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CENTRAL INTELLIGENCE AGENCY  
Office of the Chief, Economic Research  
Office of Research and Reports

Current Support Memorandum

, ORR

20 July 1954

**SUBJECT:** Probability of Non-Fulfillment of Transportation Plan for 1953 via the Northern Sea Route

**FACTS:** Z.A. Shashkov, Minister of the Maritime and River Fleet, in his report to the All Union Conference of Party Members of Workers of the Maritime and River Fleet, on 1 March 1954 stated that eight steamship companies of the Ministry's 36 failed to fulfill the 1953 plan for transportation in both indices, that is, tons and ton-miles. Among the companies mentioned as having failed were the Murmansk Arctic and Vladivostok Arctic. No figures were given.

Vodnyiy Transport, March 4, 1954, p. 2.

**COMMENT:** Both of the companies mentioned are under the jurisdiction of the Main Administration for the Northern Sea Route (GLAVSEVMORPUT), the GLAV which, prior to its inclusion in the Ministry of the Maritime and River Fleet was responsible for all work taking place along the Northern Sea Route.

Vodnyiy Transport, 13 Feb. 1954, p. 3.

It is presumed that this GLAV has continued its efforts along the Northern Sea Route and from the indication above, has not done too well, even under the direct supervision of Shashkov, who is supposed to be an excellent administrator. If the two companies

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failed to meet the plan it can be assumed that 1953 was a bad year along  
the top of the world.

The reasons given by Shashkov for the general failure to meet the  
plan include laxity in the handling of cargoes, the low level of  
leadership, and unsatisfactory use of the means available. One in-  
dicator that would show a definite trend in dealing with shortcomings  
along the Northern Sea Route would be the replacement of Burkhanov,  
who was reported as Chief of the Main Administration for the Northern  
Sea Route. Fomin, Chief of the Murmansk Arctic Steamship Company,  
and Fedoseev, Chief of the Vladivostok Arctic Steamship Company, were  
still holding those positions as of the date of the report.

Vodnyy Trans-  
port, March 4,  
1954, p. 2.

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