Peninsula.

Yurii Zosimovich Balakshin, Chairman of the [Murmansk] Provincial Soviet of People's Deputies, spoke with our correspondent, V. Shlome, on related and other foreign economic concerns of enterprises in Murmansk Province.

"Our province has a good combination of skilled workers and a unique mineral base, a developed infrastructure and considerable scientific potential, in addition to being dependably supplied with energy resources. This creates good opportunities for broad co-operation between our enterprises and partners not only on an all-union, but also international level. Recent agreements in Scandinavia give new scope to the development of initiative and enterprise on behalf of the province's economic managers and work collectives.

Enterprises of the Kola Peninsula annually export hundreds of millions of rubles worth of produce. Tens of thousands of northerners through their labour enhance the international prestige of such large provincially-based exporters as the "Sevryba" All-Union Fish-Industry Association, the "Nikel'", "Apatit" and "Murmanles" Production Associations, the Kovdor and Olenegorsk Mining and Metallurgical Combines of the USSR Ministry of Ferrous Metallurgy, and the "Kovdorslyuda" Combine.

We understandably devote special attention to the development of the export potential of these and other enterprises under Union jurisdiction. It is these enterprises with their productive and cadre potentials which can become the rallying-points in the implementation of those tasks which have lately been more often brought together by the concept of the "Kola Project."

Firms from Finland, Norway, Sweden and other states are most interested in the possibility for joint development and use of non-waste technologies in the comprehensive use of mineral raw materials, the development of the province's agro-industrial complex, the efficient use of the resources of northern seas and oceans, and in a number of other areas.

Initial reassuring examples already exist of the comprehensive use of raw materials. Thus, one of the Finnish firms which participated in the development of technology is now supplying equipment to the new concentration plant of the "Apatit" Production Association. Points of co-operation are being defined in the fishing industry and in construction.

In the cities and districts of Murmansk Province the construction of housing and other social facilities is proceeding at a swift pace. Old highways are being reconstructed and new ones are being laid. But we are not satisfied with the pace of this work. Foreign partners offer their services, which we, in turn, are prepared to accept on a mutually beneficial basis. Recently, for example, discussions took place between ["Glavmurmanskstroi"]\* and one of the Finnish firms on the establishment of a joint enterprise for the manufacture of door assemblies and window units. There are other proposals.

Good opportunities exist for interaction with reindeer-breeders. Conditions also exist for the establishment of an integrated enterprise for (a) tanning leather, (b) processing the by-products of slaughtered reindeer, and (c) the manufacture of consumer goods.

We expect much from an improvement in the activities of Arctic "Intourist" enterprises and their closer co-operation with similar organizations in neighbouring countries. For example, the accelerated reconstruction of the Lotta-Murmansk highway with Finnish participation will give new impetus not only to business co-operation, but will also make it possible to at least double tourist exchange.

Still other possible objectives of international co-operation in the Kola Peninsula to the benefit of business partners are starting to appear. Of course, by no means all tasks can be accomplished with the resources and means of our province. But we have a foreign economic sphere which is almost completely in our hands. I refer to borderline trade and direct business contacts between our enterprises and neighbouring Scandinavian partners. The resulting earnings are directed towards the strengthening of the material base of enterprises and partly towards the acquisition abroad of consumer goods.

For the Arctic, to where nearly all food products, including vegetables and fruits, are brought in from the outside, it is very important to ensure the preservation of these products on the spot during the long Arctic winter. And so it is impossible to do without secure storehouses. This is why we used our borderline trade earnings to also purchase modern vegetable and fruit storehouses from Finnish firms. Four of them, with a capacity of up to 10,000 tonnes each, are already being put to use. The "Sevryba" All-Union Fish-Industry



Association and ["Kandalakshtorg"]\* have used these earnings to obtain refrigerators, spare parts and industrial equipment.

We have similarly succeeded in replenishing our supplies of modern-fashion, high-quality knitted wear and ready-made garments, in addition to sports wear.

In a word, experience has been gained and a definite start has been made. The possibilities of substantially expanding the participation of the province in foreign economic ties are far from exhausted. However, many difficulties in the practical restructuring of foreign economic activities must still be overcome both at provincial and higher levels.

It is known what great importance is attached now to increasing the material interest not only of sectors, but also of enterprises, in increasing their export potential. However, our provincial "currency winners", even though being the biggest exporters of their specific produce on the world market, do not receive even a small share of currency deductions. At the same time, I must assert that only a small sum of these deductions would be enough to significantly accelerate the comprehensive utilization of Murmansk's mineral resources.

Or take the following problem. In accordance with decisions of the USSR Council of Ministers on borderline trade, local enterprises and organizations were granted the right to channel all above-plan produce towards direct borderline goods exchange. It is important that the branch ministries, with whom it will be necessary

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\* Suggested expansion of "Kandalakshtorg":  
Kandalaksha Trade Establishment. - Tr.

to co-ordinate such goods exchange, not restrict their initiative. I say this not without purpose, since for the present, the export of any above-plan produce manufactured by an enterprise under Union jurisdiction is met with resistance by higher agencies. What is worse, at times authorization is given when the external market has lost interest in the given product.

We are also concerned with the following. Each year the RSFSR Ministry of Trade apportions market allocations for various products, including sea products, produced by Murmansk fleets. The portion of this produce not in demand by the population is sold in Finland. Scarce meat and milk products are bought up with the earned currency. A setup which is naturally of benefit to us, the province, and the State. But often the executives of the USSR Ministry of Fisheries, obviously in pursuit of gross index figures on the internal market, deprive the province of the right to handle even a portion of what is, in essence, their disposable resources.

Each year, the Executive Committee of the Provincial Soviet of People's Deputies together with enterprise management are forced to undergo a long process of reconciliation with the USSR State Planning Committee, the USSR State Committee for Material and Technical Supply, ministries and departments in order to obtain export authorization for borderline shipments of various products. And this is notwithstanding the fact that these products (which are in demand on the external market) are occasionally, for one reason or another, in abundance here at home. As a result, we lose the opportunity to obtain foreign exchange earnings. This is what happened, for example, with the apatite concentrate in 1986-1987, and this is not the only example.

I believe that the issuance of government purchase orders in borderline trade should be prescribed not for a one-year, but a five-year period, including

orders for enterprises under Union jurisdiction. Nor must barriers be put up on the export of above-plan produce, giving local Soviets the opportunity to independently solve the problem of realizing market assets.

The other day the Politburo of the Central Committee of the CPSU examined the draft of the resolution on measures to accelerate the development of Murmansk Province, which was drawn up by the USSR Council of Ministers taking due account of the results of Comrade M.S. Gorbachev's visit to the province. It was deemed necessary to implement a complex of large-scale measures for building up and improving production potential and for comprehensively developing the unique natural resources of the Kola Peninsula. The implementation of these measures will no doubt enhance our province's role in the country's foreign economic ties."

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