

PANORAMA

CASPIAN PIPELINE CONSORTIUM



Каспийский Трубопроводный Консорциум
Caspian Pipeline Consortium
Каспий Құбыр Консорциумы

CORPORATE MAGAZINE
No 2 (33) May 2021



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TOOK OVER
THE WATCH

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IN A COMPLEX

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DEAR COLLEAGUES, DEAR FRIENDS!

A year ago, around this time, we were faced with large-scale challenges caused by the outbreak of coronavirus and the need to quickly adapt the company's activities to completely new non-standard circumstances. Together with you, we mastered remote technologies, took measures to prevent the spread of the virus, learned how to work in harsh epidemiological conditions. Today we can say confidently that the multinational team of professionals of the Consortium has gained valuable and useful experience in working in special conditions, has proved to be a well-coordinated team of like-minded people who successfully perform key performance indicators with strict adherence to all necessary safety measures.

Shipments at the Marine Terminal continue in the normal mode, special equipment is drilling the ground under the piles of the foundations of new facilities erected as part of the Debottlenecking Program. With the opening of the third unit of the LACT as part of the Shore Facilities, all three SPMs will be able to ship oil to tankers simultaneously, which will significantly increase the terminal's throughput. With the implementation of the DBNP, we will be able to reach 80 million tons of pumping and shipping in two years.

The filling of the pipeline system depends on the shippers, and they, according to the results of a recent survey, as part of the audit of the Quality Management System (ISO 9001), confirmed 100% satisfaction with the work of our company.

2021 is declared the Year of Science and Technology in Russia. Our contribution to this federal-scale initiative is the transition to a new stage of the digital transformation of the Consortium, the unification of the work of information and analytical systems within the framework of the corporate digital environment being created. I would like to note that we apply a scientific approach not only in production, but also in environmental protection and charitable activities. Research by specialized research institutes forms the basis of our programs to support and grow populations of sturgeon, saigas and deer. Sponsored schools, kindergartens, cultural and educational centers are equipped with the most modern multimedia equipment. Caring for the younger generation and its development is the main vector of most of our social projects, including the "CPC – for Talented Children – 2021" festival-competition, which started in March.



Victory Day, celebrated in May, is also our day, since virtually every family of CPC employees from Tengiz to Novorossiysk keeps the memory of the Great Patriotic War, the exploits of fathers, grandfathers and great-grandfathers. You can find many monuments to the fierce battles for Stalingrad, the Caucasus, Malaya Zemlya on the route of the CPC oil pipeline. Historical military chronicles emphasize the importance of Atyrau and Astrakhan in the fuel supply of Victory. We cherish this memory and pass it on from generation to generation.

The main indicator of both the reliability of our pipeline system and the fulfillment of obligations to shippers is the annually updated operating factor of the oil pipeline. Today it is 98%, which means that we are steadily moving forward towards new joint successes.

N.N. GORBÁN,
GENERAL DIRECTOR,
CASPIAN PIPELINE CONSORTIUM



AUTHOR
PAVEL KRETOV

HIGH ASSESSMENT OF THE TEAM'S WORK

AT THE END OF MARCH, MOSCOW HELD A MEETING OF CPC MANAGEMENT ON THE RESULTS THE CONSORTIUM'S PRODUCTION ACTIVITIES IN 2020. TRADITIONALLY AT THIS MEETING, THE COMPANY'S MANAGERS CONSIDER IN DETAILED THE RESULTS ACHIEVED AND IDENTIFY THE PROBLEMS REQUIRING COMPREHENSIVE SOLUTIONS

The main vector of the meeting was set by CPC General Director Nikolay Gorban. "We must listen to each other, understand what we have achieved and what we have not during this year," noted the head

of the Consortium and passed the floor to the first speaker. Occupational Health Manager Alexander Avdokhin presented statistical data and a detailed analysis of the preventive measures taken by CPC in the context of the

COVID-19 pandemic. The figures show that timely measures – remote work primarily, observation and limitation of business trips – have successfully minimized the level of morbidity among staff. CPC has allocated significant resources



NIKOLAY
GORBAN

to protect the health of its employees, including financial ones. In 2020, over 68 million rubles (about 900 thousand US dollars) were allocated for regular testing among the company's employees.

Regional managers' reports were heard during the meeting. Manager of the CPC Eastern Region Mukhit Mazhenov reported that, in connection with OPEC+ decisions, the transportation of oil on the Kazakh sector was 51.76 million tons of oil, which is almost 7% lower than in 2019. The team of the region worked about 26 million man-hours without injuries or accidents, corporate transport covered almost 19 million km



ALEXANDER
AVDOKHIN



without registered RTA. In the period from April to August, training and fire-tactical exercises in the Eastern region were suspended due to the pandemic, therefore, out of 384 such events, only 214 took place.

Mukhit Mazhenov noted that within the framework of the pilot project of Integrated Business Planning (IBP) in 2020, an integrated program of production activities for a three-year period was created with clearly defined stages of implementation. The increased planning accuracy for the formation of the company's budget is among the advantages of IBP.

WIDE FRONT RECONSTRUCTION

Manager of the CPC Central Region Ivan Sharay reported that 57.1 million tons of oil were pumped through the unit's area of responsibility, together with oil received at the Komsomolskaya PS. The team has worked 9.8 million

man-hours without injuries, accidents and RTA. All employees are certified in the field of labor protection, industrial and fire safety. In July and September 2020, the Central Region successfully passed an internal and external audit of the Quality Management System ISO 9001: 2015.



MUKHIT
MAZHENOV



SERGEY
POTRYASOV

Manager of the CPC Western Region Sergey Potryasov reported that in the absence of injuries and accidents, the unit worked more than 26 million man-hours, and the vehicles covered 59.5 million km without registered RTA. Pumping through the pipeline, taking into account the volumes of oil received at the Kropotkinskaya PS, amounted to 59.1 million tons. Service platforms were also installed at mainline pumping units at PS-4, 5, 7, 8 and at gas turbine units at Kropotkinskaya PS. Additional air conditioning systems for indoor switchgear buildings were installed at PS-4,5,7,8, self-leveling floors were installed in the fire extinguishing pumping station at PS-4.

In 2020, 20 defects were eliminated at the section of the Central Region oil pipeline, in 19 cases the method of installing repair structures was used. For comparison: in 2021, it is planned to install 17 repair structures for defects with a deadline for elimination in 2021–2025.

For the organization of maintenance of the pipeline facilities, 9.4 thousand service orders were issued to contractors, 70%



IVAN
SHARAY

of them were scheduled maintenance. In 2020, 365 training sessions were held in the Western region with fire brigade personnel and members of the VFB, as well as fire-tactical exercises at PS-4 and PS-7. Exercises to eliminate emergency oil spills were also held: in the Krasnodar Krai at the intersection of the oil pipeline with the Bakanka River, in the Stavropol Krai – with the Kalas River.

The block of reports by regional managers was completed by the speech of the Marine Terminal Regional Manager Alexey Pelipenko. The total number of man-hours worked without injuries and accidents on MT



ALEXEY
PELIPENKO

exceeded 7 million and 28 million km was the mileage of vehicles without recorded RTA. In 2020, these figures accounted for 3.4 million man-hours and 4.2 million km, respectively. Last year, the terminal shipped 59 million tons of oil, which was received by 572 tankers. 394 of these vessels were Aframax and 178 Suezmax.

In 2020, almost 3.5 thousand work orders were issued to contractors for the maintenance of production facilities of the Marine Terminal, 91% of them were for scheduled maintenance. Last year, the team successfully passed the recertification audit of the international health and safety management system and switched to the new ISO 45001-2018 standard.

General Manager for Operations Vladimir Shmakov summed up the results of the production activities of the regions in 2020. It is important to note that the CPC regions have worked in aggregate 29 million man-hours without accidents and 84 million km without serious RTA amounted to the total mileage of vehicles.

The assessment took into account such criteria as compliance with the requirements



VLADIMIR
SHMAKOV

of industrial, fire and environmental safety, labor protection, indicators of equipment malfunction (failures), the functioning of the Quality Management System. This year's analysis did not use data from one-time jobs – such an exception was made due to the pandemic. The Marine Terminal was recognized as the winner – CPC General Director Nikolay Gorban presented Alexey Pelipenko with a Certificate of Honor.

SHIPPING OF OPERATIONAL RESPONSE

Among other speeches heard by the participants of the meeting, there were reports on the state of the linear part of the main oil pipeline, on the results of the work of HSE Division, on fire safety and emergency response, on annual indicators in the field of safety road traffic and others.



SERIKKALI
MURINOV

and forwarders makes it possible to promptly make decisions on the early placement of tankers for loading with subsequent additional registration during loading, on replacement of tankers and re-registration of cargo in cases of delay ships or the threat of stormy weather, etc., ultimately contributing

MARINE TERMINAL – WINNER OF THE PRODUCTION COMPETITION OF CPC REGIONS IN 2020

General Manager for Oil Transportation and Commerce Serikkali Murinov recalled that the amount of oil shipped for the period 2001–2020 amounted to about 705 million tons and 6647 tankers. He noted that the Oil Transportation and Commerce Division promptly responds to all changes in the actual delivery of oil by shippers to the CPC system, to stops pumping oil, to forecasts for changes in weather conditions in the water area of the Marine Terminal. Coordination of the actions of the Consortium specialists with shippers, customs authorities of the Russian Federation, the CPC Marine Terminal

to the shipment of the maximum possible volumes of hydrocarbons through the Marine Terminal and improving key performance indicators.

In 2020, as part of the ISO 9001 “Quality Management System” standard, the annual “Shippers Satisfaction Survey” was conducted. Suppliers of hydrocarbons to the CPC pipeline system (currently more than 10 companies) confirmed their 100% satisfaction with the activities of the Oil Transportation and Commerce Division. And this is also a high assessment of the work of the entire multinational team of the Consortium!



AUTHOR
PAVEL KRETOV

ALL NUANCES ARE ACCOUNTED

MARCH 16, 2021 GENERAL DIRECTOR OF CASPIAN PIPELINE CONSORTIUM NIKOLAY GORBAN AND HEAD OF MUNICIPALITY OF NOVOROSSIYSK IGOR DYACHENKO SIGNED AN AGREEMENT ON INVESTMENT INTENTIONS



UNDER THE INSTRUMENT

The document, developed in accordance with the current cooperation agreement dated January 25, 2017, regulates the implementation of the investment project to modernize the facilities of the Marine Terminal of "CPC-R" JSC within the framework of the Debottlenecking Program (DBNP).

The activities of the DBNP include the construction of new nodes for the oil quantity and quality measurement system (LACT), a pressure control unit (PCU), a pressure relief system (PRS), modernization of the existing PCU. In 2021–2024, the Consortium will invest over 9.2 billion rubles in the implementation of the DBNP in the territory of the municipality.

The document states that CPC will involve contractors in the implementation of the investment project, including those registered in the Krasnodar Krai. The consortium's commitment to meeting the requirements in the field of environmental protection, rational use and reproduction of natural resources was emphasized.

EXPANSION PROJECT EXPERIENCE

At the Marine Terminal, "Panorama CPC's" correspondent is talking with Yuri Belov, Head of the Construction Headquarters of the DBNP (the conversation took place in mid-February, when the headquarters was actively recruited with specialists. — Ed.).

"We give preference to specialists who have passed the Expansion Project school, when hiring. They know all the procedures well

and have experience of interacting with a construction contractor. They come from all over the country, even from the Far East," says Yuri Belov.

Yuri himself, who worked for several years in the Marine Terminal Service, is also well versed in the production processes of oil pipelines, and this is an important help in the organization of work.

"I know where fellow operating personnel can meet halfway for us,



builders, and where no compromises are possible," he notes. "Based on the recent experience in the implementation of the Expansion Project, we collectively studied in detail all the nuances: the sequence of operations, methods of fastening a particular node, methods of protecting cable facilities."

Together, the specialists of Operation, Logistics and DBNP have solved the problem of deployment of the Headquarters launch group on the territory of MT, which is engaged in project documentation and scheduling. The idea of using the city office by the employees of the DBNP was rejected immediately: all decisions should be made at the construction site, here is the place where all the necessary documents are stored. Therefore, modular premises next to the administrative building No 2 and near the main construction site, were quickly deployed, which were used by contractors for the Tank Farm Expansion Project several years ago. In 600 meters from the Headquarters there is also a temporary camp of workers from the company Velesstroy.

ACTIONS – POINTWISE

At the main site, the construction of three new nodes of the oil quantity and quality measurement system (LACT) and related structures will be carried out. For this, methodically, removing 12.5 thousand m³ of soil

per month, the site will be lowered to a level of 39 m above the sea surface, which is 9 m higher than the existing Shore Facilities.

"Three supply piping systems will be placed on this "shelf". We will remake the inlet manifold of the reduction station by cutting tees into it," Yuri Belov shows the diagram.

The work lies ahead, as they say, jewelry. It is impossible to operate with classical construction methods at an operating production facility – only pointwise, on small sites, with maximum precautions, protecting underground communications with concrete slabs, performing ground excavation.

According to the plan collectively developed by the Marine Terminal specialists and the Moscow office design team, during the limited time of the October shutdown

the added tees, the reduction system will be able to work with both the new and the old system for some time. Trial operation and calibration of equipment will be carried out for about a month when loading into the tanker. All 12 LACT lines (four in each of the three nodes) will be checked at minimum, medium and maximum modes.

MATH MODELING

About 300 people of engineering, working and support personnel will be involved at the peak of the work. Almost 70 pieces of equipment, including unique 200-ton cranes, will be involved in the construction.

As a result of the two stages of the implementation of the DBNP, three LACT nodes and two reduction stations will start operating at the Marine Terminal. The latter

ABOUT 300 PEOPLE AND ALMOST 70 PIECES OF EQUIPMENT WILL BE INVOLVED AT THE PEAK OF THE WORK

of the pipeline, the contractors will cut coils on a pipe with a diameter of 1420 mm with a wall thickness of 19 mm, install large-sized parts with flanges, a support system, etc. It is important to note: with

will undergo a profound modernization: after the change of globe valves, the logic of the stations will change. Now they regulate the pressure after themselves, and then they will reduce it before.

Mathematical modeling has shown the reliability of this scheme. At the same time, certain technological difficulties had to be solved by the design group and the control systems group.

"At the next stage, a decision will be made on the need to build a third reduction station," Yuri Belov concludes the story. "Then each metering unit will receive its own station, and the loading of tankers from all three single-point moorings will be possible simultaneously. We are laying all the possibilities for connecting it right now, so that later we can do it with minimal costs." ●



AUTHOR
PAVEL KRETOV

PEAK WILL BE REACHED IN SUMMER

JUST THREE YEARS HAVE PASSED FROM THE OFFICIAL COMPLETION OF THE EXPANSION PROJECT OF THE CPC CENTRAL REGION. AND HERE IS THE TEAM OF THIS DIVISION ALREADY PARTICIPATING IN THE IMPLEMENTATION OF A NEW PROGRAM THAT WILL SIGNIFICANTLY INCREASE THE SECTION CAPACITY

Simultaneously with the Debottlenecking program (DBNP), the specialists of the Central Region also carry out an impressive amount of current work this year.

“This is diagnostics of process pipelines and underground tanks,”

comments CPC Central Region Operations and Maintenance Manager Vladimir Groshev in the Astrakhan office. “In addition, industrial safety expertise will be carried out at 20 sites of ball valves of the linear part.”

Diagnostics of ball valves requires significant excavation work.

Representatives of the region will also eliminate 21 defects on the linear part during this year. This refers to defects, the elimination of which requires a reduction in pumping modes or can be carried out only during planned shutdowns. The completion of the improvement of an

along-highway passage with crushed stone between PS-2 and PS-3, which is planned for this year, also deserves a special mention.

“Will these plans slow down the restrictions associated with the pandemic? No, they will not. Interaction algorithms were clearly worked out back in March-April of the last year, both with permanent contractors and for one-time work. Today, all PSs operate with 100 percent staff. So far, 50% of specialists each go to the office (the conversation took place in January 2021 – Ed.), But I think, the situation will return to its usual course after the vaccination campaign,” Vladimir Groshev is sure.

The DBNP also implements the work according to the plan: representatives of the operation service check the suppliers of contractors, draw up permits and carry out the work of builders who have started using temporary buildings and structures, as well as the installation of enlarged assembly units since the beginning of 2021.

Alexander Polishchuk, Head of the Construction Headquarters of the Central Region of the DBNP, is also satisfied with the high level of interaction with the operation service. All the necessary assistance is provided

in the organization of work, weekly meetings are held with the regional manager.

“Together with colleagues from the operation service, we have developed measures for the admission of contractors to facilities, taking into account sanitary requirements,” says

important that the CPC Expansion Project was completed not so long ago, so we have specialists who were involved, for example, in the construction of various facilities at the Astrakhanskaya PS and Komsomolskaya PS.”

In 2021, the Headquarters of the DBNP of the Central Region begins

THE PEAK OF THE IMPLEMENTATION OF THE DBNP WILL BE REACHED IN THE SECOND HALF OF THE SUMMER OF 2021

Alexander Polishchuk. “The scope of work for the period of planned shutdowns of the oil pipeline has been jointly prepared: the actions of the construction contractor, maintenance contractor, PS personnel and employees of the Construction Headquarters are scheduled by the hour.”

Alexander came to the CPC Debottlenecking Program from “Transneft”, where, for almost 12 years, he was engaged in the construction of the Eastern Siberia – Pacific Ocean (ESPO) pipeline system. Since 2006, he laid the linear part of the oil pipeline through the taiga and hills, participated and supervised the installation of five oil pumping stations, as well as buildings of the regional oil pipeline administration and a production service base. Behind him are such points as Ust-Kut, Angarsk, Bratsk, Belogorsk, Kirensk. Alexander tried to gather an equally experienced team at the Headquarters of the DBNP of the CPC Central Region.

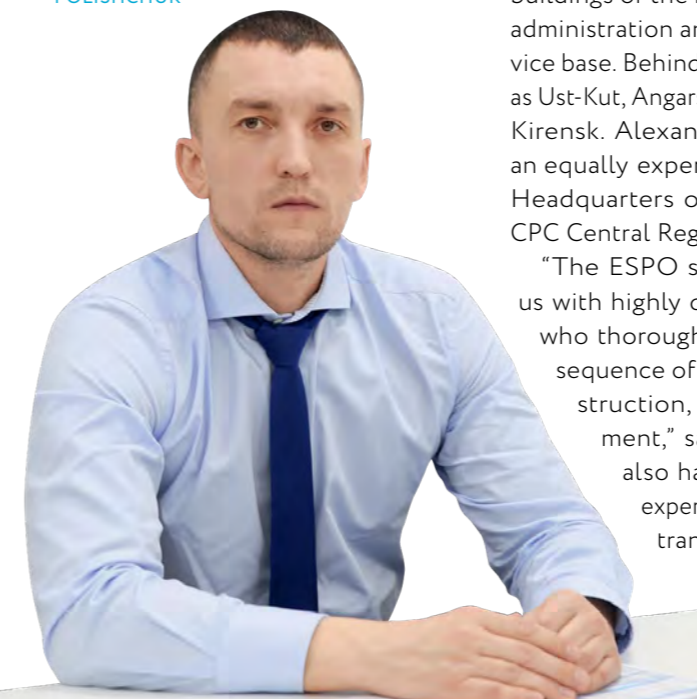
“The ESPO school really helps us with highly qualified specialists who thoroughly know the whole sequence of actions during construction, equipment adjustment,” says Alexander. “We also have employees with experience in operating oil transportation facilities in Eastern Siberia and the Far East. It is also

work at the Astrakhanskaya PS, Komsomolskaya PS and A-PS-4A. A new technological zone will be created at the first station, which will include a main pumping station, process pipelines and related structures – a complete transformer substation, a room for variable frequency drives, a site for mud filters. A fifth gas turbine unit (GTU) will be added to the Komsomolskaya PS and A-PS-4A, and the pressure wave smoothing system tanks will be installed. At three more oil pumping stations (PS-2, PS-3, A-PS-5A), frequency-controlled converters will be installed as part of the Debottlenecking Program.

“Today, the key focus of the entire headquarters is on the main PS Astrakhanskaya,” Alexander clarifies the details. “The contractor “entered” this station in January. In April, we will begin admitting builders to Komsomolskaya PS and A-PS-4A, where the largest amount of work is required after Astrakhanskaya PS. So, at Komsomolskaya PS, a part of the existing structures will fall into the development zone of the fifth GTU, and we will carry out their dismantling in May 2021.”

According to the plans of the Headquarters of the CPC Central Region, the peak of the implementation of the Debottlenecking Program will be reached in the second half of the summer of 2021. About 250 builders will be involved in the facilities at this moment.

ALEXANDER
POLISHCHUK



AUTHOR
PAVEL KRETOV

AT A HIGH MODERN LEVEL

FIVE YEARS AGO, CPC MARINE TERMINAL COMPLETED IMPORTANT EXPANSION PROJECT WORKS LIKE RESERVOIR CONSTRUCTION AND RECONSTRUCTION OF THE OPERATIONS CONTROL CENTER. THE STATE UPDATE AND DEVELOPMENT OF THE LARGEST PRODUCTION FACILITY OF THE CONSORTIUM CONTINUES TODAY

For a decade and a half at CPC, Alexander Nemkov, Service Head for the Capital Construction and Repairs of the Marine Terminal, had a chance to work both in the logistics service and in the construction

of new facilities. On the Expansion Project, he headed the headquarters for the construction of oil pumping stations being built in the Astrakhan region.

“The CPC Marine Terminal is both the richest in terms of construction

projects and the most technologically complex, it cannot even be compared with linear facilities,” says Alexander Nemkov. “And the work of our service, in my opinion, is also the most interesting: it is connected with all

aspects of oil transportation and transshipment. Whatever we do, each new completed project increases the reliability and safety of the pipeline system. This is both cognitive and “noble” work: we are constantly learning and gaining experience, and the specialists in whose areas of work you have modernized, developed and improved something, never forget to thank you.”

Alexander Nemkov began his story about capital construction projects at the Marine Terminal with the Tank Farm. Four out of ten SVFRT-100000 (steel vertical floating roof tanks) located here belong to the original construction project and have been reliably operated for 20 years. In 2017–2018, floating roof gates were reconstructed, and a SCADA-connected mixer system was installed to wash out paraffin deposits. In 2021, similar work on the reconstruction of the erosion and cleaning system of the SVFRT will be carried out on new reservoirs already built under the Expansion Project in 2015–2016.

ALEXANDER
NEMKOV



The reconstruction of a fire-fighting water supply pond also was a major project in the Tank Farm. In 2018, a 35,000 m³ pond was reequipped with new piping.

into operation within the framework of this project.

“It was not an easy project,” Alexander Nemkov comments. “The pond is necessary in or-

THE CPC MARINE TERMINAL IS BOTH THE RICHEST IN TERMS OF CONSTRUCTION PROJECTS AND THE MOST TECHNOLOGICALLY COMPLEX FACILITY

A fire-fighting dry pipe Du-600, which was connected to the accumulating ponds of the TF treatment facilities was built and put

der to replace the water in the reservoirs of the TF fire reserve in an emergency. Therefore, before the reconstruction of the pond, the piping was rewired for its direct supply from the treatment facilities. The implementation of this project has significantly increased the reliability of fire safety systems and the degree of environmental protection of the TF.”

Reconstruction of dam No 2 carried out in 2020 has significantly increased the industrial and environmental safety of the Tank Farm. Significant general construction and earthworks were carried out here, an earthen castle was restored, and receiving devices were added.

“Many of the construction projects implemented at the Marine Terminal are related to improving the safety of operation of facilities



and changes in legislation,” continues Alexander Nemkov. “We keep up with the times and keep our equipment up-to-date.”

Recently completed projects include the installation of a stationary system of foam fire extinguishing pipelines to groups of oil tanks and the installation of free-standing lightning rods at the site of diesel fuel tanks.

At the Shore Facilities, new opportunities for the oil port were provided by the introduction of a tug bunkering system directly at the berth. Here, in the harbor of auxiliary vessels, the fender protection was replaced in 2021.

Within the framework of overhaul and technical re-equipment programs, ball valves and valves of the pressure control unit of the Tank Farm and Shore Facilities are being progressively updated.

An interesting pilot project in 2020 was the introduction of a local warning system associated with the EMERCOM of the region in accordance with the requirements of the legislation of the Russian Federation:

“More than 15 km of cable products were laid, street wiring was done, loudspeakers – 278 devices were installed on the street and in all rooms. And now employees, regardless of the location of their jobs at the MT, simultaneously receive emergency notifications from the EMERCOM, for example, storm warnings,” says Alexander Nemkov.

It must be remembered: capital construction projects are carried out at a permanently operating facility, which always requires close cooperation with specialists from the Operations Department, HSE Division, as well as clear organizational work on admitting a construction contractor to the terminal. Particular attention is paid to the Shore Facilities of the Marine Terminal, which are not only densely packed with technological equipment, but are



also a customs and border control point and a transport security facility along with airports and railway stations.

“Each of us knows that any large and complex project cannot be done alone. This is always the result of the well-coordinated work of a whole team of specialists, real professionals in their field. Management support, constructive interaction of related services, the willingness of colleagues to participate in solving difficult tasks for me are one of the main motivators in our work,” Alexander Nemkov admits.

In 2021, no less important tasks have been set for the construction division at the Marine Terminal. In particular, it is planned to start replacing the Du-1000 ball valves, which are installed in front of the underwater pipelines.

“This is also a permanently operating equipment, so the bulk of the work will be carried out between the planned shutdowns of the pipeline,” explains Alexander Nemkov. “The installation of a complex retaining structure and the construction of an

additional concrete well will be required. An additional difficulty to the project is given by the fact that the operations will have to be performed in a hard-to-reach place, with the involvement of serious lifting equipment, because the weight of one ball valve is 16 tons.”

The construction of a new multipurpose reservoir (MPR) is also to start this year. After the completion of this project, the existing capacity of the MPR, built in 2001, will be taken out of work to carry out industrial expertise.

Large projects that are being prepared for implementation in the coming years will be the construction of high-voltage lines and a substation to provide the Marine Terminal facilities in accordance with the first category of energy supply, and the construction of a third administrative and household building. It will become the main building of the Marine Terminal. This large four-story building will house all the main services, which will simplify the interaction of various structures and making management decisions. ●

AUTHOR

VYACHESLAV MATYASH,
HEAD OF THE PDD DEPARTMENT,
STARSTROY LLC

MAXIMUM COORDINATION

ORGANIZATION OF INTERACTION
BETWEEN THE PRODUCTION AND
DISPATCH DEPARTMENT OF STARSTROY
LLC AND THE CPC OPERATIONS
DEPARTMENT – AS A CUSTOMER
AND A CONTRACTOR, THEY JOINTLY
WORK ON THE MAINTENANCE OF THE
TENGIZ – NOVOROSSIYSK PIPELINE
SYSTEM IN THE SCOPE OF A SERVICE-
ORIENTED ARCHITECTURE

Industry studies show that operation accounts for the most significant part of the costs of oil transportation companies. As part of the practical application of service-oriented architecture (SOA), the issues of the effectiveness of existing management systems come to the fore nowadays. With their automation, the customer creates a more proactive rather than reactive approach to managing fixed assets.

The MAXIMO computerized maintenance management system (CMMS), which is used to manage the maintenance of equipment by the Caspian Pipeline Consortium, provides for the maintenance of the entire complex of enterprise assets throughout the life cycle of its operation and links asset management with the overall

business strategy. It is also focused on reducing costs, acquiring and using assets, monitoring and managing services, increasing staff productivity and much more.

PDD CLOSELY INTERACTS WITH THE CPC OPERATIONS DEPARTMENT IN ITS WORK

In 2002, at the beginning of the implementation of the CPC oil pipeline system maintenance project, the Production Dispatch Department (PDD) was established in Novorossiysk as part of STARSTROY LLC Project Management Group (PMG)

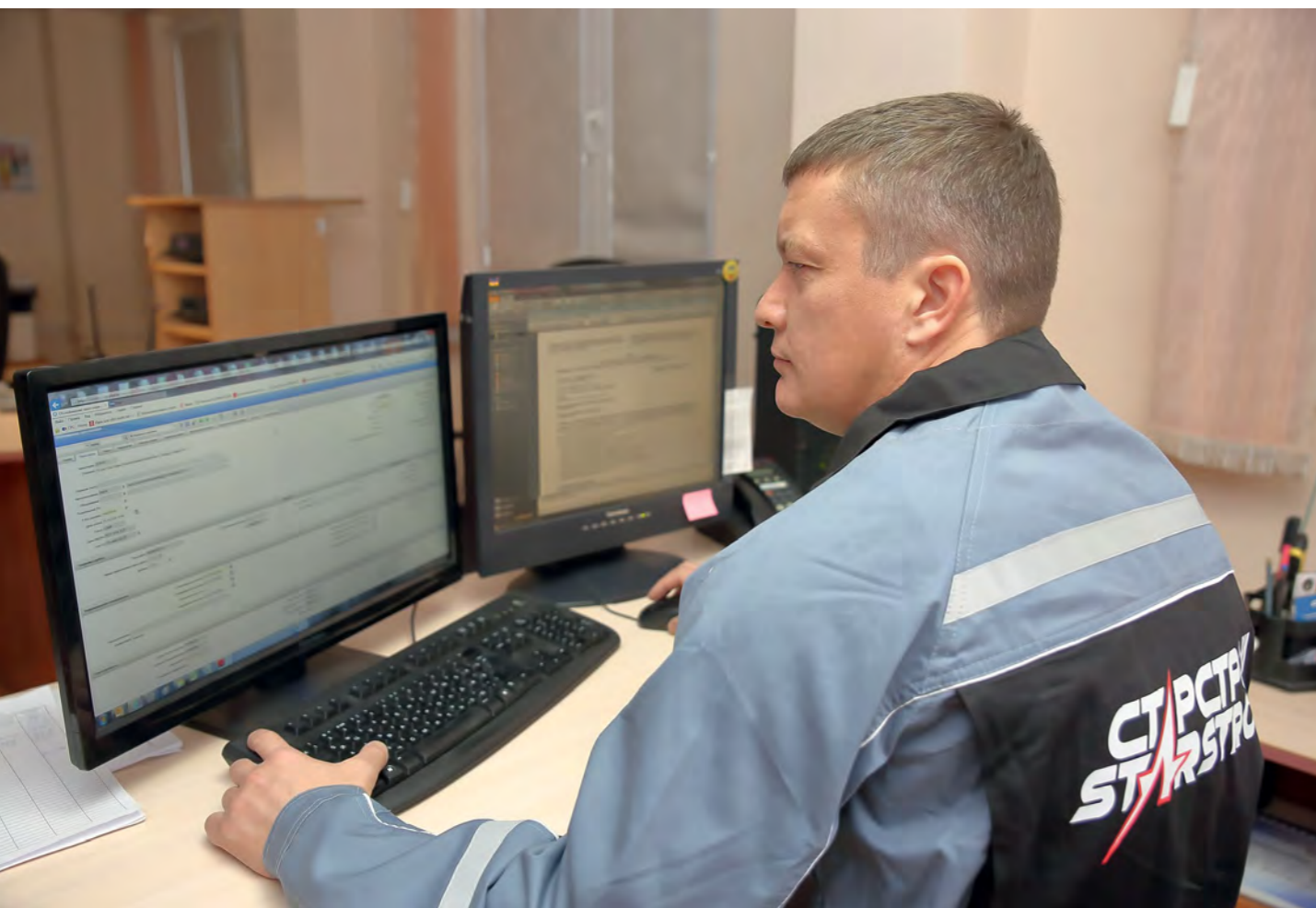
to monitor the ongoing work and the technical condition of equipment. The work of the CPC general contractor’s new division was organized around the clock at that time.

Upon completion of the third stage of expanding the throughput of the CPC main pipeline in 2017, the number of equipment and, accordingly, maintenance personnel increased, which necessitated the creation of PDD in the Directorates of STARSTROY LLC in the Central Region (Astrakhan) and the Western Region (Kropotkin).

The PDD includes the heads of the department, specialists of the computerized maintenance management system of the MAXIMO system and duty dispatchers.

The Production and Dispatch Department closely interacts with the CPC Operations Department in its work. The main tasks of the department include planning the production activities of the divisions of STARSTROY LLC and specialized laboratories, as well as organizing the collection, processing and provision of information on the progress of work on service orders (SO) by its own divisions and contractors. In addition, the tasks of the PDD include notification and collection of information as part of the response to emergency situations in accordance with preparedness plans, plans for eliminating possible emergency situations, as well as collecting and transmitting information on the progress of emergency recovery operations.

To solve these problems, the Production and Dispatching Department of STARSTROY LLC is provided with all the necessary regulatory documentation. Instructions, procedures, notification schemes, personnel actions in emergency



MAXIMO PLANNER
DENIS KIBER

situations have been developed and are periodically updated.

One of the main means of interaction between STARSTROY LLC and the CPC Operations Department is CMMS MAXIMO. The system database is built in such a way as to automatically generate work orders in accordance with the schedules of preventive maintenance of equipment prepared by the specialists of the Operations Department to perform scheduled preventive maintenance work. At the same time, the entire history of SO is tracked online – from initiation to completion.

The basis of the database is a list of equipment and work plans for preventive maintenance of equipment, drawn up in accordance with the maintenance strategy adopted by the company, passport data,

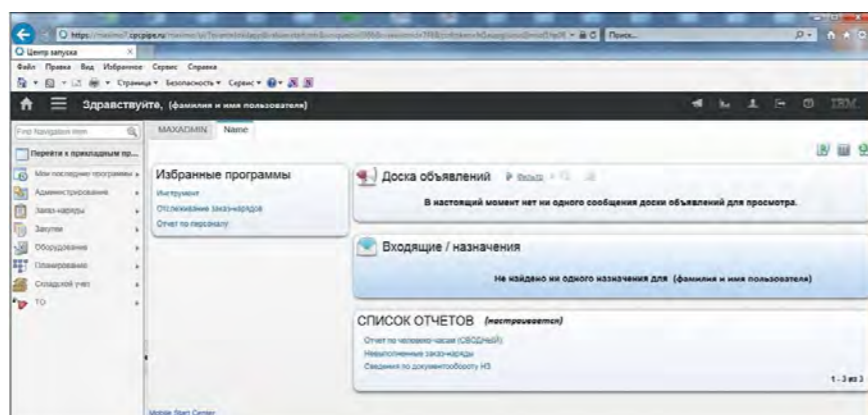
recommendations of manufacturers and current state regulatory requirements.

To organize the planning of equipment maintenance, specialists of the CPC Operations Department, 30 days before the beginning of the month, send service orders to PDD of STARSTROY LLC through the MAXIMO system, from where they send them by e-mail in the SO forms. Based on the received service order, PDD

specialists form weekly work plans and coordinate them with specialists from the CPC Operations Department. In turn, the PDD dispatcher sends information on the implementation of work plans to the CPC OD specialists on a daily basis.

In addition, PDD specialists daily monitor and analyze the fulfillment

CMMS INTERFACE FOR
COLLABORATION



of service orders by production units, prepare reports on the performance of maintenance work at CPC facilities, weekly and at the end of the month. They include information on the implementation of the available labor resource of the reporting month by production units, data on planned and actually worked man-hours. These data are sent to the specialists of the CPC Operations Department.

The results of the work performed by the contractor are documented in the form of SO archives, measurement protocols, acts and other documentation, which PDD specialists add to the MAXIMO database. Actual data on the worked man-hours of each SO are also entered here. This information is stored in the MAXIMO system database and is available to all interested parties of STARSTROY LLC and CPC Operations Department.

If there are any deviations from the normal operation of the equipment that require the immediate intervention of maintenance specialists during the operation of the CPC oil pipeline system, this information from the specialists of the CPC Operations

HEAD OF PDD
VYACHESLAV MATYASH



Department immediately goes to the PDD dispatcher, who immediately informs the management and the relevant divisions of STARSTROY LLC to take operational measures to eliminate the malfunction.

It should also be noted that PDD specialists actively interact with col-

The quality of service is optimized by reducing equipment failures and downtime, considering the analysis of the technical condition.

The use of a single asset database in CMMS MAXIMO facilitates making tactical decisions related to the technical condition of the equip-

THE USE OF A SINGLE ASSET DATABASE IN MAXIMO FACILITATES MAKING TACTICAL DECISIONS

leagues in the CPC Operations Department: they participate in the improvement of analytical data processing processes, make their proposals on the forms of reports generated in MAXIMO. This kind of cooperation contributes to the most efficient maintenance management of the CPC oil pipeline system.

The interaction of CPC specialists and STARSTROY LLC allows for effective planning and timely implementation of the assigned tasks, ensuring unconditional implementation of recommendations and approved equipment maintenance procedures.

Preventive maintenance that helps extend equipment life, optimizes capital investment. Improved workforce management enables new levels of efficiency in the application of the efforts of the specialists involved.

Effective work of the Production and Dispatch Department makes a significant contribution to the interaction of STARSTROY LLC with the Caspian Pipeline Consortium, contributing to the highest quality organization of maintenance of equipment of the Tengiz – Novorossiysk pipeline system.

AUTHOR
PAVEL KRETOV

TOOK OVER THE WATCH

FROM THE SECOND HALF OF MARCH 2021, TRANSNEFT SERVICE LLC STARTED THE COMPLEX OF WORKS FOR MAINTENANCE OF THE CPC MARINE TERMINAL

The rotation with the former contractor, Lamnalko LLC, took place exactly on schedule, at midnight on March 16. The vessels of the latter, having previously unloaded specialized equipment for the elimination of emergency oil spills at the pier of the harbor of auxiliary vessels, left the Marine Terminal. They were immediately replaced by tugs from Transneft Service LLC, which took on board all the equipment necessary for the work.

Already on March 17, the new contractor provided the mooring and loading of the first tankers at the single-point mooring (SPM) of the Marine Terminal. Before that, the specialists of Transneft-Service LLC, on the Portovoy 101 tugboat, in accordance with the procedures, carried out an inspection and clearly moored the sea giants with a length of 274 meters each to the SPM. At 02:54 Moscow time, Sonangol Rangel oil was received from SPM 1, at 04:42, SCF Samotlor

started loading from the SPM 3. The entire course of the night operation at sea from the Aliot tugboat was observed by CPC General Director Nikolay Gorbun, General Operations Manager Vladimir Shmakov and Regional Manager of the Marine Terminal Alexey Pelipenko.

Having started the complex of works on the maintenance of the Marine Terminal, Transneft Service LLC became one of the main contractors for the operation of CPC and with its well-coordinated

professional actions will contribute to the high performance of the Consortium in the field of zero injuries.

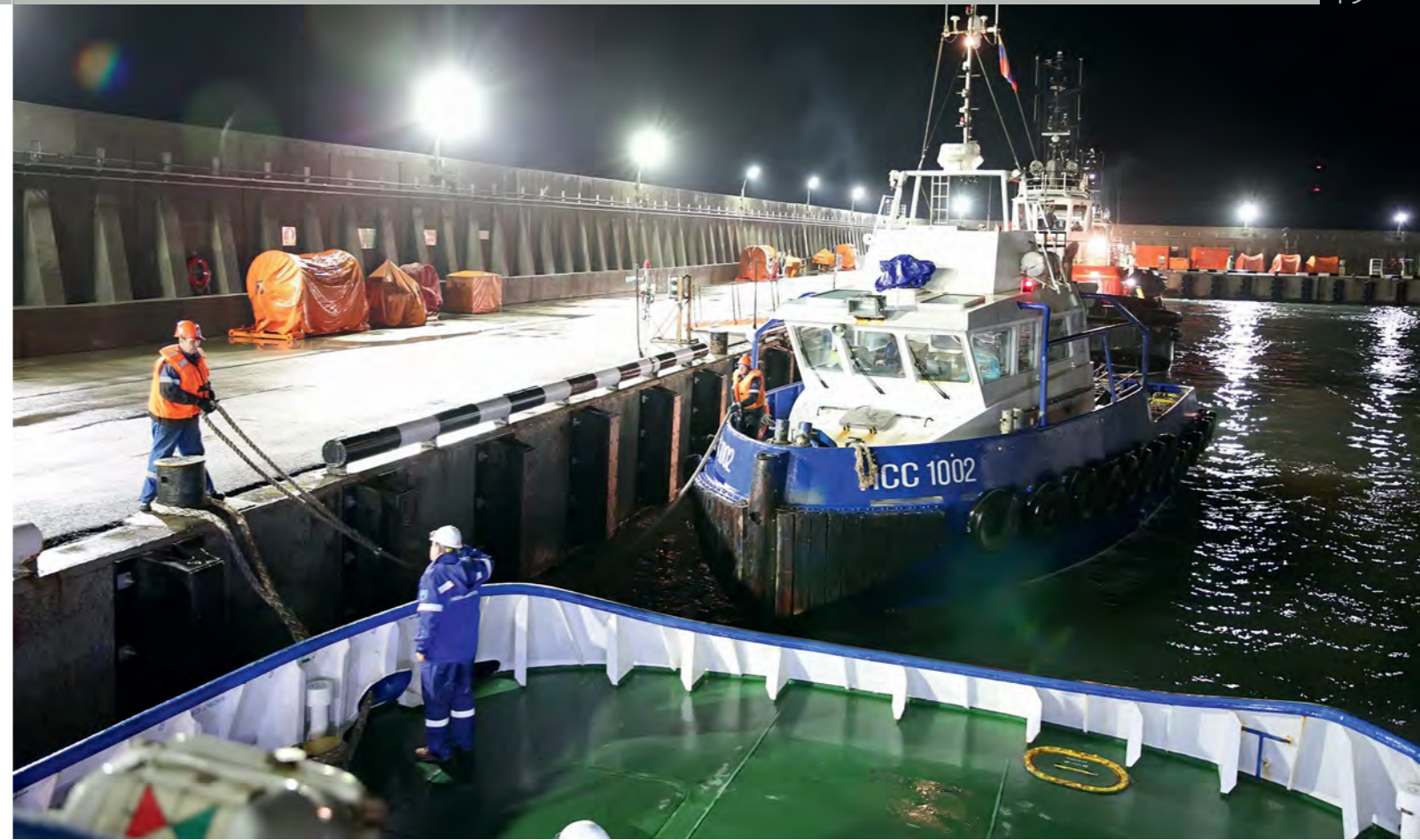
"For three years now, we have absolutely zero figures in the area of zero injuries and the first quarter of 2021 we continue at the same level," noted Nikolay Gorbun.

Today, in different regions of the country, Transneft Service LLC provides services for the development and further support of plans for the prevention, containment and response to oil



NIKOLAY GORBUN,
CPC GENERAL DIRECTOR:

« We have proven that Transneft Service LLC performs works at a high level of industrial and environmental safety, with strict observance of labor safety requirements. The change of contractor did not change the technological process of the Marine Terminal, the loading went on as planned.



ALEXEY PELIPENKO,
CPC MARINE TERMINAL
REGIONAL MANAGER:

Transneft Service LLC has extensive experience in servicing oil ports. In the field of freight forwarding services, this company provides its customers with a full range of services for the transportation and transshipment of oil and oil products for export through the ports of Novorossiysk, Makhachkala, Kozmino, Primorsk and Ust-Luga, and also provides services for the rescue readiness of the underwater section of the gas pipeline Russia – Turkey (“Blue Stream”). Since 2013, it has served as a professional rescue team at the CPC Maritime Terminal. The team is well aware of the methodology of maintenance and operation of the SPM, carrying out all mooring operations.



and oil products spills, pilotage services in the waters of oil and fuel terminals, towing services on sea transport, etc. Transneft Service LLC is armed with sea tugboats, including ice-class tugs, boom-laying boats, specialized work boats, bilge water

collectors, booms, oil gathering systems and floating tanks. Remotely piloted submarine vehicles with operating depths of up to 300 m are also used to survey underwater infrastructure.

Last year, in 2020, the CPC Maritime Terminal ranked first

among the TASS rating of Russian cargo ports, having processed 572 tankers on which 59 million tons of black gold were loaded. This year, the anniversary year for the company (25 years since the signing of the Shareholders Agreement and 20 years since

the first tanker was shipped), the shippers plan to export about 67 million tons of oil. And in this next record, along with all other divisions of the Consortium, the work of the specialists of Transneft Service LLC will undoubtedly be credited. ●

AUTHOR
DMITRY KONSTANTINOV

A NEW STEP TO OPTIMIZATION

IN FEBRUARY 2021, IN THE CPC OPERATIONS DEPARTMENT, THE INFORMATION AND ANALYTICAL SYSTEMS (IAS) DIVISION WAS ESTABLISHED AND STARTED ITS WORK. WE TALK ABOUT THE TASKS, FUNCTIONALITY AND PLANS OF THE NEW STRUCTURE WITH THE HEAD OF THE IAS DIVISION ALEXEI IVANIN

Alexey Sergeevich, our readers know you as the head of the Technological Calculations Group and the CPC representative in the International Association of Oil Transporters (IAOT). Congratulating on the new appointment, first of all we want to ask: is the creation of the Division of Information and Analytical Systems a centralization or another principle of reform?

Thanks for the compliments. It really is the centralization of the functions and tools of our corporate IT structure and administrative optimization.

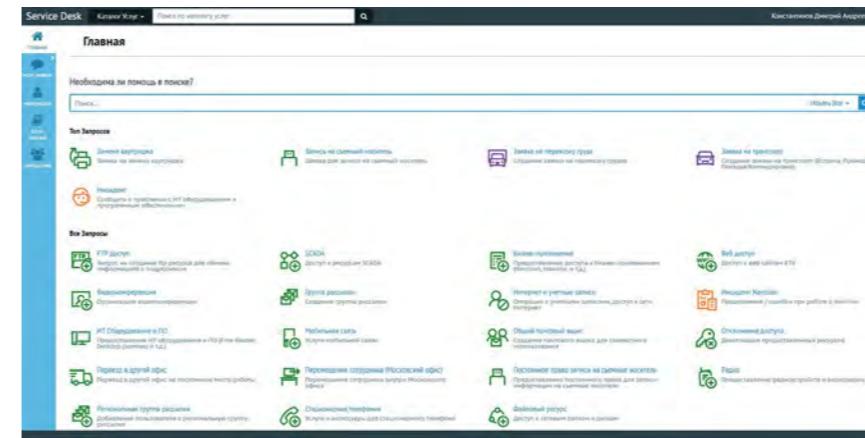
What were the prerequisites for the creation of the Division of Information and Analytical Systems? How did you come up with the idea of creating a new structure?

As you know, ideas do not come just like that. They arise either with problems or with the need for changes due to market conditions. A prerequisite for the appearance of a new division at CPC was, first of all, the need for end users to optimize their work with accounting and information systems and services within the framework of a "one window". Difficulties in the administrative and functional management of IT resources were also noted, since in the company they were distributed among different departments. The budgets of these localized groups were allocated accordingly. From a management point

of view, they were subordinate to different leaders. This imposed significant restrictions (technical and financial) on the implementation and development of new projects, solving new problems. The localization of IT resources for the specific tasks of each department did not allow seeing the whole picture, planning budgets and tasks based on the needs of the entire company, rather than individual departments.

What tasks have been set for the new division, what functions are you planning to perform?

When forming the IAS Division, it was entrusted with the tasks of eliminating previously announced problems, consolidating existing local IT groups into a single structure. Initially, the division was assigned operational tasks to solve critical issues of optimizing the work of the current accounting, financial and information-analytical systems of the company, as well as ensuring high quality of their interaction with each other.



In addition to these operational tasks, the IAS Division is also entrusted by the management of the company with strategic tasks that are significant both for the effective conduct of business by the company and for the optimization of internal business processes. The first of such tasks is to create a universal data warehouse and a universal data bus, which will allow us to provide end-to-end information exchange between

The second task is to build an integrated corporate digital environment for company management that unites all users of systems and services into a single information space. Such an environment will allow different levels of CPC management to manage the company, analyze current activities, implement development strategies, receiving all the necessary management data and reporting online, which will fur-

INITIALLY, THE DIVISION WAS ASSIGNED OPERATIONAL TASKS TO SOLVE CRITICAL ISSUES

all CPC systems and services, using a single source of this information at all levels. Providing this kind of «communication» is a non-trivial task and rather complicated both in technical terms and in terms of its implementation. Currently, part of the data is entered manually, part is stored in various systems and databases, part is unloaded from file directories, which introduces a significant element of complexity in managing data flows and storing them. The solution to this problem will significantly limit the collisions and the role of the human factor that are present when using different sources for the same information.

ther increase the efficiency and quality of management decisions made in the company. Currently, unfortunately, not all services

and systems «know how» to interact with each other in a fully automatic mode.

The third task is the automation and robotization of most of the routine business processes in the company, operational and management reporting. Solving this problem will significantly reduce the labor costs of specialists from various divisions of the company, which will free up their time to develop current and study new professional competencies, the use of which will make our company even more successful.

These are the three main strategic tasks assigned to our division.

Are you going to develop these solutions from scratch or is it possible to adapt the ready-made systems already existing in the companies in the industry to the CPC tasks?

Of course, we adopt experience and best industry practices, make inquiries to our shareholders, and monitor external sources for the implementation of such projects. All this makes it possible to draw up a picture of future development and its main directions. It doesn't matter whether we are talking about pipeline transport, energy or mining – in fact, all large companies have already realized the need for digital transformation of business and production processes, building full-fledged



ERP systems for managing the financial and economic activities of an enterprise.

We are currently in dialogue with potential ERP systems suppliers who have experience in implementing such systems at large enterprises to discuss current trends, software products, platforms and system solutions: which of them are currently relevant and have the ability to further develop. Now we are in the phase of active discussion, choosing a vector, which of the platforms we will use to organize an integrated corporate digital environment.

Does the need for compatibility with the already used in the Consortium IT solutions affect your choice of platforms and software?

We always start from the needs of the market and what is represented on it. We select from among digital solutions and software manufacturers those whose products can meet all CPC's business needs, have broad architecture flexibility and have good potential for development over the next 10-15 years.

We try not to reinvent the wheel, but to make the most of the IT solutions already implemented in the company, practices and methodologies that have proven their

effectiveness. Now we are comparing and analyzing all the new offers of the companies that are already CPC partners, for compliance with our current and future tasks, and also pay close attention to other major players in the market for these services. As a result, a comprehensive expert assessment will be made, based on the results of which the development format will be chosen: deep optimization of current systems or a new platform and, accordingly, a specific type of platform.

It is always easier to destroy than to create, and therefore we take into account the value of IT modules and systems already implemented in the company, customized for the specifics of the Consortium's work. Creating similar modules on other platforms from scratch or integrating the existing one with the new is a rather difficult task. Therefore, we will try to preserve the previous developments, making the most of their potential.

What services does the IAS Division consist of? Are these services re-created or based on other divisions? Is this the final structure of the Division or is it planned to be re-formed with new services and new specialists?

I could not say with complete certainty that it is the final structure.

The Division has three services now. The Applications and Software Development Service under the leadership of Dmitry Bogomolov actually retained its previous functionality. It is responsible for the development and maintenance of databases, the creation of the very customized modules, information systems, software and applications that are used in the work of the company.

The second substructure is new, it is the Information Systems Support Service under the leadership of Kirill Alekseev. Its formation can be called the transformation of the previously existing Group of financial systems into a new quality. If earlier this service was responsible only for the financial system, now its functionality will be expanded by technical support for users of other systems and services of the company: issuing access rights, taking into account wishes, collecting and resolving emerging issues, administration. Thus, the development of internal software products of the company and their technical support will be divided between the two services of the department.

The third substructure is the Process Calculations Service under the leadership of Alexey Andrushchenko. This division is engaged in the analysis of production data, planning of oil transportation processes. The entire Technological Calculations Group, which previously performed similar tasks in the company, moved to the new IAS Division.

How will the interaction in the created corporate digital environment be carried out with the production unit, for example, with the SCADA system?

SCADA, as a control and management system for technological processes, is a completely separate system and is included in the area of responsibility of another division – the Control Systems Group. Our division interacts and will continue to interact with the SCADA system only at the level of obtaining data for various types of analytics, reporting and monitoring of parameters. A separate database has been created on the corporate server, where this data is received and from where it is used by corporate systems and business applications. A similar structure of interaction is planned with other systems of the production block, which fully fits into the concept of a single data warehouse and meets the conditions of information and cyber security.

What is the significance of the new structure in the scale of CPC activities and the prospects for further development of the IAS Division?

Within the company, I think that the creation of our division is the first step and driver to the possibility of transition to a new quality of enterprise management using digital technologies. Today, you will not surprise anyone with the level of digitalization of the banking sector, where absolutely all processes are formalized,



visualized and automated to the level of "a couple of clicks" and "assistant robot", and this is perceived as something inherent and commonplace. Therefore, of course, all companies in other sectors understand that this way of doing business is no longer just a tribute to fashion, but

difficult, since it requires linking together a large number of accounting and other processes, creating unified classifiers of objects and equipment. A "language barrier" often arises between our various systems nowadays: the same elements can be categorized and labeled differently in different

THE INFORMATION AND ANALYTICAL SYSTEMS DIVISION PLANS TO CONTRIBUTE TO THE IMPROVEMENT OF WORKING CONDITIONS

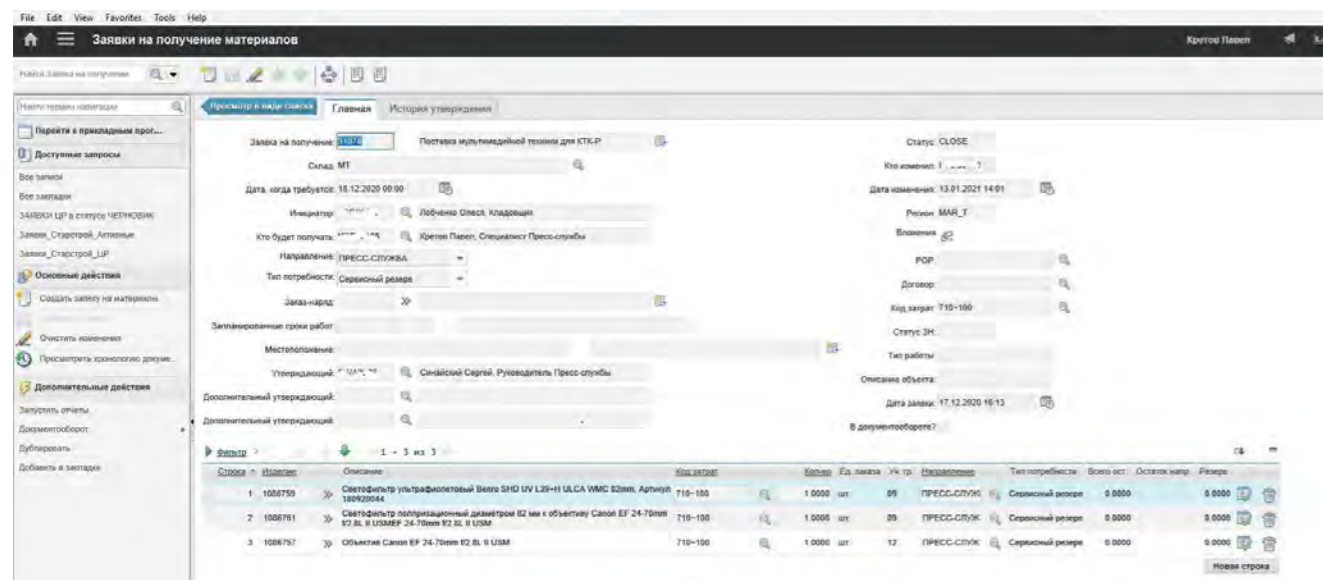
the requirements of objective reality and its prospects.

Therefore, our main tasks now and for the future are, firstly, to ensure the operation of the company's digital environment so that users do not have problematic issues of working with software, systems and services. Secondly, it is necessary to automate routine processes so that employees need as few manual operations as possible. Thirdly, automate the entire reporting and analytics register so that it is easily and quickly accessible to end users and company executives.

The task is simple and clear, on the one hand, but on the other hand, its implementation is quite

systems. The implementation of a single structured digital corporate environment will allow all these issues to be closed and all our automated information and analytical systems will be able to fully «communicate» with each other.

Consistently solving the problems of creating and optimizing a unified corporate IT infrastructure, the Information and Analytical Systems Division plans to contribute to improving working conditions and increasing its productivity, which, in general, will further increase the efficiency of the Caspian Pipeline Consortium, strengthening its position as one of the leading international companies.



AUTHOR
PAVEL KRETOV

SYSTEMS WORKED IN A COMPLEX

IN MARCH 2021, IN THE TANK FARM OF THE MARINE TERMINAL OF THE CASPIAN PIPELINE CONSORTIUM A FIRE-TACTICAL EXERCISE HELD. 52 PEOPLE PARTICIPATED IN THE EVENT JOINTED BY CPC AND THE EMERCOM OF RUSSIA, 15 UNITS OF EQUIPMENT WERE INVOLVED

The start of such exercises is necessarily carried out from places of permanent deployment from this year — all participants must realistically assess the time spent on deploying a complex of forces

and equipment according to the third, highest rank of fire extinguishing complexity.

According to the scenario of the exercise, at 10 a.m. Moscow time, the alarm panel of the fire station of the Kuban fire engine depot

received a signal about a fire on the steel vertical floating roof tank No 3. Immediately, the personnel of the fire department of the Tank Farm, led by the chief of the guard, went to the place where they established the following: an explosion occurred,

the combustion spread over the entire surface area of an oil tank with a capacity of 100 thousand m³. Conditional reconnaissance also revealed that the automatic fire extinguishing system worked effectively. At the same time, the dispatcher of the CPC Operations Control Center “gave the command” to stop the tanker loading and “take” the ship away from the SPM.

Four firefighting and rescue teams promptly arrived at the steel vertical floating roof tank No 3, which successfully deployed a high-performance mobile fire-extinguishing system “Fishcon”, stationary monitors and conducted a foam attack. The firefighters performed actions to cool the “burning” and neighboring tanks during the conditional extinguishing of the fire. The main pumping station for the fire extinguishing of the Tank Farm of the CPC Marine Terminal was launched. Two systems of dry pipes with a diameter of 630 mm were used to supply water from a fire-prevention pond with a volume of 35 thousand m³ and to supply a foaming agent from a storage warehouse. Due to the use of these systems, foam pumps at the foam concentrate storage warehouse and a pumping station permanently installed on a fire-fighting reservoir, the exercise participants deployed and put into operation all the components of the “Fishcon” system in about an hour (which is four times faster than the standard).

During the exercise, representatives of the facility’s fire brigade, members of the voluntary fire brigade, the Federal Fire Service and the Rescue Service MBI PERS “Rescue Service” worked out techniques and methods of unit management, evacuation of victims from the territory, coordination of actions when extinguishing a fire and practical skills in using specialized equipment.

“All the goals and objectives of the event were successfully completed, everything went according to the plan of the exercise,



ALL GOALS AND OBJECTIVES OF THE EVENT WERE SUCCESSFULLY COMPLETED, THE PARTICIPANTS MET THE STANDARDS

the participants met the standards,” summed up the results of the exercise, Regional Manager of the CPC Marine Terminal Alexey Pelipenko. “Training sessions are systematically

held at our facilities — by working with every guard, every driver, members of volunteer fire brigades, we are trying to bring all actions to automaticity.”





“We highly appreciate the results of the exercises,” said Dmitry Kislitsyn, head of the 2nd fire and rescue squad of the Federal Fire Service of the Main Directorate of the EMERCOM of Russia for the Krasnodar Krai. “One can feel both the preparation and the serious attitude of the management of the Marine Terminal and the Kuban Fire Department to the fire protection of the facility. An important goal of the training was to demonstrate new techniques and methods of organizing work on managing units when extinguishing fires, as well as new equipment and fire extinguishing agents.”

“The constant, painstaking work of not only a fire safety engineer, but many MT specialists – instrumentation and control engineers, mechanics, technologists and others is behind the reliable operation of fire extinguishing systems. This is the result of the well-coordinated work of the entire team. Therefore, we never introduce conditions under which some equipment “did not work” in the approved exercise plans: we are ready to demonstrate the operability of all systems in the complex, anytime, anywhere,” said



Leonid Matviychuk, Senior Engineer, Fire Safety and Oil Spill Response at MT.

Automatic foam fire extinguishing systems, an irrigation system are regularly used at the exercises in the Tank Farm of the Marine Terminal, firewater monitors are used on the embankment of tanks and mobile fire extinguishing equipment. By the way, in 2020, the firefighting units of MT completely renewed their fleet of equipment – seven new vehicles were put on alert at once. Work on increasing the fire protection of the terminal facilities continues. A technical task to replace the “Fishcon” installations with a more mobile analogue while maintaining high productivity is also being developed. ●



AUTHOR
PAVEL KRETOV

IVAN SHARAY: “AND FOR THE COUNTRY GENERALLY”

FEBRUARY 10TH CPC CENTRAL REGION MANAGER IVAN SHARAY TURNED 65 YEARS OLD. ALMOST 40 YEARS OF THEM HE DEDICATED TO THE OIL INDUSTRY

Ivan Ivanovich, tell us about how you entered the profession and became an oilman?

The place where I was born is in the middle of the oil region in Belarus. Geologists have installed two drilling rigs right next to my village, but they haven't found anything. Well, I wanted to find, and I decided for myself that I would definitely go where I could find it. First, I graduated from the vocational school of geology, then in 1982, the Gomel State University with a degree in geological engineering, and for three years I was assigned to the Usinsk geological exploration expedition. Then there was perestroika, so geological exploration activities in the country were curtailed, focusing on the development of already found deposits. And I switched to oil production - as a geologist, head of the oil field, head of the technological department of OGPD, acting as chief engineer of OGPD. In the early 2000s, I joined Zarubezhneft JSC as chief engineer of SK Rusvietpetro LLC.

What do you remember during your work in the oil industry?

First of all, the development, construction and development of the largest oil fields of the Far North, such as the Kharyaginskoe, Central Khoreyver uplift, West Khosedayu named after Sadetsky and others. Moreover, I launched the Central Khoreyver uplift field already as chief engineer of SK Rusvietpetro LLC.

It was required to carry out a lot of calculations, drill and equip wells, build 150 km of roads and the same number of oil pipelines, mount oil treatment units. Northern oil has a high paraffin content and solidifies already at + 18 °C, so it was necessary to carry out heating installations, insulate pipelines. In permafrost

Today, under the leadership of Ivan Ivanovich Sharay, reliable and uninterrupted operation of the regional section of the CPC pipeline system in the Astrakhan Oblast and in the Republic of Kalmykia is being carried out. Over the years of his career, Ivan Sharay was awarded the honorary title "Honored Worker of the Ministry of Fuel and Energy of the Russian Federation", awarded the Certificate of Honor of the Ministry of Fuel and Energy of the Russian Federation, the Certificate of Honor of the Ministry of Industry and Trade of Vietnam, the Medal of the Order "For Merit to the Astrakhan Oblast" Republic of Kalmykia and other marks of Excellence.



conditions, the latter were laid on supports above the ground, like on the Trans-Alaska oil pipeline, where I had been before. However, the Americans used expensive thermal stabilization technologies there, and Russian engineers found more economical, but no less reliable construction options.

You came to CPC in 2015, in the midst of the Expansion Project implementation? What were your impressions?

Yes, I participated in the commissioning of all four new stations in the Central Region: A-PS-4A, A-PS-5A, PS-2 and PS-3. Of course, there is more powerful equipment

here than I have seen at oil production enterprises. Judge for yourself: the field produces about 3 million tons of oil annually, and CPC pumping stations transport almost 60 million tons per year. Another difference between oil pipeline worker is that at work they walk through clean, green production facilities and see oil only in the form of samples for analytical laboratories.

What can you say about the team you are leading today?

I am happy that I am the head of the team of the Central Region. Well-trained specialists who are equally confident in performing routine work and solving complex problems. I am also grateful for the tremendous daily support of our highly professional colleagues from the Moscow office.

I AM HAPPY THAT I AM THE HEAD
OF THE TEAM OF THE CENTRAL
REGION



Now we all together pay great attention to the implementation of the Debottlenecking Program, which will bring the Tengiz – Novorossiysk oil pipeline to maximum mechanical capacity. It is good that this development of the infrastructure of the Caspian Pipeline Consortium facilities will contribute to strengthening the socio-economic situation not only on the territory of the Astrakhan Oblast and the Republic of Kalmykia, where the facilities of the CPC Central Region operate, but for the whole country generally.

AUTHOR
GULZHAN ISMAGULOVA

THE AKSAKAL FROM ATYRAU

ON FEBRUARY 28, 2021, THE VETERAN
OF CPC ZINON BAKHTIYAROVICH
ABDRAKHMANOV CELEBRATED HIS
80TH BIRTHDAY



Zinon Abdрахманов is a worthy successor of the branch dynasty. His father Bakhtiyar Abdрахманов devoted his life to the oil industry, was one of the first Honored Oil Workers of the USSR, holder of the Orders of Lenin, the Red Banner of Labor, Badge of Honor. His descendants continued their father's work with dignity – eight out of ten children of Bakhtiyar became oil workers. Time flies, new highways are being built – and now Zinon Bakhtiyarovich himself is respectfully called a veteran of the oil industry.

Zinon Abdрахманов was born in the city of Atyrau (then Guryev) on February 28, 1941. Since childhood, which fell on the harsh years of the war,

following the example of his father, he dreamed of becoming an oil worker. Before entering the university, Zinon Abdрахманов worked in working positions in the oil and geology system and at the "Baichunas" oil field.

After graduating from the Moscow Institute of Oil and Gas Industry named after I.M. Gubkin in 1966 he began work in the "Mangistauneftegaz" association in the city of Shevchenko (now Aktau) as the head of the instrumentation department.

In the late 1960s, the construction of the Uzen – Guryev – Kuibyshev "hot oil pipeline" began. Here, under the leadership of the head of the instrumentation department Z.B. Abdрахманов, for the first time in the USSR,

a new system of automation and control produced by Honeywell was introduced. This system has been running smoothly for a quarter of a century.

In 1978 he was appointed chief engineer of "Yuzhnefteprovod". In 1984 he became the director of the East Kazakhstan Directorate of Trunk Oil Pipelines. He launched oil pipelines Omsk – Pavlodar – Chimkent, Chimkent – Chardzhou, Kumkol – Karakoin.

In 1992 Zinon Bakhtiyarovich became the General Manager for Oil Transportation and Pipeline Design of "KazMunayGaz".

Zinon Abdрахманов's multi-faceted long-term experience and professionalism made a significant contribution to the establishment and reliable operation of Kazakhstan's oil pipeline system. As chairman of the state commission, he put into operation such oil pumping stations as "Ekibastuz", "Stepnaya", "Karakoin", "Atasu", "Barsengir".

In 1998, Zinon Abdрахманов became the regional manager of the Caspian Pipeline Consortium, which was just making its "first steps" in the Atyrau region. A competition was announced for a responsible position, representatives of CPC shareholders took part in the interviews. As a result, Zinon Abdрахманов was chosen out of 20 candidates – influenced by his



multifaceted experience as both an oil pipeline and a State-level manager.

"There was a lot of new work, but we helped each other, stood shoulder to shoulder," recalls Zinon Bakhtiyarovich. "As a result, the Caspian Pipeline Consortium almost immediately after its establishment reached the level of the world's leading profile companies."

The hero of the day who has dedicated his whole life to black gold is respectfully called "abyz aksakal" in his homeland. This means more than the eldest in the family or the head of the clan – this is a Teacher, a Mentor, and the greatest. The sons and daughters of Zinon Abdрахманов followed in their father's footsteps, choosing the "oil" profession. Last year, Zinon and his wife Zhaylan celebrated their golden wedding – 50 years since their marriage.

"It's not difficult for me to be the wife of an oilman," Zhaylan admitted at the anniversary interview. "Because I am an oil worker myself."

In 1972, Zhaylan Kurmangazieva became a candidate of sciences in petrochemistry.

Our colleagues in Kazakhstan and Russia heartily congratulate Zinon Bakhtiyarovich Abdрахманов, a veteran oil pipeline operator, Chevalier of the "Kurmets" Order, Honored Oilman of Kazakhstan, on his 80th birthday. "Panorama CPC" magazine gladly joins in congratulations! ●



CPC PRESS SERVICE

BEST VIDEO EVER

2.5-HOUR 24-SERIES CPC FILM "INTRODUCTORY BRIEFING" WINS THE XVIII ALL-RUSSIAN ACMR COMPETITION (ASSOCIATION OF DIRECTORS FOR COMMUNICATIONS AND CORPORATE MEDIA OF RUSSIA) 2021

On March 16, 2021, the X Moscow International Corporate Video Festival was held in Moscow in the Great Hall of the "Russia Today" INA, within the framework

of which the results of the "Best Corporate Video – 2021" competition were summed up. The Caspian Pipeline Consortium became the laureate in the nomination "Video on labor protection

and industrial safety", which presented its 24-series project «Introductory briefing» to the jury (which included the heads of communication agencies and PR departments of leading companies, as well as independent experts).

The relevance of the creation of this film was due to the commissioning of new production facilities of the company, changes in the regulatory framework, as well as the need to replace



ELENA
BULATOVA

ИНТЕРЕСНО ПОНЯТНО УНИВЕРСАЛЬНО СЖАТО



the old 7-hour film, shot in 2010. Specialists of the HSE Department, together with colleagues from the CPC Press Service, created a compact 2.5-hour universal film, consisting of information blocks that can be selected and demonstrated to company employees and contractors based on their specific professional tasks.

The video has the format of a public speech: three speakers, addressing the audience, take turns making an interactive video presentation from the stage, which

The key objects of the Consortium were filmed to display real production locations. On top of these footage, computer graphics are superimposed – augmented reality with a demonstration of workflows. More than a hundred mini-stories explaining safety rules and handling personal protective equipment were filmed in the studio and also supplemented with modern graphics.

"It should be noted that more than 1000 briefings have already been conducted using new video content since June 2020," says Ele-

24 episodes of the film "Introductory briefing", aimed at employees and contractors of the company and giving a vivid and memorable idea of the rules in force at CPC in the field of HSE, are freely available on the corporate video platform YouTube channel (<https://youtu.be/y64Rj0t3DsA>).

Let us remind, that the Caspian Pipeline Consortium magazine "Panorama CPC" and its electronic version – the website www.cpc-online.ru became the laureate of the All-Russian ACMR competition among corporate media. The achievements of print and online publications were noted by an authoritative jury in the category "Intra-corporate media".

THE RELEVANCE OF MAKING A FILM IS DUE TO THE COMMISSIONING OF NEW PRODUCTION FACILITIES

is supported by animated infographics on a huge video screen. The previously created 3D character «Kaska» is involved in the film, personifying the CPC expert in the field of HSE, who enters into a discussion with the speakers, jokes, gives instructions.

na Bulatova, HSE Deputy General Manager of "CPC-R" JSC. "During this time, not a single accident or serious industrial accident has been recorded. At the same time, the duration of the briefing was halved, which saves the company thousands of man-hours of working time."

LINK TO THE FILM
"INTRODUCTORY BRIEFING"



AUTHOR
PAVEL KRETOV

TO WORK WITH TASTE

THE REVIEW LIKE “TASTY, LIKE HOME!” AND “TASTY, LIKE MOTHER’S!” IS THE HIGHEST EVALUATION OF WORK FOR COOK OF MASTER-SERVIS LLC. EMPLOYEES OF THIS COMPANY PROVIDE FOOD SERVICES AT 12 CPC PRODUCTION FACILITIES LOCATED IN THE ASTRAKHAN OBLAST, IN THE REPUBLIC OF KALMYKIA, IN STAVROPOL AND KRASNODAR KRAI



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ABUNDANCE OF RUSSIAN CUISINE

The menu in the Consortium canteens is never repeated for two weeks and at the same time takes into account regional peculiarities and habits of CPC employees.

“At many facilities, personnel work on a rotational basis away from families, and we consider it important that our kitchen has a favorable psychological effect on employees of being at home,” says Vladimir Lisichkin, Director of Master-Servis LLC. “All visitors of the canteen are treated as dear and always welcome guests.”

Responding to the wishes of the «guests», in the CPC Central Region (area of responsibility – Astrakhan Oblast and Kalmykia), chefs mostly prepare dishes of Russian, European and Eastern cuisines. The unique abundance of Russian cuisine is due to its openness to numerous borrowings from neighbors. From the Scythians and Greeks, the Russians adopted the skill of excellently preparing yeast dough; rice, buckwheat and spices came to Russia through Byzantium, tea from China, and dumplings from the Urals. The southern Slavs brought sweet peppers, eggplants and zucchini to Russian cuisine; western – borsch, cabbage rolls and pierogi. In the 16th-18th centuries, Russian cuisine absorbed all the best that



Jacek Chabrazewski/Shutterstock/FOTODOM

existed in the cuisines of European countries: salads and fresh vegetables, smoked meats and chocolate, ice cream, sugar and coffee.

Despite the fact that many modern products (potatoes, tomatoes, corn, rice) were unknown in Russia for a long time, foreigners noted

that the Russian table was rich and varied even among the common people. The main products were turnips, cabbage, radishes, cucumbers, fruits, berries, mushrooms, fish and sometimes meat. The abundance of cereals made it possible to prepare many vari-

THE MENU IN THE CONSORTIUM CANTEENS IS NEVER REPEATED FOR TWO WEEKS



BarbaraGoreckaPhotography/Shutterstock/FOTODOM

eties of bread, pancakes, porridge and kvass. Russian cuisine does not require exotic ingredients, but a lot of experience is required for delicious preparation.

AT THE JOINT OF EUROPE AND ASIA

The term «European cuisine» is used to summarize the diverse culinary traditions of the countries of this part of the world. A characteristic feature of the table of Europeans is both the abundance of meat and vegetable dishes, and the secondary role of various seasonings and sauces due to the

desire to preserve the true taste of the components. Eggs are widely used in European cuisine: fried and boiled, in one of the ingredients of flour dishes and even as a base for some drinks.

Oriental cuisine deserves special mention. It owes its diversity and wealth to Central Asian, Japanese, Indian, Chinese and Arabian cuisines. A common feature is a riot of tastes, aromas and colors, the use of rice, lamb, an abundance of spices. Tatar cuisine tends to the east, which is especially loved by workers at production facilities in the Astrakhan region. This cuisine has incorporated many culinary traditions of its neighbors: Russians, Mari, Udmurts, Kazakhs and other peoples. The basis is made up of meat and cereal dishes, as well as dairy products and baked goods.

Delicious Tatar soups and chowders are well known, which, as a rule, are prepared in strong meat broth and seasoned with noodles or cereals. Tatar cuisine makes extensive use of vegetable and animal fat: first – mutton, as well as horse, beef and poultry. An explanation of this fact can be found in history: the nomads needed fat to maintain their strength in distant passages.

GENERANCE OF THE CAUCASUS

The territorial location of the CPC Western Region facilities (area of responsibility – Stavropol and Krasnodar Krai) also affects the tastes of the Consortium employees.

Here preferences are given to Caucasian and Kuban cuisines the recipes of the first are influenced by the mountainous terrain, diverse in its climatic zones. Lamb, cheese and dairy products dominate in the Caucasian cuisine. Trout is preferred to all types of fish. The recipes reflect the beliefs and traditions of numerous Caucasian peoples. Interestingly, pork is rarely found here, even among Christians; chicken is often cooked. And the warmer the climate, the more vegetables and fruits the table is decorated with.

Kuban cuisine is also a vivid example of the mixing of culinary traditions, because this region is a real symbiosis of the cultures of the peoples of Europe and Asia. In addition to the Ukrainian trend (modern Kuban Cossacks are from geographically close Ukraine), the Kuban cuisine, of course, also experiences Russian influence, and from the south, the already mentioned culinary Caucasus brings diversity. Georgian kebabs, Ukrainian

« SERGEY NOSOV, MANAGER, ASTRA- KHANSKAYA PS:

The station switched to a rotational regime during the pandemic, and the staff of the canteen also quickly reorganized, providing tasty and high-quality meals three times a day. The menu includes a variety of soups, main courses, a lot of national cuisine of the peoples of the world, excellent pastries – buns stuffed with fruits grown in the garden on the territory of the PS.

« SERGEY MOROZ, SHIFT SUPERVI- SOR, PS-8:

I like the variety in the organization of food, especially dietary. I am on a diet and I want to note that the entire menu is healthy and delicious! I love fish dishes very much. Always looking forward to potato pancakes.

« SERGEY CHERED- NICHENKO, OPERATOR, PROCESS IN- STALLATION, PS-4:

I like food, I like beautifully decorated holiday dishes, for example, New Year's. I am happy to leave comments to the chefs, because I myself am fond of cooking. I love salads: dressed herring and Russian salad. From the second course I prefer lasagne or boiled chicken. I love a variety of cereals.



Jacek Chabraszewski/Shutterstock/FOTODOM

borscht, Russian pies, Armenian dolma, and Uzbek pilaf are equally loved in the Kuban...

Fresh vegetables and a large amount of greens are the hallmark of the Kuban cuisine. The latter, well washed and cleaned, is often served as a separate dish. Depending on the season, it can be dill, parsley, cilantro, lettuce, basil, tarragon and green onions. Guests are offered vegetables whole or coarsely chopped.

MEDITERRANEAN DELICATES

CPC Marine Terminal is an area of special attention for the authors of the corporate menu. Side by side with the indigenous inhabitants of the Kuban, many specialists work here, not only from other regions of Russia, but also from other states. Favorite cuisine here is Mediterranean. Scientists note that it not only delights the taste but is also very beneficial to health. No wonder Italians, Greeks, Spaniards and other coastal residents look great and demonstrate impressive longevity records. The secret is that Mediterranean cuisine contains little animal fats, but fish and seafood, fresh vegetables and cheese are abundant. Important foods are olive oil, lamb, beef and, of course, fruits.

« ROMAN KOZYACHEV, LEAD ENGINEER, CAPITAL CONSTRUCTION AND REPAIRS, MARINE TERMINAL:

I had a chance to eat at various facilities of the CPC oil pipeline, serviced by Master-Servis LLC. Everywhere the food is delicious, but the Marine Terminal canteen is among the leaders in terms of service, comfort, and a beautiful view from the window. Everywhere the food is delicious. In spring and summer, I prefer salads, especially "Caesar". The cooks in the canteen of the Marine Terminal are flexible in responding to our requests and even if you do not order in advance, the ordinary dishes in the canteen are beyond praise.

« ALEXANDER NEMKOV, SERVICE HEAD, CAPITAL CONSTRUCTION AND REPAIRS FOR MA- RINE TERMINAL

A special application for choosing dishes works effectively. It is convenient that you can choose vegetarian, lean dishes, as well as cooked without milk for every day in advance, all this is reflected in the application.

"He who eats well, works well", says Vladimir Lisichkin, director of Master-Servis LLC. "We understand that labor productivity depends, among other things, including the level of catering, so we try to pay attention to both the assortment and the quality of our dishes."



Jacek Chabraszewski/Shutterstock/FOTODOM

AUTHOR
PAVEL KRETOV

“ISLAND” OF LOVE AND CARE

HAVING BUILT AND PRESENTED THE “TREASURE ISLAND” KINDERGARTEN TO THE RESIDENTS OF THE VILLAGE OF GLEBOVSKOYE IN 2014, CPC MAINTAINS STRONG TIES WITH THE PRESCHOOL INSTITUTION AND SINCERELY PLEASED WITH ALL SUCCESSES OF THE SUPERVISED CHILDREN



The kindergarten has a lot of successes. In 2015, the Governor of the Krasnodar Krai, Veniamin Kondratyev, presented the “Treasure Island” team with a Certificate of Honor for winning the competition of the best educational organizations in preparation for the academic year in the category “Best Rural Kindergarten in the Territory”. In 2017, the kindergarten won the All-Russian creative competition “An asterisk in the palm”. The following year was recognized as exemplary among almost 42 thousand preschool institutions in the country. The strict jury of the competition took into account such criteria as the results of the intellectual development and strengthening of the health of children, the development of their cognitive and creative abilities.

WHAT TO ASK A CHILD

In 2019, “Treasure Island” became the winner of the All-Russian exhibition-review “Kindergarten: the world of love, care and attention”. The competition was held by an expert council of the Federation for the Development

of Education on the basis of a comprehensive analysis of the assessment of the quality of preschool education and taking into account the recommendations of the Ministry of Education of Russia, international and Russian practice.

The head of the kindergarten, Olesya Chistopolova, is upset when parents,

taking the children home in the evening, first of all ask: “What was for lunch?”

“That’s not the question,” Olesya complains. “We have a well-fed, you’d better ask how the teachers worked with the child, what creative crafts he made, what he learned new!”

OLESYA
CHISTOLOVA



Kindergarten provides serious basic knowledge in preparation for school. There the pupils of the preparatory groups come on Saturdays and twice a week they are attended by teachers and speech therapists from the “Treasure Island”. They widely use the multimedia equipment and interactive whiteboards-screens donated by CPC last year for the amount of almost 2 million rubles, which each group is equipped with today.

ZOO IS “ON THE LINE”

Thanks to its excellent equipment, the kindergarten often becomes the base for meetings of methodological associations of educators of 56 preschool educational institutions of the municipal formation of the city of Novorossiysk.

“Educators demonstrate presentations, exchange advanced pedagogical experience at these meetings, all these increases the competence and professional skills of each teacher,” explains Olesya Chistopolova.

All the “Treasure Island” educators were trained to work with interactive equipment. For example, a broadcast from a small zoo of an equestrian club in Abrau-Dyurso is displayed on the blackboards as part of natural history lessons. Interactive equipment is also used in classes with teachers of the Novorossiysk library network, with whom children study various works of art.

As in the rest of the world, the coronavirus pandemic has become a kind of driving force for the development of online learning technologies. The educators and psychologists of “Treasure Island” did not stay away from this process: they oversaw the issues of home education and consulted parents. By the way,

publishes reports and photo reports on a daily basis on the website and on pages in social networks to maintain the necessary openness of the institution for relatives.

The teaching staff and pupils of the “Treasure Island” successfully develop contacts with kindergartens and educational institutions not only from other regions of Russia, but also abroad.

“As part of the local history project, our middle group prepares letters with small illustrated stories dedicated to the places of military glory of Novorossiysk,” says Olesya Chistopolova. “Our children exchange these messages with their peers from kindergartens located in other cities. And recently we began to cooperate with an art school in Almaty, and Kazakh newspapers even wrote about the drawings of our young artists.”

Kindergarten teachers pay special attention to the ecological education of the younger generation. Children collect batteries and plastic packaging for recycling, and hand over wastepaper under the “Save

ALL KINDERGARTEN TEACHERS WORK WITH INTERACTIVE EQUIPMENT DONATED BY CPC

even during the most severe quarantine in the Krasnodar Krai, the kindergarten did not close its doors. There was a group for those children whose dads and moms continued to work in the operational services and other critical life-support structures of the city.

SOCIAL REPORTS

Sanitary restrictions have left their mark on the interaction of the kindergarten administration with parents. Now they have to leave the child at the entrance immediately after the compulsory thermometry and cannot, as before, take him to the group room. The staff of the kindergarten

a Tree” campaign. Already two trees have been planted by Treasure Island pupils in the park next to the kindergarten.

As a reminder, CPC allocated almost 140 million rubles for the construction and equipping of a kindergarten with its own swimming pool. The consortium participates in organizing holidays, presents New Year’s gifts to children and sets of school supplies to kindergarten graduates. It is also important that among the nearly 350 pupils of the “Treasure Island” there are the children of the Consortium employees working in Novorossiysk and at the CPC Marine Terminal in Yuzhnaya Ozerevka. ●

CPC PRESS SERVICE

FOR CREATIVE YOUTH OF NOVOROSSIYSK

IN THE MID-MARCH, NIKOLAY GORBAN, GENERAL DIRECTOR OF THE CASPIAN PIPELINE CONSORTIUM AND HEAD OF THE MUNICIPAL ADMINISTRATION IGOR DYACHENKO PRESENTED CERTIFICATES FOR THE LATEST MULTIMEDIA EQUIPMENT TO THREE URBAN CENTRES OF CULTURE AND EDUCATION

The largest contribution was made to strengthening the material and technical base of the Marine Cultural Center, which received acoustic, light and video equipment, a collapsible stage complex and stands.

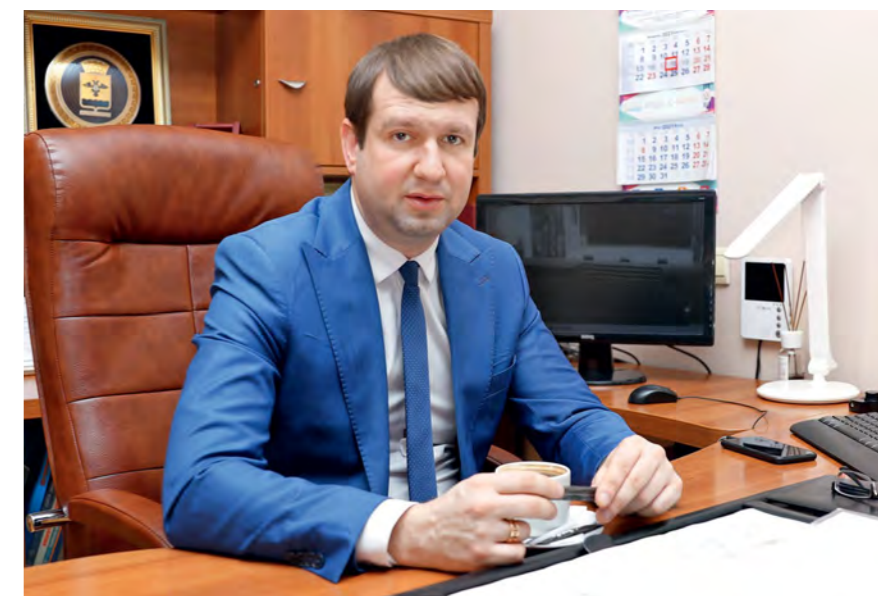
The Seamen's Palace (as the MCC was called at its foundation) was built on the shores of the picturesque Tsemesskaya Bay in 1967. The Center was transferred to the balance of the city administration and acquired the status of a municipal autonomous institution

in 2012. About a thousand children and adolescents visit the MCC every day. 38 studios and creative associations, sports sections and hobby groups are open for them: modern choreography, classical ballet, vocals, rhythmic gymnastics, martial arts, including

fencing with a Japanese sword, as well as sports dances, English lessons, fine arts in different techniques and others.

"MCC is a real center of culture for the whole city," says the head of the culture department of the administration of the municipal district "City of Novorossiysk" Vyacheslav Matveychuk. "Many groups are engaged here, including a theater studio. Its leader is known for his outstanding non-standard projects. Now that we, with the support of CPC, have solved all the issues with the screen, sound and light, young artists will have more space for creativity."

The collapsible street concert complex will help the administration of the municipality in holding large-scale festive events, such as the International Festival-Competition of Young Performers "Sea Knot", City Day, the All-Russian patriotic action "Beskozyrka", festivals-competitions "Student Spring", "Steering Wheel of Fortune" etc. These holidays always attract the attention of both resi-



VIACHESLAV
MATVEYCHUK

Comfortable, with a spacious trunk for costumes and decorations, with air conditioning, a TV, and meeting all modern requirements for the safe transportation of children, the bus has become a serious help for cultural institutions located in rural areas and participating in regional, Russian and even international competitions and festivals.

on the Taman Peninsula. Here Novorossiysk has its own courtyard, which is a platform for performances by art groups. The bus will also be involved in organizing the festival "CPC for Talented Children," traditionally held in the city.

In 2019, which was declared the Year of Theater in Russia, the Novorossiysk City Theater received a wonderful gift from CPC. The city's leading cultural institution, which celebrated its 60th anniversary that year, strengthened its material and technical base with LED screen of over 12 m², a three-way active speaker system and powerful subwoofers.

"Today the theater can invite any star, knowing that it can provide all the necessary technical requirements," emphasized Vyacheslav Matveychuk. "Another important project, saturated with modern technologies – Cultural and aesthetic center for children and youth in the village of South Ozereevka, where all conditions will be created for the younger generation to engage in music, choreography, vocals, applied arts, sports."

AN IMPORTANT PROJECT SATURATED WITH MODERN TECHNOLOGIES – THE CULTURAL AND AESTHETIC CENTER FOR CHILDREN AND YOUTH

dents and guests of Novorossiysk. Stage structures and stands purchased with CPC funds are designed for severe weather conditions and will not lose stability even in strong winds.

Also this year MBI "Centralized Club System" received a "Tourist" bus on IVECO chassis purchased with CPC charitable funds. The budgetary institution unites eight houses of culture and clubs from the villages of Novorossiysk, and this is almost 150 creative teams, or 2.5 thousand people.

"In the past, we had to ask sponsors, hold tenders, conclude lease agreements, there were also such breakdowns when children were standing with suits, and the bus did not arrive. Now we are not dependent on anyone and can fully concentrate on improving our touring activities," emphasizes Vyacheslav Matveychuk.

Today, the bus brings children to the places of performances, not tired after the road, including the ethnocultural complex of the Cossack village operating



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“URANUS” IS ALMOST INVISIBLE

THE TURNING POINT IN THE BATTLE OF STALINGRAD, WHERE, AMONG OTHER THINGS, THE FATE OF THE CAUCASUS AND THE SOVIET OIL-PRODUCING STRUCTURE WAS DECIDED, CAME 79 YEARS AGO, IN NOVEMBER 1942, WITH THE START OF OPERATION URANUS

FROM KHARKOV TO STALINGRAD

On the evening of November 8, 1942, speaking to Nazi veterans at the Munich beer house Bürgerbreukeller, Hitler announced his victory at Stalingrad. It was exactly two weeks before what the Germans would call a disaster.

The defeat suffered in May 1942 near Kharkov significantly weakened the defense of the Red Army in the zone of the Southern and Southwestern Fronts. It seemed to Hitler that very soon the southern regions of the USSR would turn into the “granary

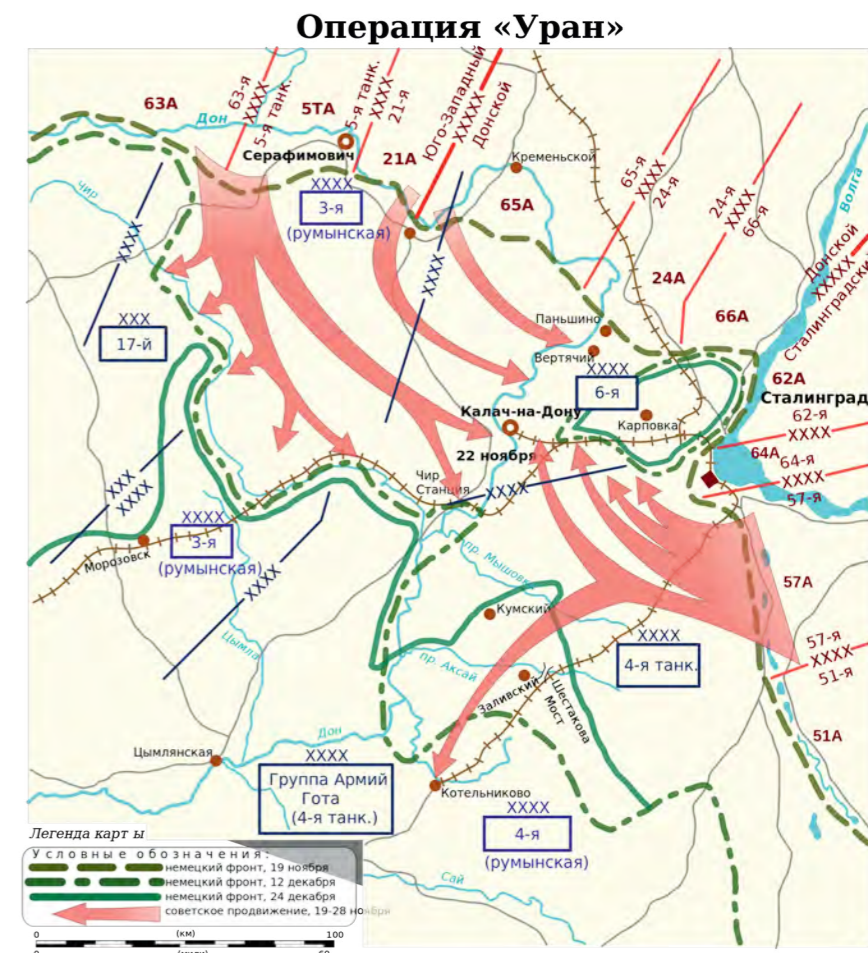
of the people of Germany”, and the Caucasian oil would provide a reliable raw material base for the German industry and the army. 80 German fascist divisions rushed to the Volga in accordance with the strategic plan “Blau”.

In the summer of 1942, using more than a twofold advantage in men, tanks and aircraft, the Wehrmacht entered the great bend of the Don, creating an immediate threat to Stalingrad and the Caucasus. At the end of July 1942, the enemy pushed back the Soviet troops beyond the Don and was only a few tens of kilometers from Stalingrad. The situation was particularly anxious on August 23, when the enemy’s advanced 14th Panzer Corps broke through to the Volga north of Stalingrad, cutting off the 62nd Army from the rest of the forces of the Stalingrad Front.

The fuel service of the Stalingrad Front also found itself in a difficult situation. In July, the supply of fuel from the Caucasus through Rostov-on-Don was stopped, and then along the Salsk – Stalingrad route. The supply of troops operating north of Stalingrad was carried out from Saratov, Syzran, Yaroslavl, Kazan, Orsk and Perm during these months. Fuel was supplied to Vladimirskaia Pristan, Elton, Kalach, as well as to Kamyshin, where a fuel depot hidden underground was created. Part of the fuel was stored on barges that dropped anchor on the Volga, to which a welded pipeline was stretched along the bottom.

The supply scheme for the Soviet troops who fought south of Stalingrad was even more complicated. Through the Caspian Sea from the Caucasus, fuel was first transported to Krasnovodsk, then by rail through Tashkent it was delivered to the fronts. This route was significantly shortened already in August 1942: a fuel transshipment point was put into operation in Guryev (now Atyrau), which received fuel supplied through the Caspian Sea from Baku and Makhachkala.

In just 12 days, a temporary pier and a railway line were built, and dredging works were carried out. The Guryev (now Atyrau) loading station managed to process 1-1.2 thousand railway tanks per day. When it turned out that there was lack of tanks, they were delivered from the railways of the North Caucasus and Transcaucasia, towed from the western to the eastern coast of the Caspian directly by water.



REAR IN THE FRONT LINE

The enemy continued to advance. On September 13, inflicting powerful strikes along the entire front, the Nazis launched an assault on Stalingrad, on the streets of which fierce battles began. The average life expectancy of Soviet soldiers arriving from replenishment was less than a day, a platoon commander – three days, a company – a week.

before the approach of the Nazis. On the right bank there was a division of an army warehouse (tanks in dugouts), 100 m from the water. Supplies for the units fighting in the city were delivered in cans and barrels on motor launches and even rowboats. As a rear service, the “fuel-men” acted on the real front line.

Defending Stalingrad, the Soviet command also thought about a large-

THE FUEL SERVICE OF THE STALINGRAD FRONT FOUND ITSELF IN A DIFFICULT SITUATION IN THE SUMMER OF 1942

With the air supremacy of enemy aviation, the supply of fuel to the Soviet troops that fought in Stalingrad was a truly difficult task in such conditions. Front-line and army warehouses had to be transported to the left bank of the Volga

scale counteroffensive. In September 1942, a plan codenamed “Uranus” was put on the table of the Supreme Commander-in-Chief. It provided for the delivery of powerful strikes north and south of the city to encircle the Nazis.



Георгий Зельман/РИА Новости



The “fuel-men” were trained under the conditions of absolute secrecy as well. Fuel delivery by rail and along the Volga was carried out only in the dark. Already in the morning, nothing betrayed the scale of the operation: the fuel was drained immediately, and all empty vehicles were removed before dawn. By the beginning of the counteroffensive, the fronts participating in it were provided with high-octane aviation gasoline - for 7 refueling stations, motor gasoline – for 3.3 and diesel fuel – for 8.8 refueling stations.

The thunder of artillery preparation on November 19 heralded the start of the Stalingrad offensive. On that day, the South-Western and Don fronts went

THE CONFUSED FIELD MARSHAL

In mid-December, the Wehrmacht undertook Operation “Winter Thunderstorm” – the last attempt to unblock the encircled group of Paulus in Stalingrad. Army Group “Don” of Field Marshal Manstein, at the cost of huge losses, broke through the positions of the 4th Guards Tank Army, but was stopped by Malinovsky’s 2nd Guards Army, which arrived in time from the reserve (during its advance, the fuel for the tanks was delivered by planes that took off from the near Moscow airfields). In the morning, the confused Manstein, see-

created for the liquidation of the encircled enemy group in the Stalingrad region. On January 26, 1943, the 6th Army of the Nazi troops was cut into two parts: the southern one, together with the entire Paulus headquarters, surrendered on January 31, the northern one under the command of Colonel General Strecker laid down arms on February 2.

To support combat operations at the final stage of the Battle of Stalingrad, the troops were supplied with 11.4 thousand tons of fuel, or 475 tons per day. With a consumption of 556 tons per day, which was not covered by the supply, the previously accumulated reserves turned out to be very useful. The main difficulties in providing fuel for the counteroffensive consisted in the supply from the front-line and army depots to the troops. This task was carried out by road transport.

The Battle of Stalingrad was a turning point in World War II. One German army and three armies of its allies were completely destroyed, three more German armies suffered heavy losses in the bloody confrontation. An equally important result of the battle was that the Nazis could no longer threaten the oil fields of the USSR in the Caucasus. ●

AT THE FINAL STAGE OF THE BATTLE FOR STALINGRAD, THE TROOPS WERE SUPPLIED WITH

11.4
THOUSAND TONS OF FUEL

into motion, on November 20, Stalingrad joined them. The troops of the Southwestern and Stalingrad fronts met, closing a circle of encirclement around General Paulus’s formations already on November 23. As already mentioned, only two weeks have passed since the Fuhrer’s boastful speech.

ing in front of him half a thousand Soviet tanks that had come out of nowhere, reported to Berlin: “The whole steppe is filled with Russian tanks.”

As a result of the successful actions of the Soviet troops in November – December, conditions were

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TO MONTREAL THROUGH PORTLAND

ALTHOUGH THE STRUGGLE FOR OIL CANNOT BE CALLED THE CAUSE OF WORLD WAR II, THE ACCESS TO ENERGY RESOURCES HAS BEEN SIGNIFICANTLY INFLUENCED ON THE PROGRESS OF THE COMBAT OPERATIONS. BY THE END OF THE 30S, THE USA, GREAT BRITAIN, AND THE USSR CONTROLLED 93% OF THE WORLD’S OIL PRODUCTION, OVER 80% OF ITS PROCESSING CAPACITY AND ALMOST 90% OF THE PLANET’S TANKER FLEET



Cut off the allied fuel supply routes – this was the plan of Nazi Germany and militaristic Japan. German and Japanese submarines went on hunting for tankers in the Atlantic, Indian and Pacific oceans.

Many members of the anti-Hitler coalition had to quickly reconsider the ways of delivering energy resources. For example, traditional routes for the delivery of raw materials from Southeast Asia were closed for Australia. It could only rely on oil from the United States or distant Iran. In the spring of 1941, the British also felt a fuel shortage. They asked the Americans to provide 80 tankers to make up for the losses of the oil tanker fleet due to attacks by German submarines.

The Americans could not refuse the British, who were carrying the brunt of the war with Germany in the western theater of military operations on their shoulders. But the very transfer of even the first 50 ships, which transported more than 200 thousand barrels of oil from fields in Texas and the Gulf of Mexico every day, led to a disruption in the supply of black gold to the industry of the northeast coast of the United States.

Similar problems immediately arose in neighboring Canada. 90% of its oil needs were met by imports



akg-images/East News

the first to feel the restrictions. It was forbidden to sell gasoline and motor oil to private vehicle owners on Sundays and at night. Drivers could no longer receive fuel on credit. They were advised to leave only when there was a spe-

cial need and not to reach speeds of over 40 kmph. The Royal Society of Motorists of Canada issued the slogan: "By saving one gallon of gasoline per day, we are contributing to the victory over Hitler."

In order to meet the increased needs of industry, the army and the navy, the Canadian government created the state-owned enterprise Wartime Oil Limited, which took up the development of the oil fields in the Turner Valley (Alberta). However, up to 70% of hydrocarbons still had to be imported from abroad. Even the allied training air bases located on Canadian territory felt the lack of fuel.

But he who seeks will always find. In the summer of 1941, American oil transporters proposed to significantly simplify the scheme for the delivery of hydrocarbons to Canada. They proposed to build a 380-kilometer oil pipeline with a diameter of 300 mm from Portland to Montreal. The route was to pass through American territory through the states of Maine, New Hampshire and Vermont, where the route rises to a maximum height of 600 m above

AMERICAN OIL TRANSPORTERS
PROPOSED TO BUILD A

380 —

KILOMETER
OIL PIPELINE WITH A DIAMETER
OF 300 MM FROM PORTLAND
TO MONTREAL

from the United States and Venezuela. In the middle of the summer of 1941, the Canadian government, due to the difficult situation on the fuel market, took it under its full control. Motorists were

immediately made it possible to reduce the shoulder of oil transportation to Montreal by 2 thousand km. It was this distance that tankers passed through the Gulf of St. Lawrence and along the same name river. The number of required tankers has decreased, but, which is no less important in the conditions of war, the needs for their protection have also decreased. By the way, the escort of the tankers delivering oil to Portland was provided by Canadian corvettes from the Ocean Escort Force, aerial reconnaissance over the Atlantic – by the American Air Force.

At the same time, the construction of tank farms in Montreal and Portland, as well as eight PS on the linear part, began. They were equipped with pumps driven by electric motors, and only three stations used diesel units.

The oil pipeline was commissioned in November 1941, which



sea level, and the Canadian province of Quebec. The project was financed by Standard Oil of New Jersey.

Construction of the pipeline began with the construction of a builder's camp in Gorham, Maine. From there, one division of builders moved towards Montreal, the other to Portland. The work was carried out seven days a week, 12 hours a day. The constructors, who already had extensive experience in building oil transportation arteries in Iraq, were well equipped with various types of equipment – trucks, excavators and bulldozers.

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Many oil refineries in Quebec, which previously had to be shut down in winter due to the termination of navigation on the river, were able to switch to year-round operation due to the new transport artery. Therefore, even after the end of World War II,

the operation of the Portland-Montreal pipeline continued. In 1950, a second line, now 450 mm, was laid parallel to the line with a diameter of 300 mm. About a thousand builders took part in the work. In the early 1950s, the modernization of equipment made it possible to reduce the number of pumping stations to three, and after another 10 years they were all transferred from manual to remote control mode. Control over the operation of the highway began to be carried out from the dispatch center located in Portland.

The largest volumes of pumping of raw materials were achieved at the turn of the 1960s-70s. However, an oil pipeline was built from Sarnia to Montreal later, and the Canadian oil transported along it pressed the more expensive imported oil on the domestic market.

AUTHOR
OLGA VETOKHINA,
ADMINISTRATIVE
ASSISTANT, GENERAL
BUSINESS DEPARTMENT,
CPC-R



SUITABLE CASE

IN HIS ODE OF 1747 M.V. LOMONOSOV NOTED THAT “THE RUSSIAN LAND CAN GIVE BIRTH TO ITS OWN PLATONS AND QUICK-WITTED NEWTONS”. WE WOULD ADD: “... AND THE VUITTONS”. OLGA VETOKHINA’S PART OF HER ASCENT TO THE HEIGHTS OF MASTERY OF THE FRENCH HOUSE LOUIS VUITTON IS ALREADY BEHIND HER. THE BEGINNER COUTURIER HERSELF WILL BEST TELL ABOUT HER PATH.

things – books and education. I teach my children the same. Online courses, webinars, tests in any subject or direction – none of this remains without attention in the family. I am currently taking several advanced courses on the e-education platform of St. Petersburg University. Their main topics are lexicology and stylistics of the Russian and English languages.

Another hobby is collecting a library, from children’s books to scientific publications. I give preference not to new copies, but to second-hand books. I collect from private traders, from advertisements on the Internet. The book must be old, the paper must be yellow, and besides, old books have a special smell. I try to find first editions, rare second-hand books. The oldest book in my library dates back to 1880, was published in London and is called “Critical and Historical Essays by Lord Macaulay”. This is my pride.

EXPOSURE TRICK

Without false modesty, I would like to note: I always knew how to sew, but was afraid to work with leather. The breakthrough happened unexpectedly and very

trivially: the Internet ad of the leather school # 1, it was said: “We will teach everyone how to sew leather bags using professional equipment, come.”

I am not a beginner in sewing business for a long time, but I have always tried to stay away from industrial equipment. One glance was enough for another breakdown. Therefore, when I came to my familiar craftsmen in the atelier, I was always asked not to stand next to the sewing machines, not to look at the equipment and to think about something abstract, if possible.

On November 30, 2019 at 12:00, I opened the door of the school, determined to debunk the myth they were creating, to prove to everyone that only a few can sew on industrial equipment, that bags are generally the lot of the elite ... 10 hours later, I came out with a finished bag of my own production and realized that life would never be the same.

There were many more classes after that – both face-to-face and distance, based on video lessons. Studied work with patterns, design, mastered the «tricks» of technological operations. Then I repeatedly rented sewing equipment in the same place. And a few months ago I decided and bought home my own wonder-machine.

BIRTH OF THE BAG

Unfortunately, it is possible to sew only at rare hours on weekends or late in the evening, since it usually takes from 10 to 20 hours to create a bag. Much depends on the complexity of the model, on small details and on the material used. There are no problems with natural leather as raw materials and accessories: there are many stores in Moscow in this area. For all the time of my hobby, and this is a little over two years, I managed to sew 31 products, including bags and wallets, garment bags and travel bags. There was

even an apron. Another 10 bags are in different stages of readiness and are waiting either in the wings or my inspiration.

Now you can find a lot of in-

formation on the topic of sewing and designing bags on social networks. Even famous fashion houses are posting videos from their productions. It is clear that they will never reveal secrets, and such videos are more entertaining, but, nevertheless, it is very informative. There are only eight basic bag designs. If

10 HOURS LATER, I CAME OUT WITH A FINISHED BAG OF MY OWN PRODUCTION AND REALIZED THAT LIFE WOULD NEVER BE THE SAME

you study and master them all in practice, new horizons will open before you. Just as a dish begins with a successful recipe, so does a bag

you study and master them all in practice, new horizons will open before you.

Just as a dish begins with a successful recipe, so does a bag

I received a classical pedagogical education at the Vladimir State Pedagogical University, at the Faculty of Foreign Languages. I am a philologist and teacher of English and German by profession. It is pedagogical education that does not allow to live in peace, being in a constant search for new knowledge. I consider other people’s mistakes as my own, I try to correct them, and if it comes to explanations, then you just won’t get off – I will tell you everything I know on the topic.

I have always lived by the principle: never spare money for two





begin with a successful, precise pattern. Patterns can be bought from trusted craftsmen, or you can design by yourself – this path will be longer, but much more interesting. Then you need to sew a trial model of the product from a “technical” fabric – spunbond. Sometimes I have up to five such “drafts” or more. The main goal at this stage is to ensure that all details are clearly verified. Then you can cut out leather parts and start assembling the product according to the flow chart, when the operations are performed in a certain sequence. Surprisingly in this case, cutting always begins with the longest parts (for example, belts), and the assembly of the bag – with the manufacture of pockets.



JUST AS A DISH BEGINS WITH A SUCCESSFUL RECIPE, SO DOES A BAG BEGIN WITH A SUCCESSFUL, PRECISE PATTERN

KEEP IMPROVING

Plans for the near future include sewing leather clothes. I have been dreaming about this for a long time and now, apparently, the time has come. There are both skills and opportunities for this: the choice of materials and necessary accessories is now simply huge. And the tip of the iceberg of craftsmanship is the sewing of a men’s suit using a special technology of hand stitching (Special English term “bespoke”, when 90% of the product is made by hand).

Costumes of this level are made by true craftsmen who pass on their knowledge and skills from generation to generation. This is just a dream, for now, but who knows, maybe it is achievable. Each process has its own subtleties that cannot be mastered at once. But the attention to them and the craving for learning do their job.



AUTHOR
DMITRY KONSTANTINOV

GOOD DEEDS MASTER

MAY 29 IS INTERNATIONAL DAY OF UNITED NATIONS PEACEKEEPERS. OUR COLLEAGUE, RF GOVERNMENT RELATIONS DEPARTMENT REPRESENTATIVE IN THE REPUBLIC OF KALMYKIA, MINGIYAN BATNASUNOV, ALSO WORE THE BLUE UN HELMET FOR FOUR YEARS. THE PAGES OF HIS BIOGRAPHY ARE KIPLING, HEMINGWAY AND REMARQUE IN ONE PACKAGE, SHAKEN NOT STIRRED



When there are already so many bonus miles in stock that it is possible to wrap the Earth along the equator until it is completely opaque, only one thing can surprise on board a regular flight: an absolutely silent baby. The secret is simple: a family from Kalmykia is traveling.

"My grandmother said that I was also quiet at that age," recalls Mingiyan Batnasunov. "In addition to a bottle of milk, children were given lamb's tail boiled in a special way. Tasty, nutritious and acts as a good sedative. Childhood, however, was usual for a Soviet child, perhaps more rustic and mischievous, with a local flavor."

"Mingiyan" is translated from Kalmyk as "a commander of a thousand soldiers". The father, taking the name Bagatur from the Kalmyk heroic epic «Dzhangar», named his son Mingiyan, wishing him to become a real man in the future, the best warrior, perfect morally and physically. According to a number of authoritative scientists, from the language of the personal guardsmen of Genghis Khan and the "quietest" Tsar Alexei Mikhailovich in Russia "bagatur" was transformed into the word "bogatyry" (hero in Russian), the battle cry "Hurallan" – into "hurray". And the name of the city of Tyumen also has Kalmyk origin and means "ten thousand".

"The military past of the ancestors," says Mingiyan with pride, "was reflected in the participation of the Kalmyk cavalry in all the wars of the Russian Empire since the 17th century. During the Great Patriotic War, more than 42 thousand Kalmyks fought in the ranks of the Red Army, and so did my grandfather."

23 natives and residents of the Kalmyk ASSR were awarded the title of Hero of the Soviet Union. The name of one of them, Lieutenant General Basan Badminovich Gorodovikov, bears the Kalmyk State University in Elista. Here



Mingiyan Batnasunov graduated from the Department of English Philology. The language of Byron and Shelley came in handy in Sudan, where in 2009 Major Batnasunov was sent on a UN mission as part of the Russian police contingent. And then in 2018 – at the UN mission in Cyprus.

"The choice in favor of the Ministry of Internal Affairs was made during military service," Mingiyan Nikolayevich explains the logic of career development. "After

sent them to guard and accompany special cargoes from the archive of the headquarters of the North Caucasian Military District."

Training in the basics of peacekeeping the candidates from among the current police officers from different countries took place in the Moscow region in one of the divisions of the Ministry of Internal Affairs. At the end of the 1.5-month training, a specially arrived acting UN police officer took mandatory exams: four-stage tests in English

"MINGIYAN" IS TRANSLATED FROM KALMYK AS "A COMMANDER OF A THOUSAND SOLDIERS"

graduating from the university, the republican military registration and enlistment office sent me, like other "four-eyes" "with university remnants of intelligence on their face", to serve in the signal corps. There was a "second campaign", therefore, in addition to the Morse code, knowledge of telegraph devices and the implementation of the standard of 60 symbols per minute, the command strictly demanded general military training. After the "training", the fathers-commanders, having selected military personnel with higher education,

(and (or) French, Spanish), firepower training and off-road vehicle driving skills. Then the UN examiner made the final selection of candidates, conducting a 20-minute interview with each one on various topics. After that, the candidates went through a military medical commission, received six vaccinations against malaria and other diseases, and were sent to missions.

UN missions are divided into two types: peacemaking (armed) and peacekeeping (unarmed). In Sudan, UN police counselors were not given weapons, although there were



plenty of them around, even among children. Of course, the peacekeepers were accompanied by military units of power protection, but almost all issues had to be resolved through dialogue and diplomacy. Although, as you know, those who break up the fight often get the most ...

The long-term conflict in Sudan between the Arab North and the South of African tribes was fueled not only by territorial, but also by religious and inter-ethnic divisions. This led to a civil disaster and, as a result, necessitated the introduction of a UN peacekeeping contingent, including from Russia. The long-suffering African state also fell into the focus of "resource diplomacy": the proven oil and gas reserves of South Sudan are quite large on a global scale.

"In 2009-2011, about two dozen Russian specialists served in Sudan as part of the UN mission,

sometimes singly among their foreign colleagues," says Mingiyan. "I was the only one from Kalmykia. In general, in the history of "blue helmets" only two Kalmyks wore them: me and Arsen Boskhaev, who, by the way, was one of the first peacekeepers. Arsen worked for the UN in Yugoslavia, Bosnia and Herzegovina, Georgia, as well as for the OSCE in Kyrgyzstan."

BROTHERS IN ARMS AND WITHOUT

During two years of service in an international team of peacekeepers in southern Sudan, we managed to do a lot: to train young recruits, to help organize a police unit from paramilitary formations, to oversee the work of the police and other national law enforcement units, to establish interaction with local self-government bodies, to communicate with the local population, to be at gunpoint, including



"friendly". There would be enough impressions for a blockbuster script, but, on the one hand, Mingiyan has no time now, because he is tightly busy with work at CPC, and on the other, as Vysotsky said: "it's not that I don't know - I can't tell".

"The market square in the center of the town of Yambio, which we patrolled with local police officers, was reminiscent of the planet Tatooine from the movie "Star Wars", Mingiyan recalls. "In the middle there is a funnel with an unexploded aerial bomb, which no one thought to defuse, the locals did nothing but throw various rubbish into it. Although the UN leadership has repeatedly proposed to defuse the bomb, the controversial decision of the local authorities defies explanation. Various people are walking here and there, some with a Kalashnikov light machine gun over their shoulders, some with an RPG with a grenade already inserted. "They are ours", the Dinka tribe policemen react melancholy in response to our bewilderment. Local guys generally have little to surprise with, except perhaps with some gadget or a new movie."

In addition to peacekeepers, the local authorities were assisted by the Ugandan army in stabilizing security. The Ugandan «regulars» supplemented ground assistance with armored vehicles with air support, which was carried out by a Soviet-made Mi-24 helicopter. The synchronization of the work of the military and the UN mission went smoothly, although not always.

"We are returning from a shooting practice in an open-body M35 military truck full of police recruits," says Mingiyan. "I am sitting in the cockpit next to the driver and translator. The Mi-24 of the Ugandan Air Force flies in parallel, suddenly it turns around and comes up to us. I turn around – in the back of a camouflage truck heading towards the capital of the state



without insignia of the UN and the local police, our patrons cheerfully and briskly aim at the helicopter from the Chinese copies of AK-47 handed out to them. The pilot's reaction is quite understandable, and the "crocodile" is already raising its tail so that the NURSS (rockets) flooring from the right console and (or) the four-barreled GShG from the left lie down correctly. I had to turn the driver's steering wheel to get the truck off the road and downhill into the jungle. Our translator, who had already turned gray by that time, I, the driver and the "shooters" got off with fright and bruises, although it could be worse ... After that, the local police sergeant,

of children abducted from the surrounding villages. Young soldiers passed baptism of fire by returning to their homes and, under duress, killing fellow tribesmen. Once an unarmed group of Major Batnasunov ran into such a forest ambush, carrying out routine patrolling of the surroundings.

"Our translator from the Zande tribe turned white in his face and warned that it is better not to resist, otherwise "them that die'll be the lucky ones," says Mingiyan. "Children of "primary school age" searched us at gunpoint of a Sten light machine gun and two Type-56 assault rifles. Remained very dissatisfied with the scarcity of the catch but, released in peace. Later,

FOR TWO YEARS OF SERVICE IN THE INTERNATIONAL TEAM OF PEACEKEEPERS IN THE SOUTH OF SUDAN, A LOT HAS BEEN ACHIEVED

who was assigned to control the recruits and dozed off in the back, embracing with machine guns, no longer slept on duty."

In the mission's area of responsibility, another problem was the bandit formations, including "child soldiers". Known as the Lord's Resistance Army, a group led by Joseph Kony terrorized and plundered local populations of Uganda, South Sudan and Congo. The field commanders of this gang are known for murders, rapes, forcible recruitment

the translator said that he saw one of these teenagers in a UN refugee camp, where he was helped with rehabilitation."

Peacekeepers were not usually seen as a target. They were remembered differently than soldiers and policemen – for charity events, the distribution of humanitarian aid, the construction of schools, hospitals, roads and bridges, the rescue of hostages, the education of children, treatment, assistance to refugees and detainees.

"They raised me once on alarm as an interrogator after 24 hours on duty," Mingiyan says. "The second interrogator was on vacation. On a walkie-talkie, an Indian from the radio center of our military base indistinctly informs that the local UN civilians, who were following in an official car towards our town, were attacked by unknown persons. They fired at the poor fellows on the wheels, the car turned over. Whether they are alive or not, I don't know, come faster."

While the armored personnel carrier of the Bangladesh armed forces reached the scene, the Ugandan military was already in place, and their helicopter too.

"After that incident with the "shooters" on the truck and the attack of the Mi-24, my colleagues kept teasing me, pointing to the chopper and calling the helicopter pilot "my friend", continues Mingiyan. "In short, we arrived at our request, the "warriors" did not touch anything on the spot. A white UN Toyota lies on its side on the road. Both victims are alive, the Bangladeshi military took them to the nearest hospital to the Italian nuns. There was a leper colony in their Catholic parish, so there the victims were accommodated. The combing of the area by the Ugandan and Bangladeshi military did nothing."

Further examination of the scene and the car showed that the driver and passenger were drunk. The overturning of the car provoked a run over a fallen branch with numerous sharp thorns. Fearing responsibility, they came up with a shelling story. Having learned from the investigative-operational group about the natural origin of the damage to the tire of the car, the military wanted to punish the victims, but the command did not allow it to be done. The grief-victims were then fired in disgrace from the local UN staff.

You can talk endlessly about local "oddities". One of the Sudanese

police officers leaving for “demobilization” asked Mingiyan to get “Ural” or KrAZ. The transportation of goods was practically the only suitable business that made it possible to earn decent money at that time. In the absence of roads and gas stations, the goods were transported in caravans from several heavy all-wheel-drive trucks, half of the body’s volume was «eat-en» by fuel cans.

“We lived together at the UN military base,” smiles Mingiyan. “In the rainy season, we even shared food, since the duty chopper with provisions could not arrive, and all roads became impassable. Only one “NATO member” from Moldova was somehow excommunicated for a short while from the common table for excessive arrogance. And we almost fought with the Egyptian, he cursed the Soviet IS-3 tanks that were in their arsenal, and they are a formidable weapon, in 1946 they practically prevented the third world war. My opinion is that you just need to know how to use a weapon.”

Then Lieutenant Colonel Batnasunov will have another UN mission – in Cyprus from 2018 to 2020. Not so colorful, but still: barbed wire along the contact line, regular patrols in white helicopters and SUVs, machine-gun nests of the Turkish and Greek sides. Maybe we will learn new interesting details over time...

MISSION POSSIBLE

Since June 2020 Mingiyan is at CPC, in the glass cabinet of his office there is a blue helmet and a map of Africa carved from mahogany, as a memory of a business trip and friends.

“With the passage of time, only good things are remembered,” Mingiyan confesses. “I still correspond with the guys from that mission. Many of them are raising children, some are already babysitting grandchildren. A positive attitude towards life always helps. Sport also helps me in life – it is training



of willpower, and physical fitness, and good anti-stress.”

By the way, our colleague is engaged in Brazilian Jiu-Jitsu. He has a blue belt, before the pandemic he performed in the senior age group “Gracie Barra. Cyprus. Limassol”.

“For a short period of work at CPC, I see positive emotions that we give to people,” continues Mingiyan. “The boys enjoy skating in the new skate park built in Elista as part of our charity program.”

“Panorama” have already written about this skate park, but only when you visit the capital of Kalmykia you realize how unexpectedly huge it is – half a hectare. The traffic in the 100,000th Elista is very busy, and in the stream you constantly come across buses with the CPC logo. Mingiyan says that not only passengers but also drivers who previously went to work in Moscow are actively exploring the gift to the city. They are comfortable driving, and the earnings are decent.

“Even unfamiliar local residents often thank us for ambulances and medical equipment,” Mingiyan notes.

From March to November last year the CT scanner supplied to the Elista city polyclinic worked almost around the clock, helping with the diagnosis of COVID-19. A significant part of the sick was transported in ambulances with the CPC logo. The company operates not only in the field of charity, but also creates jobs in the region. A typical example is the proven reliable CPC contractor, the private security organization “Nachin”.



“Discipline, military experience and sports training – thanks to these qualities of the “Nachin” PSO professionals, all CPC facilities on Russian territory are under reliable protection,” Mingiyan Nikolayevich notes. “So the Kalmyk heroes have a lot of work today.”

Coming to Kalmykia, you see how the traditions of the heroic epic “Dzhangar” continue in modern history. This is evidenced by the monuments to the heroes, as well as the bright and memorable holiday “Dzhangariada”, when competitions in Kalmyk wrestling and archery, horse and camel races are held in Elista.

“We still have a lot of interesting things, for example, the “Tulip Festival,” smiles “our man in Elista”. “The steppe blooms to the very horizon. Come, positive emotions are guaranteed!” ●



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PANORAMA
CASPIAN PIPELINE CONSORTIUM

CPC PANORAMA Corporate Magazine. No 2 (33) May 2021. The issue is prepared by the CPC Press Service.
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Publisher: LLC Media Service. 111116, Moscow, Energeticheskaya Str., 16. www.vashagazeta.com. Tel.: +7 (495) 988 18 06.
E-mail: ask@vashagazeta.com.
General Director: Vladimir Zmeyushchenko. Editor-in-Chief: Vilorika Ivanova. Project Editor: Ksenia Piskareva.
Art Editor: Tatiana Kalinina. Designer: Gulnara Aglyamutdinova. Production Director: Oleg Merochkin.
Photographs: CPC Press Service, Alamy/TACC, РИА Новости, akg-images/East News, Shutterstock/FOTODOM.
Printed by PROPRINT: www.proprint.moscow, tel.: +7 (499) 490-44-62.
Circulation: 100. It is forbidden to use any content without the consent of the editorial office.

CASPIAN PIPELINE
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Каспийский Трубопроводный Консорциум
Caspian Pipeline Consortium
Каспий Құбыр Консорциумы

