

PANORAMA

CASPIAN PIPELINE CONSORTIUM



Каспийский Трубопроводный Консорциум
Caspian Pipeline Consortium
Каспий Құбыр Консорциумы

CORPORATE MAGAZINE
No 2 (37) may 2022



ISSUE'S FOCUS

LARGE-SCALE CONSTRUCTION IS UNDERWAY

OPERATION
THE VALUE
OF COOPERATION

DIGITAL TRANSFORMATION
THROUGH THORNS TO
A DIGITAL

ANNIVERSARY
SCIENCE
AND LIFE

TRAVEL
MOSCOW – KUBAN
ALONG M4

6

IN THE FIRST PERSON

- 1** N.N. GORBAN,
CPC GENERAL DIRECTOR:
APPEAL TO READERS

DBNP: STEP BY STEP

- 2** LARGE-SCALE
CONSTRUCTION
IS UNDERWAY

OPERATION

- 6** MADE IN RUSSIA
- 8** EFFECTIVE
AND SAFE
- 12** THE VALUE
OF COOPERATION

DIGITAL TRANSFORMATION

- 14** THROUGH THORNS TO
A DIGITAL

LABOUR MANAGEMENT

- 18** ANNUAL SHAREHOLDER
AUDIT
- 22** IF THEY WRITE A LOT
TO THE COLONEL...

SAFETY AND SECURITY

- 26** A NEW LOOK AT
LEADERSHIP

ANNIVERSARY

- 27** SCIENCE AND LIFE

- 30** DEVELOP TOGETHER WITH
COMPANY

THROUGH THE LENS OF HISTORY

- 32** NO PLACE FOR HARMONICA

- 35** COLONEL DRAKE'S STARTUP

THANKS TO CPC

- 38** GIFT FOR CHILDREN

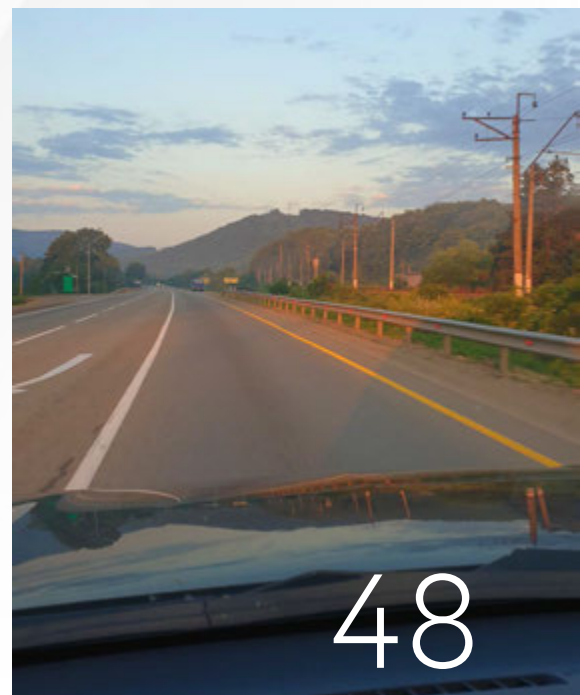
- 40** SMALL STEPS INTO A BIG LIFE

EVENT

- 43** THE BEST MOVIE

HOBBY

- 44** "QUICK CHILL OF
INSPIRATION"...



18



TRAVEL

- 48** MOSCOW – KUBAN
ALONG M4

- 52** CAUTION 4X4

LIFESTYLE

- 54** BODY-BUILDER



DEAR COLLEAGUES AND FRIENDS!

Here is a new issue of CPC Panorama. A lot has happened since the last issue, and the Caspian Pipeline Consortium has faced new challenges. The current situation requires maximum concentration from everyone, effective performance of their tasks and attention to loved ones, without being distracted by the information “storm”.

Major construction work continues on our pipeline system facilities: the Debottlenecking Program is being implemented in accordance with the project schedule. In 2022, the leadership in the field of Safe Work Culture becomes a priority for our company. The corresponding standard of the enterprise was accepted for execution by the CPC team and contractors at all facilities of the pipeline system. We have also decided to hold monthly events dedicated to those CPC Life Saving Rules that become most relevant based on the results of the industrial risk analysis. Representatives of CPC and contractors talk about this on the pages of the magazine.

This spring, the Consortium renewed cooperation agreements with a number of Russian regions and launched

a new season of the “CPC for Talented Children” festival-competition. During the time that has passed since the opening of the House of Youth in Atyrau, built with the direct participation of CPC, quite a lot of interesting things have already happened to its new settlers in their lives to share with readers. In turn, scientists, poets, and athletes working at CPC share the results of their research and creative experiments on the pages of the journal.

The performance of our company largely depends on the professionalism, experience, dedication of each specialist at each production facility. I am sure that the energy and enthusiasm of our friendly multinational team are able to withstand any challenges of the time, ensure the further development of the Consortium and the successful implementation of the large-scale tasks set for the company.

N.N. GORBÁN,
GENERAL DIRECTOR
CASPIAN PIPELINE CONSORTIUM

AUTHOR
PAVEL KRETOV

LARGE-SCALE CONSTRUCTION IS UNDERWAY

THE CASPIAN PIPELINE CONSORTIUM CONTINUES TO IMPLEMENT THE DEBOTLENECKING PROGRAM IN COMPLIANCE WITH THE PROJECT SCHEDULE. MECHANICAL READINESS OF THE PIPELINE TO TRANSFER 81.5 MILION TONS OF OIL PER YEAR IS APPROACHING DAILY AND WILL BE PROVIDED BY THE END OF 2022

As of the beginning of March, the Giprovostokneft Institute has fully completed the design and received positive conclusions from a comprehensive non-departmental expertise for all scopes of work in the Republic of Kazakhstan. These are Tengiz PS, Atyrau PS and Isatai PS. On the territory of the Russian Federation, similar work was performed in terms of volumes at PS-4A, Astrakhanskaya PS, A-PS-5A, Komsomolskaya PS, PS-2, PS-3, PS-4, PS-5 and Shore facilities of the Marine Terminal.



“CPC fully delivered equipment with a long production time, which is in its area of responsibility, to the DBNP facilities”, says Igor Lisin, CPC Technical Director/ DBN Manager. “Imported pumps, gas turbine units and electric drives were delivered in advance. It is important that the CCS (control and

A system for measuring the quantitative and qualitative indicators of oil, drainage tanks for relief spring safety valves were delivered to the construction sites of the Tengiz PS. The delivery of sheet metal for the installation of tanks continues. Equipment for control

ALL NEW EQUIPMENT IS INTEGRATED INTO EXISTING AUTOMATION AND DISPATCHING SYSTEMS

communication systems) FGDS (fire and gas detection system) equipment, which uses foreign controllers, managed to arrive. As for the rest of the deliveries under the responsibility of the contractors, CPC is now analyzing their list. Equipment that can be included in the stop list is promptly searched for a replacement. At the moment, positions, the short delivery of which can have a critical impact on the progress of the project, have not been identified.

and communication systems (CCS) and fire and gas detection systems (FGDS) was supplied in full for Tengiz and Atyrau PS.

“Two new 20,000-tonne tanks under construction will increase the capacity of the Tengiz PS tank farm to 120,000 m³, thereby increasing the reliability of the CPC pipeline system in the conditions of increasing pumping volumes”, explains Roman Kharitonov, Leader of Management Reporting and Project Control Group.



“In connection with the commissioning of new facilities, the existing control and communication systems, fire and gas detection systems are being expanded. All new equipment is integrated into existing automation and dispatching systems”.

All the necessary equipment with a long production time has also been supplied to the DBNP facilities located on Russian territory. The Marine Terminal received all the elements of the LACT, with the exception of three blocks of measuring lines. They are ready and waiting to be shipped. Tanks and a block-box of the fire-fighting foam generator unit (FFM) arrived for Astrakhanskaya PS, and tanks for the pressure mitigating system (PMS) for Komsomolskaya PS and PS-2.

CONSTRUCTION AND INSTALLATION WORKS

The construction phase of DBNP currently covers almost all objects of the program. At Tengiz PS, the oil quantity and quality measurement system was re-equipped. The new LACT has already been transferred to



PS, the installation of indoor switchgear buildings and a complete transformer substation was completed, and their heat circuits were closed. In the main pump station, installation of main pumping units was completed. Work is underway on the construction of the BGCP (block gas control point) building and the VFD site.

At A-PS-4A and Komsomolskaya PS, mainline pumping units with gas turbine units were installed on the foundations. The construction of cable racks continues. The installation of inter-site technological pipelines was completed. At A-PS-5A, on the platform of frequency-controlled converters, the installation of a pile field was completed. Work is underway on the installation of a concrete slab for the “technical underground” of the VFD. At PS-2, the construction of cable trestles was completed, and electrical and control cables were laid. Voltage is supplied to the VFD building according to a permanent scheme.

Step by step, work is progressing at the Shore Facilities of the Marine Terminal. Here, the concreting of the retaining walls of the pit continues at the site of the oil quantity and quality measuring systems. The foundation slab has been installed for the construction of the control room building, the walls are being installed.

“Despite “pinpoint” circumstances, such as an import embargo and regional Covid restrictions, the Consortium is confidently moving towards its main task this year – to ensure mechanical readiness for an increase in pumping volumes”, says CPC Technical Director/ DBN Manager Igor Lisin. “To do this, it is necessary to complete a number of priority works at Tengiz PS and Astrakhanskaya PS. In the period from 2023 to 2025, projects aimed at reducing the consumption of antifriction additives and improving the reliability of the CPC pipeline system will be implemented, as well as the dismantling of equipment at the initial stage of construction will be carried out as new facilities are commissioned.

a permanent accounting scheme. The installation of the pressure control unit, the tanks of relief spring safety valves has been completed. The general contractor – VELESSTROY LLP – with more than 360 people and 35 units of equipment operates in the Tank Farm of the PS, where, after the installation of a hydrophobic layer, the bottoms of two tanks are installed. Work is also in full swing at the sites of control panels and frequency-controlled converters.

“Regardless of the number of the contractor’s personnel, CPC always maintains a consistently high level of compliance with labor protection and industrial safety requirements at the DBNP facilities”, Igor Lisin comments on the correspondent’s question about compliance with these requirements in the face of an increased number of workers and special equipment. “Realizing the CPC’s high responsibility for the life and health of all employees involved in the implementation of the program, the CPC project team carries out vigilant control over compliance with the requirements both at the level of top management and at the level of construction

CPC ALWAYS MAINTAINS A CONSISTENTLY HIGH LEVEL OF COMPLIANCE WITH LABOR PROTECTION AND INDUSTRIAL SAFETY REQUIREMENTS AT THE DBNP FACILITIES

headquarters. In addition, CPC set a condition for the contractor to mobilize additional HSE specialists and strengthen internal control over the safe performance of work.

Atyrau PS is another major facility of the Debottlenecking Program. Over 100 workers of VELESSTROY LLP with

16 units of construction equipment installed a main pumping unit with a GTU, continue to build a pressure control unit and an electrical panel.

On the territory of the Russian Federation, 662 people and more than 80 units of equipment are involved in the construction. At Astrakhanskaya

AUTHOR
DMITRY KONSTANTINOV

MADE IN RUSSIA

CURRENTLY, THE ISSUES OF IMPORT SUBSTITUTION ARE OF PARTICULAR RELEVANCE. THE EDITORS OF PANORAMA SET OUT TO FIND OUT WHAT DOMESTIC MATERIALS, EQUIPMENT AND TECHNOLOGIES ARE CURRENTLY USED AT CPC FACILITIES, INCLUDING DURING THE IMPLEMENTATION OF THE DEBOTTLENECKING PROGRAM

For the Russian oil and gas industry (including the oil transportation industry), restrictions on the supply of imported equipment, spare parts and components have never been a surprise. The preventive and operational transition to own production of elements of this nomenclature in the context of the next round of political turbulence did not begin yesterday and has at least three distinct “waves” in history:

the 50s and 80s of the 20th century, as well as the second half of the 2010s years. Each of these stages deserves a detailed historical study, but now let's consider what solutions in this area have already been implemented in the CPC project.

Polarization of metal structures by an external electric current (cathodic protection), along with an insulating coating, is an effective way to prevent corrosion in aggressive environments.

Cathodic protection stations (CPS) – consisting of a direct current source with two main lines (for polarizing anodes and for cathodic protection of pipes, tanks and other metal structures) – were originally designed as part of the Tengiz-Novorossiysk pipeline system, but, like any equipment, had a limited shelf life.

In 2020, American-made CPSs at the sections of the CPC oil pipeline in Kazakhstan and the Astrakhan region

that have served their purpose were replaced with analogues manufactured by the Signal Stavropol Radio Plant, which is part of the Rostec State Corporation. Trial operation of 40 IP-MN4R cathodic protection stations was considered successful, and in 2021 the Consortium ordered another 40 CPS for other pipeline facilities. With a 98 % efficiency actually unattainable by competitors, the cost of Stavropol CPS was five times lower than that of foreign analogues.

In the last issue of the magazine, we talked about the replacement of imported secondary equipment for the information processing system of the LACT of Kropotkinskaya PS with domestically produced equipment. Recall that in 2021, computers from the British company Solatron replaced the measuring and computing complexes IMC-7 manufactured by Ufa “Oil and Gas Systems” LLC. The effectiveness of the replacement can be indicated by the fact that the more modern IMC-7 functionally replaces five English computers at once.

Variable frequency drive units (VFD) installed as part of the DBNP at the CPC pumping stations make it possible to smoothly adjust the rotational speed of the electric motors of pumping units, thereby providing flexible control of

TRANSFORMER-FREE
FREQUENCY CONVERTER
OF THE EMSN SERIES
MANUFACTURED BY
EKRA RPE



Tengiz PS, Astrakhanskaya PS, PS-2”, says Roman Kharitonov, Leader of the Management Reporting and Project Control Group. “The manufacturer’s specialists took part in the commissioning process of the VFD at the PS-2, with their help, CPC operational personnel underwent specialized training for confident and trouble-free operation of new equipment”.

Equipment manufactured in Russia and the CIS countries included by CPC in the production program has a positive impact not only on the stability of the export pipeline. By loading the production capacities of the regions

CURRENTLY, RUSSIAN VARIABLE FREQUENCY CONVERTERS ARE INSTALLED AT THE TENGIZ PS, ASTRAKHANSKAYA PS, PS-2

the CPC pumping modes, as well as reducing power consumption.

“Currently, Russian variable frequency converters manufactured by EKRA RPE (Research and production enterprise) LLC (Cheboksary) are installed at the

of presence with large-scale volumes of orders, the Consortium contributes to their economic development, creating a favorable social climate, ensuring the demand for highly qualified specialists, the demand for professional education.●



INSTALLATION OF VFD AT
THE TENGIZ PS



AUTHOR
KONSTANTIN RYBAK,
HEAD OF DEPARTMENT – REGIONAL MANAGER
FOR MAINTENANCE AND ERW OF THE WESTERN
REGION OF STARSTROY LLC

EFFECTIVE AND SAFE

WE CONTINUE TO REVIEW THE INTERACTION
BETWEEN THE REGIONAL DIVISIONS
OF STARSTROY LLC AND CPC SPECIALISTS
IN THE FRAMEWORK OF MAINTENANCE AND
REPAIR OF OIL PIPELINE SYSTEM FACILITIES.
FOCUS ON THE WESTERN REGION



The responsibility of the Western Region of STARSTROY LLC as a contractor includes a full range of maintenance works for the section of the Tengiz – Novorossiysk main oil pipeline from the 952nd to the 1495th kilometer. It includes commissioning, work on electrical and mechanical equipment, automation and metrology systems, emergency response at the linear part and PS.

The structure of the WR STARSTROY LLC includes four emergency recovery points (ERP “Ipatovo”, ERP “Kropotkin”, ERP “Krizhanovsky”, ERP “Novorossiysk”) and five maintenance bases (of PS-4, PS-5, Kropotkinskaya PS, PS-7 and of PS-8). Repair and maintenance of CPC facilities as a customer is carried out by these departments.

DIGITAL INTERACTION

In order to monitor the ongoing work and the technical condition of the equipment of the CPC oil

pipeline system, a production and dispatching department (PDD) was created in the structure of WR STARSTROY, which closely interacts with the CPC Operations Department in its work. The main means of such interaction is the computerized maintenance management system (CMMS) MAXIMO.

In order to plan equipment maintenance, 30 days before the beginning of the month, the CPC Operations Department sends work orders to the production and dispatching department of WR STARSTROY through the MAXIMO system, from where they are sent by e-mail to direct contractors.

PDD specialists daily monitor and analyze the execution of work orders by production units. Weekly and at the end of the month, reports are prepared on the performance of maintenance work at CPC facilities, as well as information on available labor resources, data on planned and actual man-hours worked. The results of the work are drawn up in the form of archives, protocols, measurements, acts and other documentation and are entered by PDD specialists into the MAXIMO database. This information is available to all authorized persons of STARSTROY and the CPC Operations Department.

Active interaction with colleagues in the CPC Operations Department to improve analytical data processing processes contributes to the most effective maintenance management of the Tengiz – Novorossiysk oil pipeline system.

instrumentation and an automatic control system are used. The main oil pipeline of the Caspian Pipeline Consortium is no exception. To ensure its operating modes with the required characteristics, equipment from leading world manufacturers is used.

INSTRUMENTS ARE IN ORDER

Modern pipeline transport is a complex system of interconnected equipment for various purposes. To control the performance parameters and control its functions, high-tech

The complexity of the equipment used, internal regulatory and technical documents, the remoteness of the facilities of the main oil pipeline impose their own characteristics on the organization and conduct of maintenance. Nevertheless, the organization of the maintenance system in accordance with the requirements of the standards, as well as the efforts of STARSTROY LLC aimed at supporting the qualification of personnel at a high level, help to provide services for high-quality maintenance of the instrumentation equipment of the CPC oil pipeline system for many years.

The complex of equipment maintenance works includes a full cycle of testing the instrumentation systems, as well as gas fire detection systems. An important condition for carrying out maintenance work on the equipment of control and measuring devices is strict adherence to the scheduled deadlines for the performance of work, in accordance with the object-specific schedules of preventive maintenance.

The equipment of the instrumentation teams meets the requirements of the current maintenance contract, however, without the training of specialists, all these technological devices are not able to provide high-quality results in work. STARSTROY pays special attention to the selection of personnel, their training and preparation

STARSTROY PAYS SPECIAL ATTENTION TO THE
SELECTION OF PERSONNEL, THEIR TRAINING AND
PREPARATION FOR THE PERFORMANCE OF WORK



for the performance of work. In addition to training in industrial safety and labor protection, personnel must undergo an internship for the types of work performed as part of the licensed type of activity. Monthly training sessions have been organized. Their topics were developed jointly with the instrumentation specialists of CPC-R. Training sessions are held in conditions that are as close to real as possible. Knowledge and experience gained during training sessions helps reduce troubleshooting time on existing equipment.

ELECTRICAL SAFETY

The reliability of electrical equipment is an important factor in ensuring the smooth operation of the pipeline system. Diagnostics, maintenance and modernization of power supply systems for the Tengiz – Novorossiysk oil pipeline facilities in the Russian Federation is also the subject of cooperation between the Caspian Pipeline Consortium and STARSTROY. The range of main tasks of electrical engineering personnel includes ensuring reliable trouble-free operation of equipment and networks, accounting and measurement systems, relay protection devices, automation and alarm systems, as well as other electrical equipment.

The region has established work on training, certification and advanced training of personnel. Currently, the electrical engineering personnel of WR STARSTROY LLC is staffed with highly qualified specialists and equipped with the latest diagnostic, testing and measurement tools in electrical installations with voltage up to 110 kV.

The technical equipment and qualification of the personnel allows to carry out the installation, adjustment and testing of microprocessor relay protection devices and controllers of such manufacturers as Siemens, Schneider Electric, EKRA and others.

All issues related to improving reliability, identifying and eliminating problematic issues are resolved with the direct participation of the Chief



Electrician Service of the CPC Operations Department. Specialists of WR STARSTROY LLC take part in solving complex and non-standard solutions related to troubleshooting electrical equipment. This work makes a significant contribution to ensuring the highest quality

maintenance and repair of mainline pumping units, booster pumps, diesel drives, compressors and industrial air conditioners. Laser alignment of equipment, balancing, vibration diagnostics and vibration monitoring of equipment with rotation units are carried out.

PERSONNEL SAFETY IS ONE OF THE STRATEGIC PRIORITIES OF STARSTROY

organization of maintenance of the pipeline system.

MECHANICS UNDER CONTROL

To perform complex repairs, diagnose mechanical and technological equipment, and control the quality of work performed in the region, there is a service that has specialized equipment and tools. This service is subordinate to the chief mechanic of WR STARSTROY LLC. The service specialists perform a wide range of works at CPC-R facilities, such as

The successful solution of the tasks of maintenance and repair of mechanical and technological equipment is facilitated by the high qualification of the personnel and its maintenance at the proper level. For this, all types of training are used – from trainings at your enterprise to internships with manufacturers of specialized equipment.

All work is carried out in accordance with annual schedules approved and agreed with CPC, on the basis of which monthly and weekly work

plans are developed. This approach to work planning helps to quickly monitor the condition of the serviced equipment and correct work without affecting the process of preventive maintenance and repair, as well as allocate and use available labor resources when performing work at the Consortium's facilities.

PREVENTIVE SAFETY

The main and primary task of an oil pipeline company is to ensure the safe and reliable operation of the pipeline system while optimizing life cycle costs. Accidents at oil pipelines are characterized by a one-time significant material damage, including harm to humans, as well as a long-term negative impact on the environment.

STARSTROY's emergency recovery points perform a range of contract services for CPC, including maintenance of equipment and structures on the linear part, maintenance of access roads and along the route, preparation for in-line diagnostics and cleaning of pipelines, prompt response to emergencies.

In addition to equipment, instruments, tools and devices for performing maintenance and repair work on the oil pipeline, ERP

production bases have a complete set of special equipment necessary for the elimination of emergency oil spills on the water surface and on land, and the elimination of the consequences of accidents. These are oil-gathering and pumping equipment, booms, various watercraft, cutting machines and slotting devices, centralizers, welding equipment and much more.

Emergency recovery points keep in constant readiness all technical and transport means used in the performance of work related to the maintenance and repair of the pipeline, as well as in the elimination of accidents and their consequences.

The key to successful cooperation between STARSTROY and CPC-R is the holding of annual complex joint practical exercises organized by the Consortium, which demonstrates the readiness for joint actions of the operational forces and means of the Western Region of CPC-R and STARSTROY to eliminate emergency situations at CPC facilities.

The number of strategic priorities of STARSTROY, along with the safety of serviced facilities, includes the safety of personnel. The policy of the enterprise in the field of labor protection, industrial safety, environmental protection is largely similar to the corresponding CPC policy. This is logically and objectively necessary, since the work of STARSTROY specialists takes place at facilities where the CPC Life Saving Rules apply without alternative. Thus, at the beginning of 2020, STARSTROY implemented the Zero Injury Program in its subdivisions. By analogy with CPC, the general contractor company has assumed personal obligations of employees in the field of safety. HSE specialists of the Western Region of STARSTROY LLC are actively involved by their colleagues from CPC in testing new initiatives, such as leadership practices in the field of Safe Work Culture. Based on the complex systematic work that the company is carrying out in the field of labor protection, industrial safety and environmental protection, we can

confidently speak of the leading, "benchmarking" role of STARSTROY in this area among the contractors of the Caspian Pipeline Consortium. ●



AUTHOR
GULNAR MALGAZH DAR

THE VALUE OF COOPERATION

ON APRIL 2, A QUARTER OF A CENTURY SINCE ITS FOUNDATION WAS CELEBRATED BY THE STRATEGIC AND RELIABLE PARTNER OF CPC – THE NATIONAL OPERATOR OF OIL PIPELINES OF KAZAKHSTAN, KAZTRANSOIL JSC. THE ACTIVITIES OF THESE TWO COMPANIES HAVE MUCH IN COMMON AND ARE AIMED AT ENSURING THE UNINTERRUPTED TRANSPORTATION OF OIL. IN ADDITION, WE ARE UNITED BY SUCH IMPORTANT VALUES AS SAFE WORK AND SOCIAL SECURITY OF PERSONNEL, CONSERVATION OF NATURE FOR FUTURE GENERATIONS, AS WELL AS THE DESIRE TO IMPROVE THE QUALITY OF LIFE IN THE REGIONS OF OUR PRESENCE

Cooperation between CPC and KazTransOil JSC began in 2001, when the Consortium started its operations. In particular, in order to provide shippers with access to the CPC oil pipeline, KazTransOil JSC at its Atyrau oil pumping station put into operation additional facilities, with the help of which the transshipment of hydrocarbon raw materials entering the CPC system via Uzen – Atyrau, Kenkiyak – Atyrau, Martyshi – Atyrau oil pipelines, as well as by rail has begun.

In addition, the specialists of KazTransOil were directly involved in the construction of the Tengiz – Novorossiysk export pipeline system. Currently, the company provides maintenance, repair and emergency response services at the facilities of the CPC oil pipeline system in the Republic of Kazakhstan under a contract for 2018–2023. 466 km of the main oil pipeline of the CPC falls on the share of maintenance of KazTransOil. KTO

specialists also carry out maintenance of four CPC-K pump stations.

Thanks to this cooperation, more than 250 jobs have been created in the Atyrau region on a permanent basis in such specialties as linear pipeliners, locksmiths, mechanics, and electricians. All production service bases of KazTransOil in the territories of the PS are equipped with vehicles and special machinery, equipment, tools and devices.

“It is safe to say that the basis of our long-term cooperation with KTO are such values as trust, professionalism, responsibility and high quality of service”, notes Mukhit Mazhenov, CPC East Region Manager.

AT THE ORIGINS OF STEEL PIPELINES

Closed Joint Stock Company “National Oil Transportation Company “KazTransOil” was established on April 2, 1997 in accordance with the Decree of the Government of the Republic of Kazakhstan. 100% of the company’s shares belonged to the state. At the time of its establishment, KazTransOil owned and operated more than 6,400 km of oil pipelines and more than 2,000 km of water pipelines.

In 1998, the assets of the Kazakhstan section of the Tengiz-Grozny main oil pipeline were transferred to the balance sheet of Caspian Pipeline Consortium with the signing of the relevant documents between CPC and Yuzhnefteprovod.

Today, the tasks of KazTransOil JSC, which is part of the structure of NC KazMunayGas JSC, include ensuring the transportation of oil to the refineries of Kazakhstan, the export/import of oil and oil products through its own system of main oil pipelines, the length of which is 5.4 thousand km. If at the very beginning of the development path KazTransOil JSC transported about 23 million tons of oil, today the volume of transportation has increased 3 times and is more than 40 million tons. About 38% of all oil produced in Kazakhstan is transported through the system of main oil pipelines of KazTransOil in such directions as the ports of the Black and Baltic Seas, the countries of Central and Eastern Europe, the Transcaucasian Corridor, China.

For 25 years KazTransOil has passed a complicated path from the Soviet

pipeline system to a modern high-tech network of main oil pipelines covering the whole of Kazakhstan. Over the years of activity of the company, KazTransOil has implemented important pipeline projects that have contributed to strengthening the economic stability of Kazakhstan and formed an extensive oil transportation system. The western and eastern networks of the country’s main oil pipelines were integrated. Oil pipelines Kenkiyak – Atyrau, Alibekmola – Kenkiyak, Northern Buzachi – Karazhanbas, Atasu – Alashankou, Kenkiyak – Kumkol oil pipelines were put into operation, the capacities of the Atyrau – Samara oil pipeline, the port of Aktau, as well as several railway loading and unloading terminals were expanded.

An equally important achievement in the company’s activities was the work on connecting the West with the East. Today, the capacities of the Kazakhstan-China pipeline allow exporting large volumes of oil to China, as well as transiting Russian oil. Since 2017, the transportation of Russian oil along the Priirtyshsk – Atasu – Alashankou route has increased to 10 million tons per year.

In addition, the construction of a system of main oil pipelines Kazakhstan – China continues. The implementation of this project began in the 2000s as part of the policy of independent Kazakhstan to create a multi-vector hydrocarbon transportation system and ensure the country’s energy security. Its completion will ensure the loading of the Pavlodar and Shymkent oil refineries and increase the supply of West Kazakhstan oil to China.

Such a successful result of all the planned strategic tasks is the key to the demand for the company. Over the years of work, KazTransOil has established itself as a team of professionals that has rightfully won the trust of national and foreign mining companies, brought production activities to the world level of industrial and environmental safety standards and strengthened the unified national pipeline system.

“CPC Panorama” congratulates the management and staff of KazTransOil JSC on the anniversary. We wish prosperity, success in production and the conquest of new professional heights!



AUTHOR
PAVEL KRETOV

THROUGH THORNS TO A DIGITAL

THE ELECTRONIC DOCUMENT MANAGEMENT SYSTEM SIGNIFICANTLY IMPROVED THE EFFICIENCY OF PERFORMING THE PRODUCTION TASKS OF THE CONSORTIUM. MANY BUSINESS PROCESSES BEGAN TO BE FASTER, EASIER, REQUIRE LESS ATTENTION AND CONTROL OF PERFORMERS



cybrain/Shutterstock/FOTODOM

As Lidia Ismagilova, Leader of Electronic Document Management System Service, explains to a Panorama correspondent, the essence of one of the vectors of corporate development is to strive, if possible, for the full digitalization of the company's business processes. Ideally, a kind of flowchart should turn out when one process flows from another and makes up the result of the third.

Based on the results of the pre-project study conducted in late 2021 and early 2022, today all CPC divisions received detailed descriptions of all end-to-end business processes.

As part of the study, both already "digitized" document

management operations and planned, and possible in the future, to be transferred to an electronic system were studied. Now, together with the Russian company "1C", the specialists of the Consortium are exploring the possibilities of switching to high-tech solutions.

More than 100 meetings on document management issues were held with 1C contractors. 25 processes have already been prepared for further design on a new information platform, the need for advanced developments has been studied.

Despite the global work carried out in terms of researching the new platform and its applicability to CPC standards, processes are being carried out in parallel to modernize and improve existing electronic document management systems. We are talking about the implementation of the applicability in electronic memorandums of the financial matrix of the delegation of authority on an

ongoing basis, which allows you to immediately coordinate financial business processes.

"The CPC management will consider the feasibility of

transferring certain systems to 1C", says Lidia Ismagilova. "But what works decently on existing technical solutions, most likely, will remain there. For example,

"historical" systems will continue to be based on SharePoint, especially for databases of design estimates, where gigabytes of information and multivariance of drawings".

PERSONNEL RESTRUCTURING

OPTIMIZATION

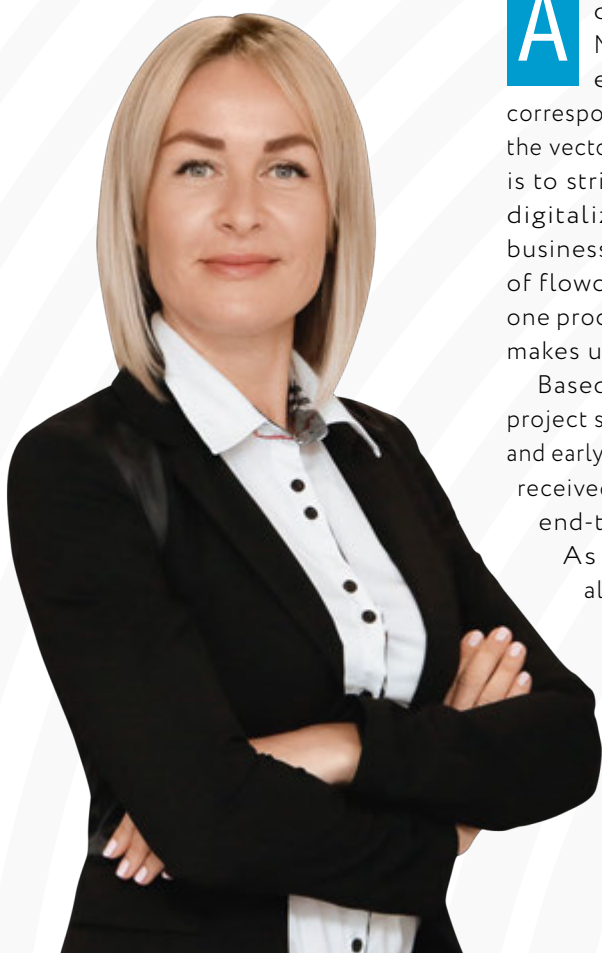
- TRANSFER OF TECHNICAL SPECIALISTS TO THE INFORMATION AND ANALYTICAL SYSTEMS TEAM

SCOPE OF WORK

- DISTRIBUTION OF RESPONSIBILITIES FOR THE DEVELOPMENT, OPERATION AND ADMINISTRATION OF THE EDMS

RESULT

- ALL DEVELOPERS IN ONE DEPARTMENT
- INCREASED SUPPORT FOR TECHNICAL SPECIALISTS
- INTERCHANGEABILITY OF TECHNICAL SUPPORT



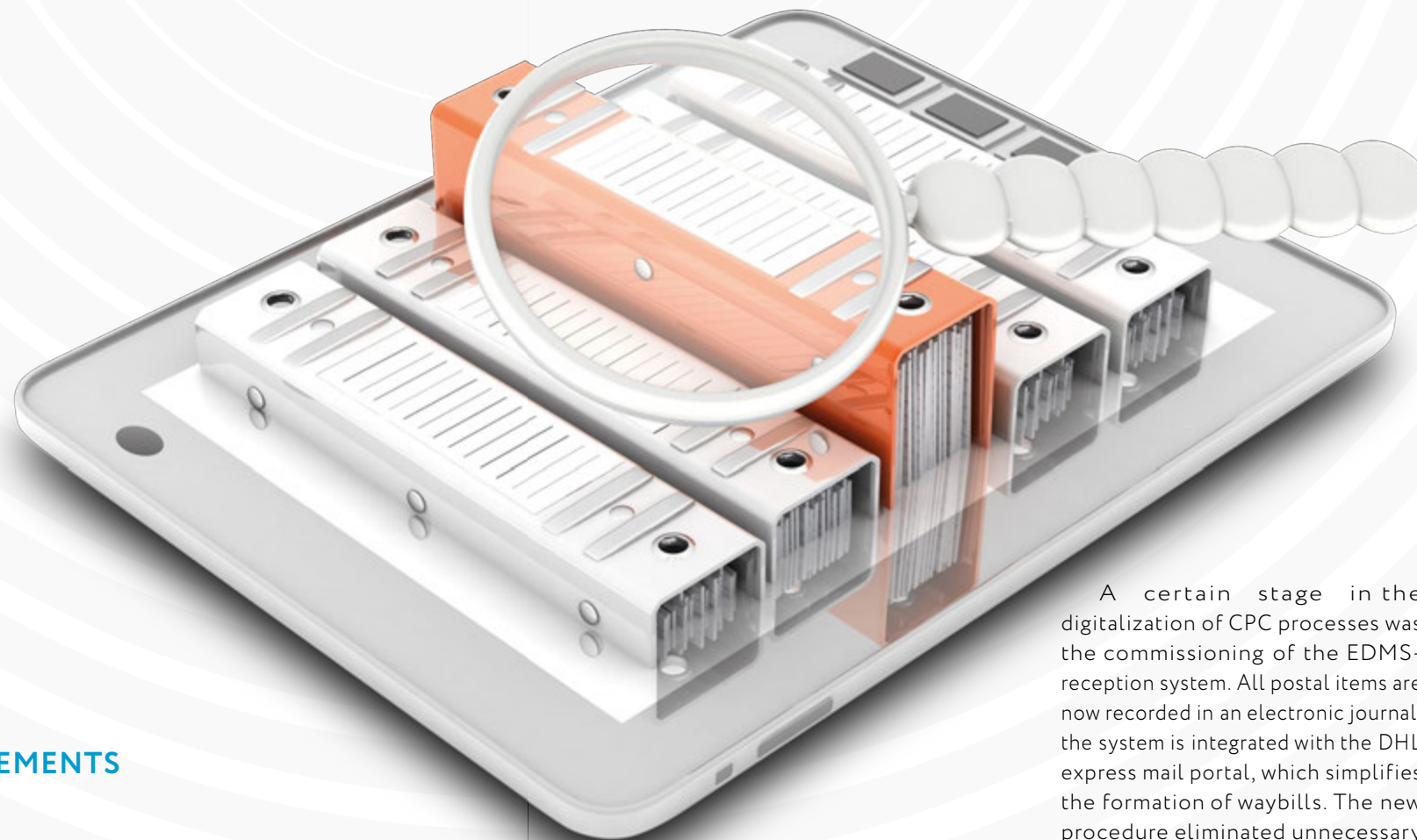
LIDIA ISMAGILOVA

In recent years, CPC specialists have done a lot of work on the digitalization of business processes. Among the recent, successfully implemented projects are the creation of a register of gifts and events, the processing and approval of travel requests in Kazakhstan based on the system successfully operated since 2020 for CPC-R. In view of the proven effectiveness of the electronic memorandum, its experience was extended to many other processes in the company. Thus, innovations made it possible to abandon paper route for drivers, simplified the procedure for obtaining funds for business trips. There is a clear approval list, no longer required to delve into the wisdom of who and what documents should be signed.

The task center allows you to carry out the process of coordinating documents non-stop, in the absence of a manager, if necessary, redirecting tasks to a temporary substitute.

They are proud of the operating hotline in the Documents and Data Management Service. On one phone you can quickly get advice on issuing travel certificates, on the other – answers to all other questions of electronic document management.

“Separately, I would like to say about the system that allows you to receive feedback from users – this is the EDMS Polls system”, continues Lidia Ismagilova. “Thanks to it, the DDMS collects information about the operation of the systems from all users, on the basis of which further modernization takes place, aimed



A certain stage in the digitalization of CPC processes was the commissioning of the EDMS-reception system. All postal items are now recorded in an electronic journal, the system is integrated with the DHL express mail portal, which simplifies the formation of waybills. The new procedure eliminated unnecessary calls to the reception and made it possible to track the location of parcels in real time. To this we can add the convenience of monitoring all the costs of postal services for the company.

“We managed to complete a fairly large amount of work on digitalization in 2021, after

at making it easier for colleagues to navigate the processes. In addition, many other departments send their requests about the possibilities of using surveys in their work, collecting information on the quality of work of contractors.

the Information and Analytical Systems Team was created and started working in the company”, notes Lidia Ismagilova. “The centralization of all technical specialists and developers of applications and application software in CPC made it possible to move much faster. Of course, all technical solutions and their implementation were the work of our colleagues from the IAS Team, for which we are especially grateful to them”.

Another important direction of the Documentation and Data Management Service is improving the maintenance and systematization of the CPC archive. The scale of this activity is best illustrated by the following figure: over the decades of the existence of the Consortium, more than 18 thousand boxes of documents have accumulated in the external archive alone. Two years ago, part of this volume was not cataloged, but now the situation has changed radically: a regulation has come into effect that prescribes the rules for managing documentation that is both in operational and archival storage, and a nomenclature of documents has been formed and approved. A unified electronic register of documents has been developed and put into operation with functionality that allows you to generate inventories and nomenclature of documents automatically.

A major step towards digital transformation was the introduction of electronic signatures. Most often, they are necessary when interacting with federal services through state portals, this practice has especially expanded during the pandemic.

“Our service provides support to employees in the preparation of electronic signatures, when using them, provides administrative support, explains the rules”, Lidia Ismagilova lists. “Now the legal basis for obtaining electronic signatures from one database operator is being worked out. Also at the stage of approval is the regulation of their application in CPC-R JSC.

PROCESSING AND SYSTEMATIZATION OF REQUIREMENTS

LOGISTICS – 30

MAINTENANCE
AND REPAIR – 27

REGULATORY
AND REFERENCE
INFORMATION – 15

FINANCIAL AND
ECONOMIC
ACTIVITY – 107

DESIGN
DOCUMENTATION – 8

CAPITAL CONSTRUCTION
MANAGEMENT – 11

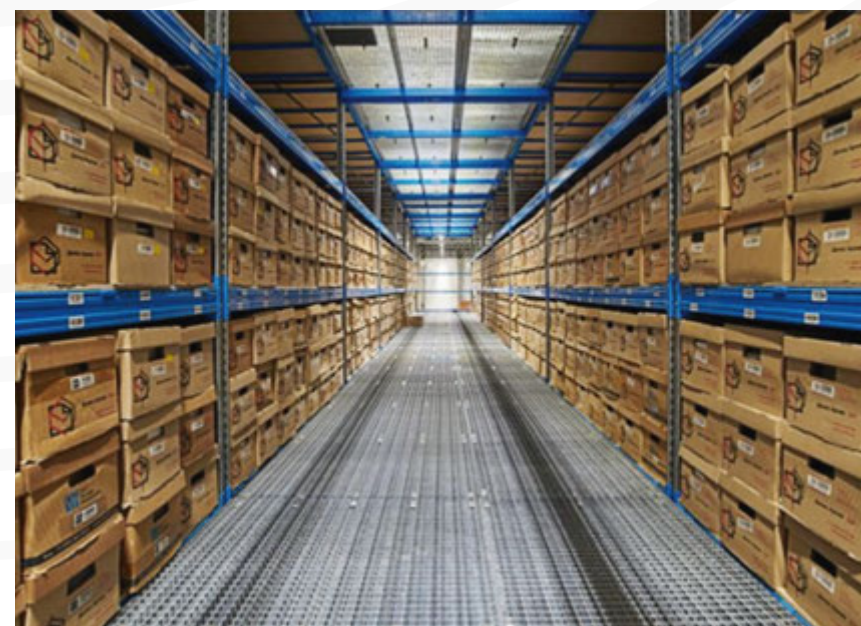
LABOR PROTECTION
AND INDUSTRIAL
SAFETY – 10

DOCUMENT FLOW – 25

SALARY AND
PERSONNEL
MANAGEMENT – 62

LEVEL III PROCESSES:

total – 310
local – 295
end-to-end – 15



AUTHOR
PETR GVOZDEV,
INTEGRATED BUSINESS PLANNING MANAGER, CPC-R

ANNUAL SHAREHOLDER AUDIT

THE WORD “AUDIT” COMES FROM THE LATIN AUDIO (“TO HEAR”). THIS IS LOGICAL: THE RESULTS OF ANY CHECK-AUDIT ARE FORMED, AMONG OTHER THINGS, ON THE BASIS OF WHAT THE INSPECTORS HEAR FROM THE COMPANY’S EMPLOYEES. LET’S TRY, IN TURN, TO FORM A “COMMON DECENCY” IN COMMUNICATING WITH AUDITORS BASED ON THE EXPERIENCE GAINED: THE AUTHOR HAS BEEN INVOLVED IN AUDITING IN GOVERNMENT SERVICE AND INTERNATIONAL COMPANIES FOR MORE THAN 10 YEARS



CPC shareholders annually, in September, conduct audits of the company. This right is enshrined in the shareholder agreement. The purpose of the audit is to confirm the adequacy and effectiveness of the existing control mechanisms in the company, as well as compliance with the provisions and policies of the Consortium.

The scope of the review is generally limited to two full previous years and includes three to four major CPC processes (such as operations, project implementation, physical security, etc.). What specific processes are included in a particular audit year is determined by the Audit Commission based on a multi-year audit plan. In most cases, the same process is reviewed once every four years. The exceptions are the processes of the Technology Group (each year with alternating areas of review) and additional issues included by decision of the audit committee.

Each audit is led by one of the shareholders, subject to the principle of annual rotation between government shareholders and oil producing companies, provided that no shareholder can lead the audit twice in a four-year period. The audit team always has a lead auditor and a deputy lead auditor. If the lead auditor is nominated by a government shareholder, then the lead auditor will be nominated by the oil producing company. These roles will change next year. For example, in 2020, the lead auditor was nominated by Chevron Corporation, and the deputy was a representative of Transneft PJSC. In 2021, the lead auditor was from Transneft, and the deputy was from ExxonMobil Corporation.

PROFESSIONAL AUDITORS AND EXPERTS IN THE FOLLOWING AREAS

Each shareholder can nominate no more than six auditors to the audit team, but, as a rule, their total number



is 15-25 people from all shareholders. The team includes both professional auditors and experts in the areas, and there are usually significant differences in their approach to auditing.

A professional auditor uses his skills first. He checks the process in terms of its structure and

There are cases when an expert is looking for non-compliance with the regulations of the company that nominated him, which is not the right approach.

For example, if we talk about fire protection, a professional auditor will study how the company itself makes sure that the risk of fire

THE AUDIT TEAM INCLUDES BOTH PROFESSIONAL AUDITORS AND EXPERTS IN THE AREAS

integrity. The focus is on process objectives, process risks that threaten the achievement of objectives, process controls that prevent the risk from occurring or eliminate/mitigate the consequences of such an implementation.

The expert draws on his extensive experience. He checks the process from the point of view of its essence, looking for non-compliance with state or industry standards, non-compliance of actual operations with the current company regulations.

is controlled; whether there are appropriate procedures, processes, resources; whether risk analysis is used; whether the company itself conducts periodic monitoring of the sufficiency of existing measures; how the actual processes correspond to those described in the procedure. The expert, using his practical experience, will rather focus on how the equipment and other resources used are sufficient to prevent and extinguish a fire, try to make sure that the company responds to

current changes in legislation and standards.

Professional auditors are skilled in conducting interviews, investigations, control, information and risk analysis, social engineering, finding evidence and contradictions in data and documents being audited. However, they are rarely experts in the areas they audit. Professional experts, on the contrary, have deep knowledge in the areas being audited (for this they are attracted), but not always sufficient practice of documenting comments, using adequate risk assessment criteria, assessing the significance of non-compliance on the company's activities as a whole.

SEPTEMBER VISITS

The four-week audit in September includes on-site inspections of pipeline system facilities. In preparation for the "reception of guests", it is necessary to appoint a responsible person from the department or service, who will be aware of all the questions for this unit. It is also important that responsible specialists are available.

Usually, the auditors spend the first week in the Moscow office of CPC,

where they get acquainted with the process. During the second and third weeks, the auditors go to the regions and look at the facilities. It is very important to accompany the auditors on such trips, this makes it possible to resolve emerging issues

is the main one in this territory and is responsible for everything that happens here. Auditors, as well as all visitors, as well as staff, are obliged to obey the facility regime. They cannot choose which PPE to wear and which not, interfere with

FOR ALL OBSERVATIONS AND QUESTIONS OF AUDITORS, TWO DOCUMENTS ARE DRAWN UP: A DISCUSSION DOCUMENT AND A COMMENT DOCUMENT

on the spot. In the fourth week of the audit (and often a week later), an active phase of the report approval takes place, where it is important to participate in the approval of the comments of the coordinator from the unit and his head.

Regardless of the status and position of auditors-visitors, the managers and personnel of CPC production facilities must first of all ensure compliance with the rules of industrial safety and labor protection. The head of the facility

the normal operation of the facility and announce declare training alarms.

Your right to suspend work also applies to the audit. If you think that the verification is not safe, feel free to report it, regardless of the level of visitors.

USEFUL TIPS

Try to avoid unnecessary tension in the audit, which can be caused by both "confusing" auditors and by trying to use the audit to solve urgent issues. For example, it may be

tempting to increase the importance of solving a local issue by including it in the audit report as a comment. In practice, just as the problem itself can be misunderstood, so an insufficiently developed recommendation will contribute not to solving the problem, but to exacerbating it.

Next tip: redundant information is not always useful. Providing data that is not relevant to the verification, self-promotion can lead to a negative effect. The inspector receives part of the information for his report not from formal interviews, not from working with documents, but from the "sound background" in the office or at the facility, conversations in the elevator, cafe, corridor. Even the mention of any events from the history of the object may lead to additional comments from the auditors. For example, mentioning that "we had to build the work from scratch, since the predecessor did not leave behind any documents" can easily turn into a remark about the process of transferring cases.

The answers to the questions asked by the inspectors must be complete, on the subject of the question, but not entailing new questions. If, for example, auditors are asking why there is a new control, it is better to say that this is an additional measure to reduce the discussed risk, rather than saying that it had to be done according to the situation.

In terms of visiting facilities, stick to the planned program of the trip. If the auditors have come to check the object, they are provided with maximum comfortable conditions and minimum restrictions for this: enter, look, talk, study. There is no need to show auditors additional objects and arrange unnecessary meetings with personnel who simply may not be psychologically prepared for the unexpected appearance of auditors.

At the end of the work at the facility, it is recommended to request confirmation from the auditors: is everything clear, are there any



questions left, will there be any comments on this facility, do I need to demonstrate something again?

PRELIMINARY AND FINAL RESULTS

For all observations and questions of auditors, two documents are drawn up: a discussion document and a comment document.

The discussion document is the form in which the reviewer formulates a potential comment and addresses it to the auditee. The auditee may agree or disagree with the document and comment on what he considers incorrect in the auditor's wording. If the auditee does not agree with the discussion document, the auditor either changes the wording and restarts the approval of the document or withdraws his comment. Active participation in discussions with auditors, providing the necessary complete answers and documents, minimizes the number of potential comments that arise during the audit.

The comment document is based on the agreed discussion document and already includes the auditor's specific recommendations for resolving the observation. The auditee can also either agree with the text

of the recommendations or not. If the auditee as agreed, he fulfills them; if not, he needs to indicate an action plan for the implementation of the observation, which will need to be clearly followed in the future. The action plan is drawn up taking into account the possibilities, resources, optimal timing. In this case, the auditor usually does not insist on the verbatim implementation of his recommendations and does not mind if the auditee has offered his own version and his own terms. The auditor is interested in the approval of the remark. It is the action plan in the words of the auditee that is included in the final audit report and then monitored by the internal control department. When specifying the planned deadlines for the implementation of activities, it is necessary to indicate the actual terms in which you can close the remark, since the management strictly monitors these processes.

The Internal Control Department of CPC oversees all shareholder audits, issuance of audit reports and closing remarks. You can always contact here if you have any questions about the audit process.



AUTHOR
PAVEL KRETOV

IF THEY WRITE A LOT TO THE COLONEL...



VYACHESLAV BUKHARIN

"My Inbox folder is divided into subfolders, where I put letters on important topics", says Vyacheslav Bukharin, CPC Air Support Senior Specialist. "Everything that does not personally concern my work, after reading, immediately goes to the 'basket'. As soon as the topic loses its relevance, I archive all messages on it."

The key combination of words here will be "after reading". If you receive a company-wide email, it may contain a warning about

IN OCTOBER 2021 THE WORLD CELEBRATED THE 50TH ANNIVERSARY OF THE FIRST E-MAIL. IN 1971, THE INVENTOR OF THIS TECHNOLOGY, RAY TOMLINSON, DELIVERED A TEXT MESSAGE TO THE COMPUTER LOCATED IN THE NEXT ROOM. AND TODAY, OVER 300 BILLION ELECTRONIC LETTERS FIND THEIR ADDRESSES DAILY ALL OVER THE WORLD. HOW TO EFFECTIVELY USE THIS MOST IMPORTANT COMMUNICATION CHANNEL WITH COLLEAGUES? SOME USEFUL TIPS...

Office correspondence is distinguished by appeals or requests, as a rule, requiring a detailed, elaborated answer. At the same time, it is important for the sender of the letter to know that the request has been accepted and the process has begun. What needs to be done so that the answer does not look too long and at the same time not too hasty? It's simple: quickly track the letter (Outlook provides a pop-up notification on the desktop for such cases, even with the mail program

closed), click on the "received" checkbox (if the sender had the opportunity to equip his letter with such an option), or give a short pre-answer in the spirit of "accepted, working." And then calmly, but without unnecessary delay, work out the answer.

IDEALLY, THE INBOX SHOULD CONTAIN NOTHING BUT UNREAD EMAILS

changes in business hours or other equally important information. Also, orders for the company are periodically sent by mail for general familiarization, ignorance of which can lead to their violation the very next day.

Svetlana Bovt, CPC Lead Specialist, Financial Reporting and Analysis, is helped by the categorization function to put things in order.



SVETLANA BOVT

“My archive is also divided into its categories: “statistics”, “report of x year”, “1C”, “miscellaneous”... I am engaged in replenishing and organizing the archive when I find enough free time for this, but at least once every six months”, she says.

Indeed, ideally, the inbox should contain nothing but unread emails. This way you will never leave all important incoming mail unattended. For the same reason, smartphones are not the best assistant when checking email: you quickly read the letters on the go, decided to answer them later in a more comfortable environment, but in the hustle and bustle you forgot.

Or imagine yourself on the opposite side of the “barricade”. You sent an important letter, and in response to silence... It’s better to remind yourself with a new message in the morning, at the beginning of the working day.

But do all letters require a mandatory response? There is no unequivocal opinion here. Some office etiquette experts believe that it would be polite to say at least a short “OK, thank you!”. Others believe that it is worth doing your best to reduce unnecessary “traffic” of messages on the network and not distract both parties from what is more important.



Tienney Mj/Shutterstock/FOTODOM

And sometimes it happens: you have answered – you have been answered, and so many times. Messages have long changed the subject of conversation, but the subject of the letters has remained the same. This is wrong, because later, when you try to find the right letter, you will spend an unreasonably long time. Therefore, always, changing the content of the correspondence, immediately bring the topic of your messages into line.

“The subject of the letter is always very important”, says Vyacheslav Bukharin. “I often have to search for emails using the search bar in Outlook. And if the subject line is inaccurate or too general, it seriously complicates finding the right message”.

Interestingly, business e-mail experts advise only when absolutely necessary to send a letter requiring a



NADEZHDA NAZAROVA

quick response to several recipients at once. This is how human psychology works – we often wait and hope that someone else will take on the work of entering into correspondence.

Also make it a rule: if your addressee is a busy person who receives a lot of different correspondence per

day, it is better for him to write any letter point by point – 1,2,3,4... In the answer under each of them, it will be easier for him to give his comment.

Important information in the letter, of course, is the signature. From it, the interlocutor, in particular, learns through which communication channels it is preferable to contact you.

“I use Outlook’s ability to save several types of signatures”, Nadezhda Nazarova, CPC Protocol Service Specialist, notes. “Sometimes the signature is decorated with a logo, supplemented with an electronic business card, text or image. I have prepared signatures in two languages – for foreign partners and for Russian-speaking colleagues”.

It is worth mentioning the following question: is e-mail the most preferred and universal communication channel



NIKOLAY PROKHOROV,
GROUP LEADER,
CPC REGIONAL
PROCUREMENT:

«Worldly wisdom: 60% of all problems are solved by themselves, the remaining 40% are also solved by themselves, if you wait long enough.

I use many approaches and rules in my work to save the main resource - my time. Many rules are universal: I automatically

apply them both in my personal life and in my work. We can say that such rules are tested by life itself and they should be trusted. Of course, the main thread of this issue is planning your own work schedule and ways to optimize work processes and apply a systematic approach.

I want to draw your attention to the main working tool – email. By e-mail, work and system tasks are set, various signals and information messages are received. Many employees have up to a hundred messages by the end of the day, as a result of which many urgent messages remain unanswered, and the worldly wisdom described above comes into effect on them. A huge amount of working time is lost every day searching for information in mailboxes.

Many employees know the way out of the situation and actively use it: delete spent incoming messages! If the information is important, then it must be cataloged and the incoming email should also be deleted. You should strive to ensure that by the end of the working day there are no more than five to seven unprocessed letters, you can easily view and remember such a volume the next day, do not forget important things and do not become a hostage to worldly wisdom!

in any situation? Of course not! If you feel that the subject of conversation is too complicated, has a lot of nuances, and it takes a long time to express it in a letter – feel free to pick up the phone, set a video conference time, or, finally, meet in person!

“At the same time, it is important to remember that an email with a fixed date can become a powerful

argument in settling disagreements, for example, with a contractor or a customer”, Vyacheslav Bukharin sums up. “I would advise colleagues who conduct responsible business correspondence to carefully store letters, as our grandparents did. Of course, you don’t have to overload Outlook for this. Copies in appropriate corporate storage locations are quite enough.

AUTHOR
DMITRY KONSTANTINOV

A NEW LOOK AT LEADERSHIP

ON FEBRUARY 1, 2022, CPC-R INTRODUCED
“THE LEADERSHIP IN THE DEVELOPMENT
OF SAFE WORK CULTURE” STANDARD CPC STP
62.01.2022

Any employee of CPC or a contractor can be a leader. The leader must motivate and inspire colleagues not only to consciously comply with the requirements of labor protection, industrial safety and environmental protection, but also to take active actions to develop Safe Work Culture and implement the company's policy to achieve zero injuries and accident-free operation.

“It is important that all CPC employees and contractors work as safely and consciously as possible, with a full understanding of the importance and responsibility of each step”, says Nikolay Gorban, CPC General Director. “The success of the transformation of the Safe Work Culture depends primarily on the involvement of everyone”.

The functionality of leadership practice drivers is given to senior and middle-level managers, engineering and technical workers and all initiative employees. Their functions include leadership visits to work sites, the search for new opportunities and technological solutions, employee motivation and other leadership practices.

How the provisions of the standard are being implemented at CPC

facilities – this is discussed by representatives of the Consortium and the general contractor.

“Regardless of the number of the contractor's personnel, CPC always maintains a consistently high level of compliance with HSE requirements at the DBNP facilities”, says Roman Kharitonov, Leader of Management Reporting and Project Control Group of CPC-R. “Realizing the CPC's high responsibility for the life and health of all employees involved in the implementation of the program, the CPC project team carries out vigilant control over compliance with the requirements both at the level of top management and at the level of construction headquarters. In addition, CPC set a condition for the contractor to mobilize additional HSE specialists and strengthen internal control over the safe performance of work”.

The development of leadership in the direction of improving the Safe Work Culture is one of the priority strategic directions for the development of the company in the field of health, safety and environmental protection for the next few years. This process is implemented in all divisions of

the CPC within the framework of the relevant enterprise standard. An independent contractor was involved in the work, whose external experts ensure the actual development of leadership practices by the CPC employees and contractors. Much attention is paid to coaching and independent development of leadership practices by regional leaders and middle managers at CPC facilities. More than 185 employees of CPC and contractors have been trained since the beginning of the work of experts.

“Personnel safety is a strategic priority for the company”, says Konstantin Rybak, Head of the Department – Regional Manager for Maintenance of the Western Region of STARSTROY LLC. “In February 2020, the Zero Injury Program of STARSTROY was developed and put into production. By analogy with the CPC, our company has developed and adopted by employees personal obligations in the field of safety. Each employee performing work at CPC facilities undertakes to comply with safety requirements, as well as to suspend the performance of work tasks if, in his opinion, there is a danger to personnel, equipment or the environment.

The management of STARSTROY is aware of and performs its role as leaders in the company's compliance with the CPC Life Saving Rules. In practice, this is realized through direct participation in the processes of organizing and monitoring the safe performance of work, a personal example of a responsible attitude to the formation of a culture of safe production.

The success of the implementation of the leadership standard directly depends on each employee of the company, on their personal attitude to safety of their own and colleagues working nearby.

Carefulness, initiative, responsibility in the field of safety should be part of the basic professional competencies of CPC employees and contractors.●

AUTHOR
PAVEL KRETOV

SCIENCE AND LIFE

CPC PIPELINE OPERATIONS AND MAINTENANCE MANAGER,
VICTOR VASILIEVICH IVANENKOV TURNED 60 YEARS OLD
IN FEBRUARY. STABILITY OF PIPELINE SYSTEM
IS HIS HANDIWORK

Viktor Ivanenkov was born on February 25, 1962 in the town of Povorino, Voronezh Region. His father worked as a mechanic for instrumentation in a railway depot. The school, which Viktor graduated with honors in 1979, had the same “rail” specialization.

“Together with the matriculation certificate, I received a working specialty and the skills of a mechanic for the repair of rolling stock. There was a desire to continue studies – and I entered the Voronezh State Technical University”, Viktor Vasilyevich recalls. “I graduated from the Faculty of Electrical Engineering with a degree in Automation and Telemechanics in the top ten of the best students, therefore, during the distribution, I had the opportunity to choose the most “prestigious” enterprise. I went as a master of instrumentation

at “Voronezh” linear production and dispatching station. The station was part of the system of the State Oil Product of the RSFSR, and, as a young specialist, I was provided with housing.

In the mid-80s of the XX century, Voronezh oil product pipeliners had a lot of work – new pipelines were laid: Voronezh – Liski – Rossosh – Millerovo, Voronezh – Belgorod – Sumy. Accordingly, the LODS itself with a tank farm was improved, the linear part, overhead power supply lines for along-route facilities and electrochemical protection systems were completed.

To solve large-scale problems of construction and operation of existing fuel arteries, a special integrated team was created, which included specialists in instrumentation, energy, electrochemical protection and other departments. In the conditions of such extensive development, Viktor Vasilyevich gained the necessary production experience, introduced more than 10 rationalization proposals.

Soon he was transferred to the Voronezh regional enterprise of the main oil pipelines as an engineer of the linear technological service. The division served about a thousand kilometers of the pipeline system.



A.I. PROSKURNIN, A.V. SAVIN AND
V.V. IVANENKOV FLYING AROUND
CPC FACILITIES



“Knowledge in the fields of energy, automation, technological processes for pumping oil products helped me to become the chief engineer of a regional enterprise”, says Viktor Ivanenkov.

According to their system, Voronezh oil product pipeliners transported 76th and 92nd gasoline, summer and winter diesel fuel. In the 1990s, the problem of illegal taps came to the fore. Many such illegal connections were found in the Lipetsk, Kursk and Belgorod regions. Oil product pipeliners fought against organized crime in close cooperation with the Federal Security Service and the Ministry of Internal Affairs of Russia, developing technical methods for detecting illegal taps.

In 2001, Viktor Vasilyevich was appointed Chief Engineer – First Deputy General Director of South-West Transnefteprodukt JSC, the largest of the subsidiaries of Transnefteprodukt OJSC. This structure operated more than 7 thousand km of pipelines stretching from Russia through Ukraine to Hungary and through Belarus to Latvia, four railway overpasses, a

tank farm with a capacity of more than one million tons.

“The product from Omsk, Ufa, Ryazan oil refineries was pumped abroad through pipelines, so I was required to thoroughly understand the issues of commodity transport operations and in the field of customs legislation”, says Viktor Ivanenkov.

Under his leadership, more than two thousand km of main oil product pipelines were built and put into operation, 15 pump stations for pumping oil products, as well as about 50 tanks of various capacities for their storage and timely supply to consumers in Russia and abroad were built and reconstructed.

In the production “turnover” Viktor Vasilyevich always found

IN THE PRODUCTION “TURNOVER” VIKTOR VASILYEVICH ALWAYS FOUND TIME NOT ONLY FOR STUDY, PROFESSIONAL DEVELOPMENT, BUT ALSO FOR SCIENTIFIC ACTIVITIES

time not only for study, professional development, but also for scientific activities. Thus, in 2008, by the decision of the Dissertation Council of the Institute for Problems of Transportation of Energy Resources of the Academy of Sciences of the Republic of Bashkortostan, Viktor Ivanenkov was awarded the degree of PhD technical on the topic “Improving methods for monitoring the insulation coating of main pipelines during long-term operation”.

“He passed the defense with a “baggage” of 17 scientific articles on the relevant topic”, Viktor Vasilyevich explains. “Now the Hirsch index in the RSCI is 4, the citation index for the last 5 years is 11. With my participation, several patents were developed and registered”.

In 2010, Viktor Ivanenkov underwent retraining and advanced training at the Gubkin Russian State University of Oil and Gas under the program “Pipeline Transportation of Oil and Oil Products”, as well as at the Samara State Technical University under the program “Design, Construction and Operation of Gas and Oil Pipelines and Gas and Oil Storage”.

In 2010, Transnefteprodukt OJSC became part of Transneft OJSC. The largest oil transportation company in the world extended its regulatory framework to the oil product pipeline enterprise.

“Serious modernization of pumping equipment, technological pipelines, tank farms took place”, says Viktor Ivanenkov.

In 2016 Viktor Vasilyevich joined the Caspian Pipeline Consortium. Here, at first, he was a senior engineer for emergency recovery operations, then, after the retirement of CPC veteran Arkady Vasilyevich Savin, he replaced him with the position of Operations and Maintenance Manager of the Linear Part of the Oil Pipeline.

“With Arkady Vasilyevich, we literally went around the entire route, he personally introduced me to all the relevant specialists in Russia and Kazakhstan. A very good, dedicated, highly professional team, everyone is in touch at any time of the day, ready to make responsible decisions”, says Viktor Ivanenkov.

Today, CPC continues systematic work to improve the reliability of pipeline system facilities. The “range” of the latest in-line diagnostic devices is growing. Currently, another in-line diagnostics is being carried out – from “Komsomolskaya” PS to the Marine Terminal. Next year, in-line diagnostic is planned from the Tengiz PS to the Komsomolskaya PS. According to survey results, about 25 km of the linear part will be replaced without violating the pumping schedule. Also, great importance is attached to the equipment and level of professional training of representatives of contractors involved in the operation and maintenance of the pipeline. In the current situation, consistent work

in the field of import substitution is also important: for example, disks and cuffs of cleaning in-line devices, Oil spill response facilities (booms, tanks, etc.) must be made from domestic materials.

And also, Viktor Vasilyevich, together with his wife, are the founders of the dynasty of pipeline transport workers. Now Galina Ivanovna works at a research institute – Transneft Research Institute LTD. In Transnefteprodukt OJSC she worked her way up from a laboratory assistant in the chemical-analytical laboratory of the LODS to the head of a department in the management office.

“The children graduated from the Oil Faculty of the Samara Polytechnic University”, Viktor Ivanenkov explains. “Daughter Lilia is an ecologist, son Roman is a specialist in the field of pipeline transport, participated in many large construction projects, currently works at the Transneft Research Institute. So, we continue to discuss production issues at home with the whole family”.

DRILLS AT THE UNDERWATER
CROSSING OF THE MANYCH RIVER. P.G.
PASTUSHKOV, R.R. GAISIN,
V.V. IVANENKOV



AUTHOR
PAVEL KRETOV

DEVELOP TOGETHER WITH COMPANY

ON MARCH 3, 2022, THE DEPUTY LEADER OF INTERNAL AUDIT, CONTROLS AND COMPLIANCE TEAM OF CPC-R VALERY VIKTOROVICH YASHIN CELEBRATED THE ANNIVERSARY

Valery Yashin was born in 1972 in Novosibirsk, although, as Vysotsky's song says, he "could be from any place": his father was a military, the family often changed their place of residence. He graduated from school already in Moscow and entered the Bauman Moscow State Technical University, having received a diploma in 1995 with a degree in radio electronics and laser technology. While still at the university, he began working in investment companies and

credit organizations. Later, technical education came in handy in the telecommunications industry, which was rapidly developing at that time.

"We were engaged in reengineering of business processes, implemented a new billing system", recalls Valery.

At the beginning of the 2000s, having received an MBA in the UK, Valery concentrated his work on the financial activities of a telecommunications company. He dealt with budgeting issues, and a few years later he radically

changed his field of activity again, starting work at Mining and Metallurgical Company «Norilsk Nickel».

"At some point, it began to seem that investment directions are somewhat virtual. I wanted to test my strength in large-scale production", Valery Yashin explains his choice.

Valery worked in the Moscow office of MMC Norilsk Nickel, but he often happened to visit Norilsk and Dudinka, go down to the mines. As head of department, he prepared

financial statements in accordance with international standards and interacted with external auditors.

In 2006 Valery Yashin joined CPC. Here he saw an opportunity to apply his experience not only in the financial sector, but also in the field of implementing advanced business processes.

"Under the leadership of Raisa Fyodorovna Bulkina, according to the approved plan, we conducted internal audits, checked contractors, and provided assistance to various CPC divisions in implementing control procedures", says Valery. "If necessary, our group was involved in the implementation of other projects".

IN CPC HE SAW AN OPPORTUNITY TO APPLY HIS EXPERIENCE NOT ONLY IN THE FINANCIAL SECTOR, BUT ALSO IN THE FIELD OF IMPLEMENTING ADVANCED BUSINESS PROCESSES

One of such important projects was the development of the first edition of the Information Security Management Policy, which is now successfully coordinated by the Corporate Security Division. The joint work was carried out by representatives of the Financial, Legal Departments and the IT Group. The internal control department was the coordinator of the process. It also combined the efforts of specialists from different areas in the creation of the "Risk Management Standard" in the company. In addition, the Internal Control Group takes an active part in the investigation of incidents related to corporate governance, violation of procedures in the company.

The Group annually conducts three to four comprehensive inspections of contractors, as well as about two inspections of business processes. Meetings are held four times a year with the Audit Commission of CPC Shareholders. Internal auditors assist the HSE Team in audits on environmental

management (ISO 14001:2015), according to the international standard for occupational safety and health (ISO 45001:2018).

"With each audit, we strive to objectively evaluate all processes and find areas for improvement", notes Valery Yashin. "The fact that we find understanding with colleagues is best indicated by numbers: more than 90 % of comments are accepted by departments for elimination".

The Group's work is based on international auditing standards, also applied by the Big Four companies – PricewaterhouseCoopers, KPMG, Deloitte and Ernst & Young. CPC has a reliable internal control system. It uses the "Three Lines of Defense"



but also for the systematization of its internal processes. Also, internal control specialists have big plans for the development of a risk management system.

"Another important area is Integrated Business Planning, which has been implemented in our company since 2019. Our independent expertise led by Petr Gvozdev with the active participation of divisional representatives helps to improve the planning process in the company", says Valery Yashin.

He is proud of the specialists of his team, who can be relied upon to solve any problem. Colleagues are equally professional in audit, control and risk management. Thanks to this versatility and multifaceted experience, the specialists of the Group are attracted to participate in various CPC projects.

"Raisa Bulkina laid the foundations for the work of our team, and based on them, we continue to move forward. Our company is developing, and we are developing together with it", emphasizes Valery Yashin.



AUTHOR
PAVEL KRETOV

NO PLACE FOR HARMONICA

IN THE AUTUMN OF 1942 THE GERMAN OFFENSIVE REACHED ITS MAXIMUM DEPTH. 8% OF THE SOVIET TERRITORY WAS UNDER THE POWER OF THE ENEMY, IN WHICH MORE THAN 40% OF THE POPULATION OF THE COUNTRY LIVED BEFORE THE WAR

In the summer of 1942, the German Army Group "South" under the plan Blau ("Blue") led the attack on the Caucasus and the Volga. Why "Blue"? Hitler's headquarters believed that the tradition of distinguishing plans for military campaigns by colors contributes to good luck. Thus, according to the "White" plan in 1939, Poland was

defeated. The implementation of Plan Yellow in 1940 led to the victory over Belgium, the Netherlands and Luxembourg. According to the "Red" plan, the French campaign ended in the same year.

In the south, Hitler set tight deadlines for achieving the campaign's goals before the onset of winter. It was planned to take Stalingrad by July 25, Saratov – August 10,

Astrakhan – August 5, Baku – by the end of September.

The battle for Stalingrad began for the Red Army in the worst traditions of 1941. In the summer of 1942, the Stalingrad Front was created in place of the defeated Southwestern Front. The 6th Army of General Paulus, constantly reinforced by reserves, approached the new positions hastily occupied

by the Red Army. The Germans were so confident of an imminent victory that, contrary to their own military science, they moved forward not in converging, but in divergent directions. The northern wing of the attackers entered Voronezh and continued to advance towards Stalingrad. The South – turned to the Caucasus. Astrakhan was also of interest to the Nazis – a strategically important city through which the Red Army units holding positions on the Volga were supplied with everything necessary. This point occupied an important place in the Caspian-Volga transport corridor, which provided

the Soviet army and defense industry with oil and oil products from Baku. Tankers and railway tanks (which for the first time in world practice were towed afloat), during the Battle of Stalingrad, sailors delivered over 5 million tons of various types of fuel.

THROUGH THE CASPIAN-VOLGA TRANSPORT CORRIDOR, THE SOVIET ARMY WAS PROVIDED WITH OIL FROM BAKU

To capture Astrakhan, according to a special plan "Gray Heron", the Wehrmacht allocated a special grouping as part of the 16th motorized rifle division and units of the 6th Romanian corps. To the mouth of the Volga, the Germans had to move through the capital of Kalmykia – Elista. At the same time, two Romanian divisions received the task of advancing in the northern regions of the steppe republic. On the 300-kilometer front from Sarpinsky Lakes to Dagestan, they were opposed by only two formations in the 28th Army – the 34th Guards

POLITICAL STAFF OF THE 118TH
RIFLE DIVISION (CREATED ON
THE BASIS OF THE 152ND RIFLE
BRIGADE) OF THE 28TH ARMY,
MAY 1943

Division and the 152nd Separate Rifle Brigade.

"There was no solid front line, German units regularly broke through to our rear", recalled Alexander Kuznetsov, a veteran of the 28th Army, a relative of PS-2 operator Sergey Smolyaninov, in the story to "Panorama CPC". "Add to this the air supremacy of enemy aircraft, and this is in the flat Kalmyk steppe, where you will not find a hill or a tree to hide".

Wehrmacht units entered the territory of Kalmykia in early August 1942. During the first week, the Germans occupied the Western and Yamaltinsky uluses. Until mid-August, the Red Army left the village of Priyutnoye and the northern part of the Maloderbetovsky and Sarpinsky uluses.



From the funds of the Budgetary Institution of the Republic of Kalmykia "National Museum of the Republic of Kalmykia named after N.N. Palmov"



take it in a few days and bombarded the positions of the Soviet troops with propaganda leaflets: "We will take Stalingrad by bombing, we will enter Astrakhan with harmonica".

At the end of September, the 34th Guards Division and the 152nd Separate Rifle Brigade, which lost almost half of their personnel in stubborn battles in the steppe, received a serious replenishment of people and equipment, including two armored trains – "Vasily Chapaev" and "Kzyl Tatarstan".

Stubborn bloody confrontation continued. Until November 20, the troops of the 28th Army thwarted all enemy attempts to break through to the mouth of the Volga and cut the Astrakhan-Kizlyar railway line, and then, when the encirclement around the 6th Army of Paulus closed near Stalingrad, they themselves went on the offensive.

On December 23, 1942, the Soviet units reached the village of Yashkul and flanked the German defensive positions. During the fighting in the last decade of December, Yashkul, the villages of Troitskoye and Voznesenovka were liberated, and Elista was released on New Year's Eve.

There was a radical turning point in the Great Patriotic War. It is interesting how German propaganda changed after the defeat at Stalingrad and Astrakhan. If up to this point the war with the USSR was explained



Maksim Korotchenko/TASS

THE MONUMENT TO THE SOLDIERS OF THE 28TH ARMY WAS ERECTED IN 1982 NEAR THE ROAD FROM ASTRAKHAN TO ELISTA, TWO KILOMETERS FROM THE VILLAGE OF KHULHUTA, YASHKULSKY DISTRICT OF THE REPUBLIC OF KALMYKIA. AT THIS PLACE, IN 1942, THE ADVANCE OF GERMAN TROOPS TOWARDS ASTRAKHAN WAS STOPPED. IN THE NICHES OF THE OBELISK THERE ARE INFORMATION PLATES WITH THE NAMES OF THE MILITARY FORMATIONS THAT PARTICIPATED IN THE BATTLE OF KHULHUTA. ON THE RIGHT SIDE OF THE OBELISK ARE THE MASS GRAVES OF SOLDIERS AND OFFICERS OF THE 28TH ARMY WITH THE NAMES OF THE FALLEN. THE LOSSES OF THE 28TH ARMY FOR NOVEMBER 20-21 IN THIS PLACE AMOUNTED TO 849 PEOPLE KILLED AND 1005 WOUNDED, ANOTHER 267 WERE MISSING. HERE, 20-YEAR-OLD NURSE NATALYA KACHUEVSKAYA ACCOMPLISHED HER FEAT, SAVING 20 SOVIET SOLDIERS AND BLOWING HERSELF UP ALONG WITH THE ENEMIES WITH THE LAST GRENADE. IN 2009, THE MEMORIAL COMPLEX WAS INCLUDED IN THE REGISTER OF CULTURAL HERITAGE OF THE REPUBLIC OF KALMYKIA.



NATALYA KACHUEVSKAYA – 1ST YEAR STUDENT OF GITIS, 1940

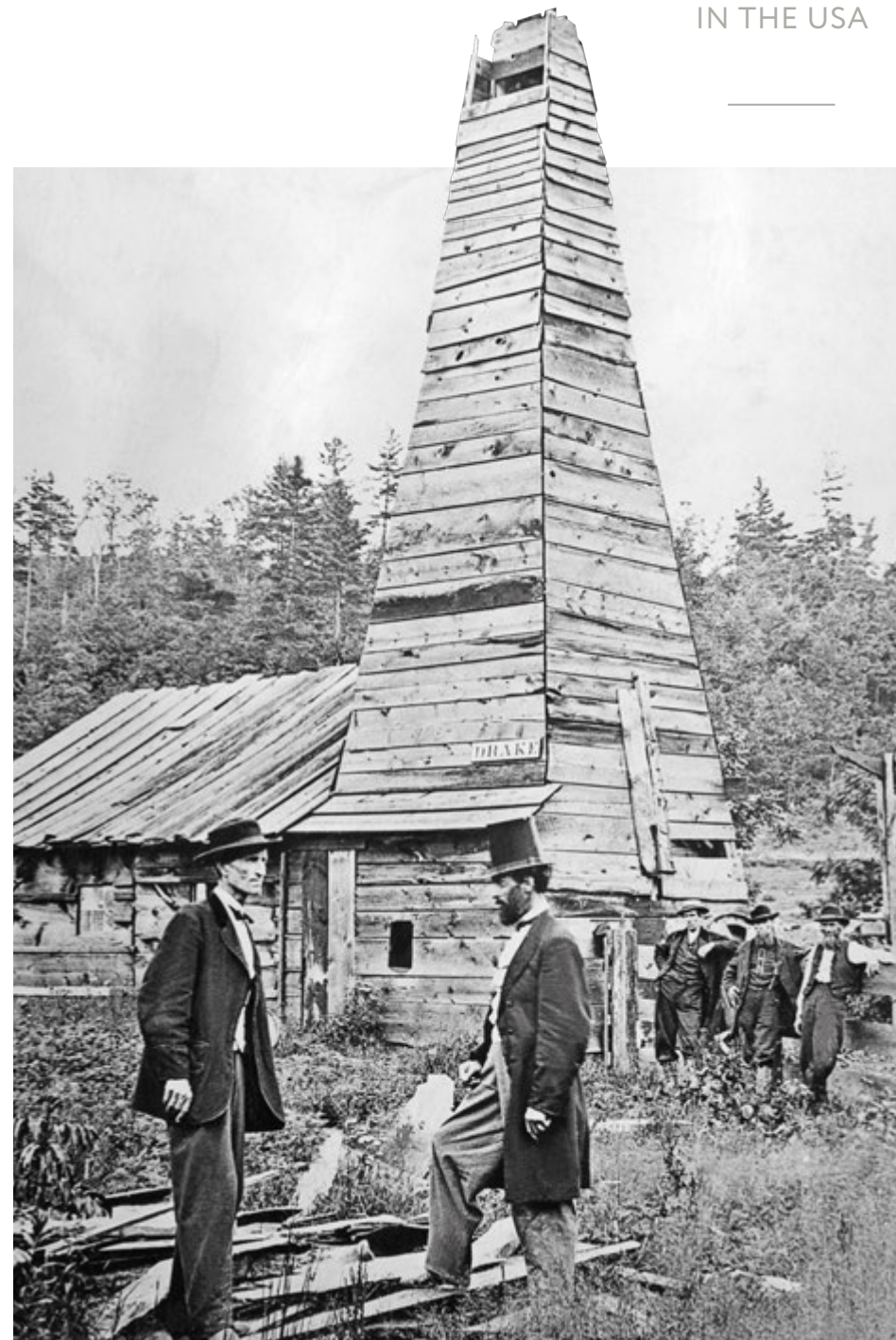
From the funds of the Budgetary Institution of the Republic of Kalmykia "National Museum of the Republic of Kalmykia named after N.N. Palimov"

by the need to "conquer new lands in the East", now German soldiers were presented as defenders of Europe – its shield. In March 1943, the soldiers who died and were captured near Stalingrad were presented in the Signal magazine, intended for the Wehrmacht military personnel, published from 1940 to 1945, as fighters for the freedom of the entire continent. They were compared with the Spartans, forgetting to mention that the Spartans fought on their own land with the Persians, and not somewhere far to the east...

AUTHOR
PAVEL KRETOV

COLONEL DRAKE'S STARTUP

SCIENTISTS AND PHILOSOPHERS HAVE BEEN ARGUING FOR CENTURIES ABOUT THE ROLE OF PERSONALITY IN HISTORY, BUT FOR AMERICAN OILMEN THIS QUESTION IS CLOSED. THE INDUSTRY HAS ITS OWN HERO THAT STARTED THE ENTIRE CHRONICLE OF INDUSTRIAL OIL PRODUCTION IN THE USA



Science Source/akg-images/East News

The hero's name was Colonel Edwin Laurentine Drake. The 35-year-old man had nothing to do with the army, he wore the uniform of a train conductor, but it was the past of the railroad worker, who "forgot" to hand over his identity card with the right to free travel to previous employers, that became a significant reason for his admission in 1858 to the Seneca Oil company, which produced oil in Pennsylvania. The owner of the company, James Townsend, who is not used to wasting money, did not miss the opportunity to save on the travel expenses of a new employee. He also came up with the idea of calling him a colonel – this fictional status added weight to the subordinate in negotiations with both officials and local residents. As can be understood, Erwin Drake had neither the appropriate education nor experience in oil, but he had extraordinary tenacity. By the way, the Seneca Oil company was not named after a Roman philosopher,

EDWIN L. DRAKE (RIGHT) NEXT TO AN OIL WELL

but after the name of a tribe of Indians who were the first to use oil as a cure for rheumatism.

In the middle of the XIX century, American entrepreneurs produced oil in small volumes and only that which came to the surface. Drake decided that these volumes could be seriously increased if we take an example from the salt miners who used drilling. In Erie, Pennsylvania, he purchased a steam engine that powered the drill, and began work on a river bank near Titusville.

To say that drilling was difficult is to say nothing. The drill moved only a few tens of centimeters a day, and at a depth of nine and a half meters, it completely rested on the rock. Days and weeks passed without a tangible result, the authority of the "colonel" was rapidly devaluing, the locals were already laughing in his face. The patience of the owner of Seneca Oil, who curtailed financing, also burst. But that didn't stop Drake. Borrowed from friends, he continued drilling. At the end of August 1858, when the drill crossed the mark of 21 m, the long-awaited oil poured into the well.

Drake's successful example immediately sparked a real oil

EDWIN LAURENTINE
DRAKE



boom throughout Pennsylvania, which contemporaries compared to the recent "gold rush" in California. Black gold was sought by thousands of drillers who came from all over the country. For several years, the volume of production of raw materials has grown to 3 million barrels per year. Such indicators significantly exceeded demand, so the price of 10 dollars per barrel in January 1860 at the end of the year

fell to 10 cents. Among the oil entrepreneurs who invested in the purchase of land and hiring workers, the first bankruptcies occurred.

However, the development of industries for processing oil into kerosene did not allow the young industry to collapse completely. The latter has found widespread use as fuel for street lamps, replacing the more expensive oil derived from whale oil. In 1861, the famous British magazine Vanity Fair even dedicated a cartoon to the event, which depicted whales raising their glasses to the discovery of oil wells in Pennsylvania.

Immediately after the discovery of the deposit, entrepreneurs had to solve two new problems: where to store the extracted raw materials (which had to be stored in whatever they had to – from wooden whiskey barrels to buckets and bathtubs) and how to transport it to markets. It turned out to be 25 km to the nearest railway station, to which the road of poor quality led. It was possible to drive along it only on a horse with barrels and wineskins tied to the saddle. Taking advantage of the lack of competition, horse drivers demanded four dollars per barrel for transportation, which was equal to the cost of the oil itself. There was another option – to transport by water. To do this, the level of the nearest river, Oil Creek, was raised by damming the channels, but still only flat-bottomed vessels with a maximum carrying capacity of a thousand barrels could cruise along this artery.

VANITY FAIR CARTOON,
1861

The railroad to Titusville was completed in 1862. At the station, barrels began to be stacked on flat platforms. It is important to note that this method caused significant damage to the environment – the barrels leaked profusely. The situation was not changed much by the replacement of barrels with specially designed wooden tanks with a volume of 9 m³. Transporting oil has become easier, but no less dangerous: due to the spontaneous ignition of a

the young industry were difficult. Thus, out of three attempts to deploy a pipeline system in Pennsylvania, James Hutchinson succeeded in only one. In 1863, his company Humboldt Mining and Refining laid a three-kilometer pipeline to the refinery. The capacity of this artery was only 800 barrels per day. The next attempt to connect the field to the railway station went down in history with the eloquent review "leaks like a 50-cent umbrella".

DRAKE'S SUCCESSFUL EXAMPLE IMMEDIATELY SPARKED A REAL OIL BOOM THROUGHOUT PENNSYLVANIA, WHICH WAS COMPARED TO THE RECENT "GOLD RUSH" IN CALIFORNIA

flammable cargo, almost a day has not passed without death or injury.

Therefore, the idea of building oil pipelines, as they say, was in the air. Despite the fact that entrepreneurs did not spare money for a new type of transport, the first steps of

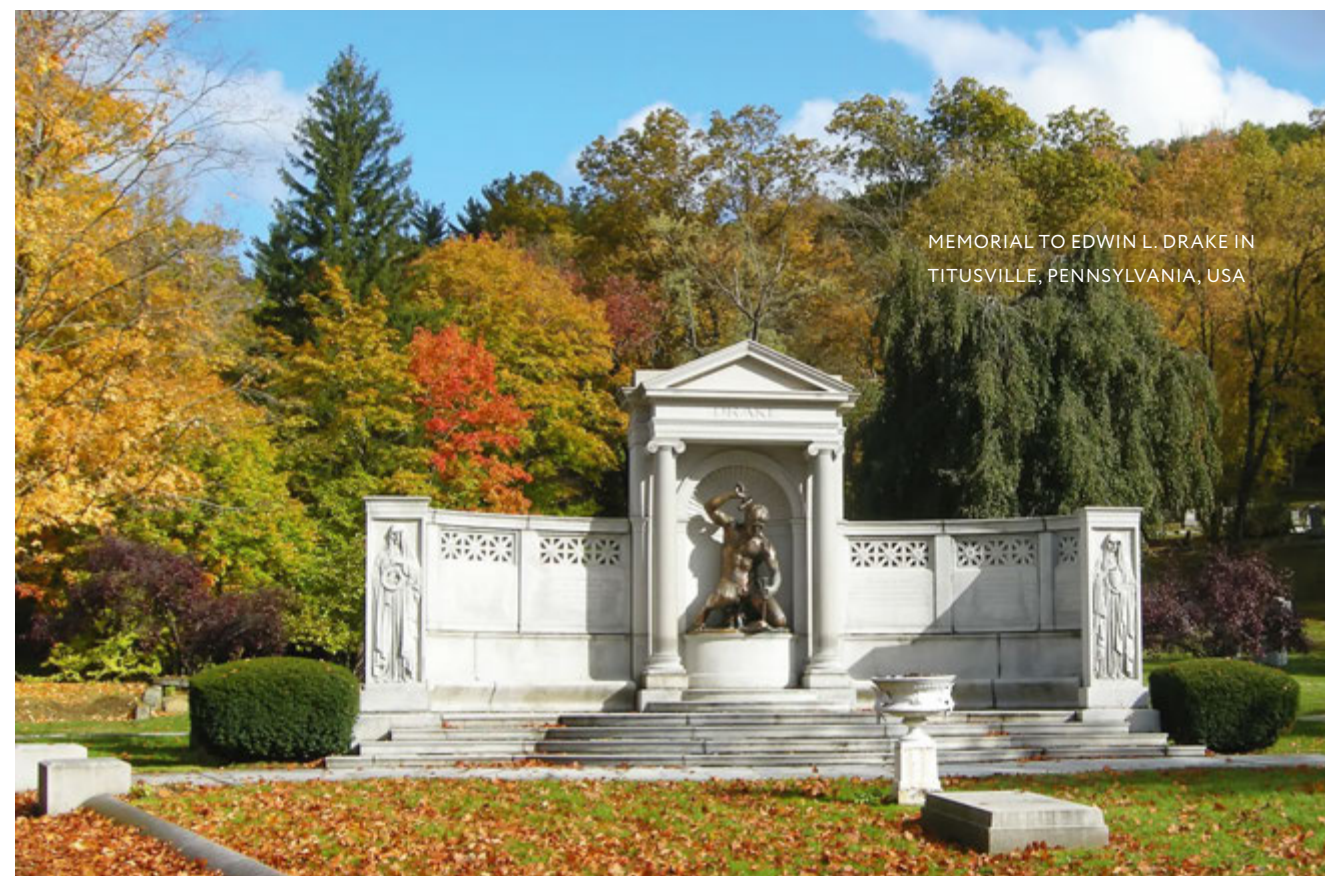
The farther the deposits were from railways or waterways, the longer the pipelines had to be built. In October 1865, an eight-kilometer oil pipeline was put into operation from the southeastern part of the Pitol field to the railway station in the west of Oil Creek.

The system, designed by Samuel Van Sykle, was maintained at operating pressure by Reed & Cogswell single piston steam pumps. This pipeline was seven times more powerful than the best built by Hutchinson. Its appearance was called revolutionary.

In 1866, engineer Charles Getch built an oil pipeline with a diameter of 50 mm and a length of 16 km. It pumped two thousand barrels per day. In 1874, a 90-kilometer pipeline was laid from Pennsylvania to Pittsburgh. This artery has already transported seven thousand barrels per day. At the end of the XIX century, the total length of oil pipelines in the United States exceeded 800 km.

But back to Edwin Drake. Unfortunately, the status of a pioneer did not bring him untold riches. First, his oil fields burned down in a fire. Then, unsuccessful stock exchange transactions with shares of oil companies absorbed the rest of the savings. But the authorities of Pennsylvania did not leave in trouble the one to whom they owed an unprecedented economic take-off. Drake was given a good lifetime pension of \$1,500 a year.

MEMORIAL TO EDWIN L. DRAKE IN
TITUSVILLE, PENNSYLVANIA, USA



AUTHOR
PAVEL KRETOV

GIFT FOR CHILDREN

LITTLE RESIDENTS OF GLEBOVSKY RURAL DISTRICT OF NOVOROSSISK RECEIVED A LONG-WAITED GIFT FROM CPC. FIVE NEW CHILDREN'S PLAYGROUNDS BUILT AND OPENED

The international consortium allocated about 22.5 million rubles for the implementation of a charitable project, including the design and construction of five children's playgrounds in the villages of Glebovsky, Severnaya Ozereevka and Vasilyevka.

"Even when construction began, mothers with children came to the place of future sites, they were glad that such objects would soon appear here", recalls the head of administration

of Glebovsky rural district, Elena Kuchera. "The playgrounds are under warranty, so we regularly visit them, inspect and note that there are always a lot of children on them".

The playgrounds are equipped with modern gaming complexes, swings, carousels, and sports equipment. The project was developed on the principle of a barrier-free environment, which means it meets the requirements for visiting people with limited mobility.

"We selected equipment according to strict safety criteria, minimizing the risk of injury to children from falls. Game elements are placed in accordance with the Technical Regulations of the Eurasian Economic Union "On the safety of equipment for children's playgrounds", taking into account the protective zones so that children do not collide with each other, running from one game complex to another", says the head of the design organization "Project" Evgenia Kovalenko. "We also

took into account the increased wind loads characteristic of the coast: all elements are securely mounted and have a height of up to three meters. There are no blind fences and other structures with high windage in our playgrounds".

The overall design and materials with a new palette of visual and tactile sensations remind of space, as do the vast majority of the names of the combinable game modules: "Space Station", "Quadro", "Archon". Functionally, these are all the same swings, carousels and slides, but they look completely different. The project was developed in Russia, where, using advanced technologies, game modules were mass-produced from safe, practical and durable materials.

If the standard "Disneylands" (which can be seen in almost every city yard – from Kaliningrad to Vladivostok) cost about half a million rubles, then here it is at least six times more – due to saturation with elements and a comprehensive architectural and engineering solutions.

The basis of each site in the Glebovsky district is a reinforced concrete platform, a multilayer



injury-proof coating with a rubberized finish layer is laid on it. Lighting elements were installed, access roads with wheelchair ramps and sidewalks were equipped. Each site is connected to a single video surveillance system "Safe City". Environmentally friendly hypoallergenic materials are designed for a long service life, which is especially important for the highly corrosive environment of the coastal sea strip.

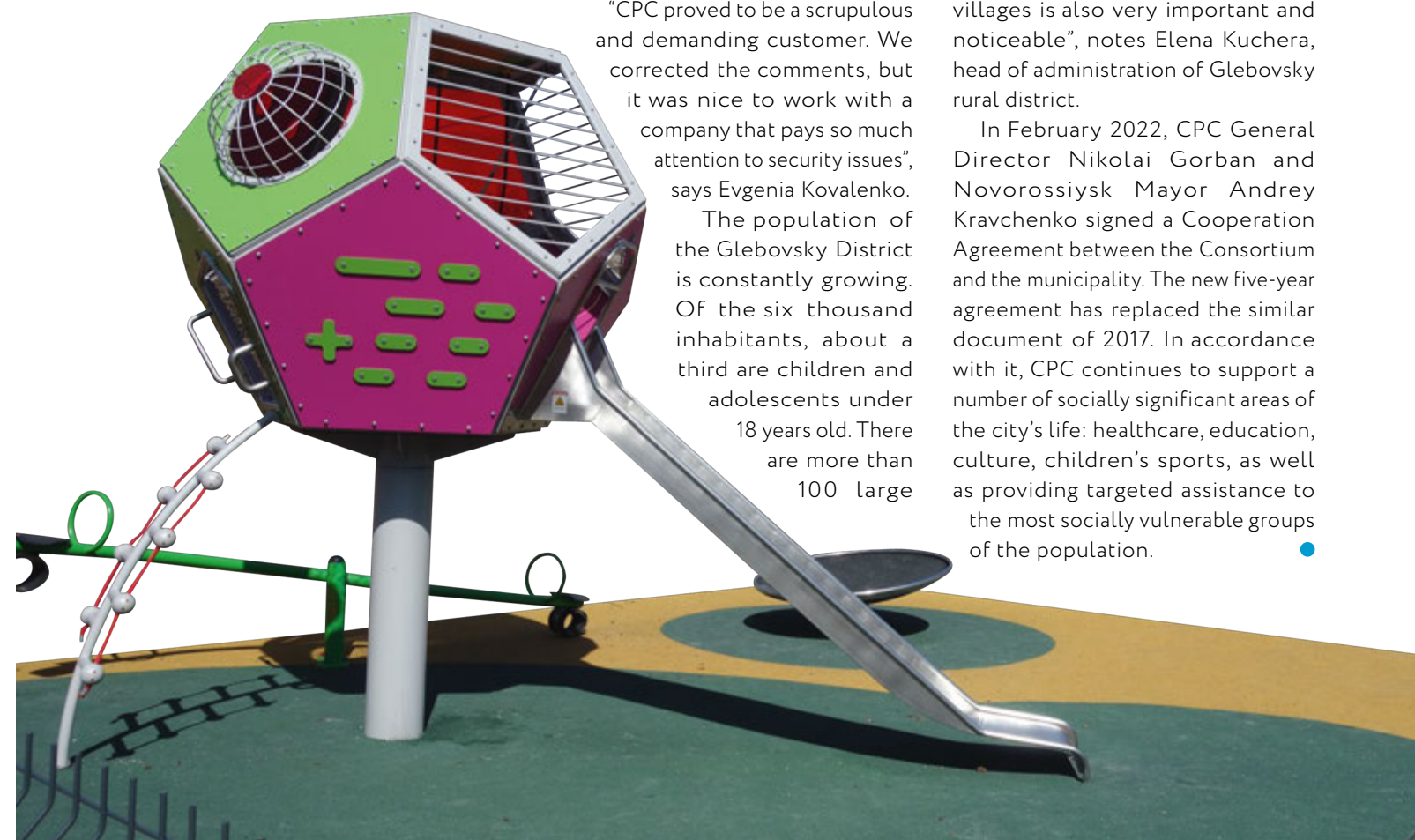
"CPC proved to be a scrupulous and demanding customer. We corrected the comments, but it was nice to work with a company that pays so much attention to security issues", says Evgenia Kovalenko.

The population of the Glebovsky District is constantly growing. Of the six thousand inhabitants, about a third are children and adolescents under 18 years old. There are more than 100 large

families in the district, you can meet "cells of society" with both five and six children.

"Our district is attractive for new residents, new development is actively underway, including in 23 horticultural areas. The administration especially helps families with children both financially and with employment. And, of course, CPC's contribution to the social infrastructure of our villages is also very important and noticeable", notes Elena Kuchera, head of administration of Glebovsky rural district.

In February 2022, CPC General Director Nikolai Gorban and Novorossiysk Mayor Andrey Kravchenko signed a Cooperation Agreement between the Consortium and the municipality. The new five-year agreement has replaced the similar document of 2017. In accordance with it, CPC continues to support a number of socially significant areas of the city's life: healthcare, education, culture, children's sports, as well as providing targeted assistance to the most socially vulnerable groups of the population.



AUTHOR
GULNAR MALGAZH DAR

SMALL STEPS INTO A BIG LIFE

FOR ALMOST A YEAR NOW, BOYS AND GIRLS FROM THE CHILDREN'S VILLAGE OF THE SHANYRAK FAMILY TYPE CELEBRATED THEIR HOUSEWARMING IN THE NEW SPACIOUS HOUSE OF YOUTH, BUILT IN ATYRAU WITH THE SUPPORT OF CPC. HOW THEY LIVE HERE, STUDY, AND MANY ALREADY WORK – IN THE REPORT OF THE CORRESPONDENTS OF “CPC PANORAMA”

Last spring, 25 children – graduates of orphanages, boarding schools for children brought up without parental care, family-type children's villages – settled in a new two-story brick house on the picturesque bank of the Ural River. The building was built with the support of the Caspian Pipeline Consortium and opened in early 2021.

Now the House of Youth is inhabited by young people aged 16 to 23 years. In a relatively short period of time, the inhabitants liked the new place, it became a safe shelter for them. Many guys here have already taken their first independent steps in life, and they have something to share.

Aruzhan Karasayeva is 18 years old. For almost a year of living in

the Youth House, she managed to enter the State Grant at the Faculty of Journalism at Atyrau University named after Khalel Dosmukhamedov.

“Since childhood, I dreamed of being a TV presenter, I always liked this profession”, says Aruzhan. “After graduating from school, I began preparing for university exams. Great support and assistance in



preparing and choosing a specialty was provided by educators and our “mother” – Gulsara Amangaliyevna. I admit, it was difficult, but I set myself the goal of doing it. It was a great happiness for me that I received a grant”.

At the moment, Aruzhan is passing the first session – the most exciting and difficult in the life of every student. The girl is not going to limit her education only to journalism: after graduating from the university she plans to study acting in Almaty.

ARUZHAN KARASAYEVA



professions. I like studying at the university, new friends, classmates. Now classes are being held online, but in our house there are all conditions for distance learning – high-speed Internet, new computers, webcams, spacious rooms. It's just

Aruzhan's neighbor Anna Murygina is a first-year student specializing in interior design.

“To enter the university, every day I intensively prepared in all subjects, went to additional classes”, says Anna. “Yes, it was difficult, but when I received a notification of admission, I even jumped with happiness. It was unexpected and joyful. I thought if I don't get in, I'll go to college to study physical education”.

Anna lives an active lifestyle: after classes, she dances and goes to boxing training. She constantly participates in various competitions, recently won the title of “Miss Assembly 2021” in the “Fashion Beauty” nomination. She also participates in concerts as part of a dance group, receiving a fee. About the chosen profession she says that the designer is an interesting, stylish and, most importantly, creative work.

“Here you can fully express your imagination”, says Anna. “A designer must be bold and not be afraid to experiment. Today it is one of the most demanded

ANNA
MURYGINA



that conscience does not allow to study badly in such an environment”.

The future designer has a dream: after graduating from the university, to travel around the world, study the latest technologies, learn from experience, and then return home and in her native Atyrau realize herself as fully as possible.

Not so long ago, another pupil of the Youth House, 16-year-old Vitaly Potemkin, entered the new school “Ustaz” (“Teacher”), created at Atyrau University. This is the first school in Kazakhstan where boys are taught in pedagogical specialties.

VITALY POTEKIN



GULSARA BOTATAEVA

Studying at this school, I get more chances to successfully pass the Unified National Test”, explains Vitaly. “I chose the specialty of an English teacher, now it is relevant and necessary. I want to become a strong and worthy teacher, teach children the language of international communication, open new horizons”.

According to the director of MSI “Regional Children’s Village of the Family Type and Youth House” of the Department of Education of the Atyrau Region Gulsara Botataeva,

the number of students among her pupils is growing every year.

“In 2021, five of our guys entered the universities of Almaty and Atyrau on a grant, four more guys are studying at the college”, says Gulsara Botataeva. “All students study well, besides, many of them are already trying to earn money. Everyone opened a savings deposit for themselves, because the day is not far off when they will receive their apartment and they themselves will have to adapt to adult life. We teach them to take care of their savings in order to be able to purchase everything necessary for the home in an independent life”.

Today, the House of Youth has all the conditions for a comfortable stay. It has a modern layout, each living room is equipped with furniture and household appliances. There is a kitchen, laundry, rest and self-study rooms, a conference room, which can also be used as a cinema. The gym is equipped with an exercise bike, a treadmill and a multifunctional power complex.

From 2001 to 2021, the Consortium invested about 11 billion tenge in charitable projects in the Atyrau region. Priority projects include the construction and reconstruction of schools, kindergartens and hospitals.



CPC PRESS SERVICE

THE BEST MOVIE

ANNIVERSARY CPC FILM WON THE “BEST CORPORATE VIDEO” COMPETITION OF THE ASSOCIATION OF DIRECTORS FOR COMMUNICATIONS AND CORPORATE MEDIA OF RUSSIA (ACMR)

The solemn ceremony of awarding the winners of the competition of the Association of Directors for Communications and Corporate Media of Russia (ACMR) took place in Moscow on March 15. The jury consisting of top managers of Russian and international companies, leading specialists in the field of corporate communications voted for the victory of the image film “CPC – Timeline” in three categories at once: “ESG-video, social responsibility and sustainable development”, “GR-video” and Best Cinematography.

The press service approached the implementation of the idea of preparing a large-scale, memorable and truly artistic film for the 25th anniversary of the CPC with full responsibility. A professional director and cameraman were invited, a script was developed and full-scale filming was organized, which were then mixed with documentary footage and digital animation. In the summer of 2021, the creative team, which also included specialists from the CPC press service, traveled over a thousand kilometers of the oil pipeline and returned two weeks later with terabytes of footage.

“Our specialists worked in the field almost around the clock, catching sunsets, sunrises and other moments of the best lighting in the sea, mountains and steppe”, says Mikhail Grishankov, CPC-R Deputy General Director, RF Government Relations. “They helped the director to realize any, even the most fantastic ideas. I would also like to thank the management and staff of the pipeline facilities for their assistance in organizing the filming process, support and hospitality”.

The premiere of the film “CPC – Timeline” took place on October 21, 2021 at an event dedicated to the 25th anniversary of the company. The main characters of the film, two CPC workers from Russia and Kazakhstan, retrospectively track the entire history of a major international project, from the beginning of pipeline construction to the present day.

The means of artistic visualization are aimed at revealing the storyline that tells about the main value of the company – the people who created the past and shape its future with daily work. The viewer makes a “flight” along the route from the zero kilometer of the pipeline system in Tengiz to the Marine Terminal in Yuzhnaya Ozereevka. Video footage demonstrates not only the technical aesthetics of production sites and production processes, but also a significant social, economic and environmental contribution of the company in the regions of presence.



THE WIDESCREEN VERSION OF THE FILM “CPC – TIMELINE” IS AVAILABLE AT THE LINK <https://youtu.be/SnBD-4QNjQk>



AUTHOR
DMITRY KONSTANTINOV

“QUICK CHILL OF INSPIRATION”...

SPRING IS A TIME OF BLOSSOMING, INCLUDING FOR CREATIVITY.
PUZZLED BY THE RELEVANT REVIEW, THE CORRESPONDENTS OF
PANORAMA CPC RELATIVELY QUICKLY DISCOVERED TWO POETS IN THE
COMPANY AT ONCE – IN MOSCOW AND ASTRAKHAN

FAIRY #5000

Maria Panteleeva greets CPC guests at the reception of the Moscow office. Last fall, she returned to work from maternity leave with a literary baggage – a collection of 40 poems “Moonlight, ice and summer tales”.



Maria, your poem “Moon Taxi” in the English version personally reminded me of the middle period of Sting’s work. Where does the experience of English poetry come from? By the way, do you have poems in what language in your head?

I graduated from the Institute of Foreign Languages of the Ural State

Pedagogical University in Yekaterinburg with two specializations: an English teacher and a translator. At the same time, poems are still born in Russian in my head.

When did the creative process begin, how did the first poem appear, what was the reason?

Even at school, I composed fairy tales, however, only in prose. The first poem – “Lullaby” – was written for my son. And soon after that, the younger sister asked for help with homework at school – to compose a poem dedicated to Yuri Gagarin. This is how the “April flight” appeared.

Who is your first listener, your first critic? Who inspires and supports you?

My husband Andrei is the first listener and critic, he always inspires me and supports me like no other. Vova, my three-year-old son, loves to listen to poems about Piglet Plukh and Dinosaur, who lives in Sochi. Once, when we were hiding from the rain under a multi-colored umbrella on a walk, the idea of the poem “Autumn Greetings” came up. And my sister loves Harry Potter, so she

is delighted with the poem “Letter from Hogwarts”.

In your work, there are quite a lot of “roll calls” with famous storytellers, Rowling, for example, or Jones. Is it postmodernism or a source of inspiration?

I am very inspired by the books of Stephen King, JK Rowling, J. R. R. Tolkien, Diana Wynn Jones and the magical worlds of Hayao Miyazaki’s anime. It was after watching “Howl’s Moving Castle” that the poem “The Enchanter” was written in Russian and English, it was an interesting experience. The poem “Magic Color” came about after reading “Kiki’s Delivery Service”, a book by Japanese writer Eiko Kadono. Her work was also inspired by Hayao Miyazaki. From modern poetry, I really love the poems of Ekaterina Yurgel. She writes light, enveloping, but at the same time very poignant, touching poems.

Judging by your collection and social network account, you have poems for both children and adults. How would you characterize your audience?

It is different. I write both for my son (including “for growth”), and for others. For example, I was very pleased when my translation of the Jezebel song by my favorite band The Rasmus was approved on the account of fans of this band in Russia.

My audience is really creative people. Thus, my poem “The Enchanter” was born under the influence of the painting by the artist Christina Lutsenko (Christina Lou Marni Eyre). The poems “The Universe of Demens” and “The Magic Spider” were inspired by dolls made by Angelika Sevryukova. She came up with her own universe Strange dimension. Lika and I became friends, she recently came to visit me from Kursk, so I can say for sure that creativity unites and helps to find new friends.

It seems that you are a little more fortunate with the starting conditions for creativity than JK Rowling? As far as we known, she, like Anna Akhmatova, began her career in rather difficult life circumstances. Do you agree that a source of inspiration must necessarily be a powerful surge of negativity, or is it possible otherwise?

On the first point, I agree: JK Rowling could only envy maternity leave at CPC. On the second point, I disagree: Akhmatova is my idol, but I do not share her concept that “verses grow from rubbish”. Of course, a stimulus for creativity is necessary, a kind of shake-up of consciousness. But why does it have to be a negative impact? The birth of a child is a wonderful event in life and an effective stimulus for creativity.

Moon Taxi

Night’s quick steps
She’s almost here,
Hiding between
Grey buildings near,
Sun will dive
In a warm sea soon
Dusk is waiting
For the Taxi Moon...

Moon Taxi,
Moon Taxi
Driving fast on the Milky Way,
Try to hitchhike it
Like in screenplay!
Stars whisper under
Cold, night wheels,
Rolling over sparkling hills.
A new dawn will born so soon...
Also waiting for the Taxi Moon!

Deep midnight
Coolness enfold,
Canvas of life growing old,
Paint details in dark grey,
Somebodies tracks
Lead us away.
Can’t find out...
Everybody sleeps
There’s no person
On the streets.
Summer night is very short,
Darkness hides in her black fort.
Waiting near house gates
Moon Taxi takes to our fates!
It’ll bring you
Where dawn tightly hugs the blue.

Sea Lullaby

Sun like peach
In water mirror
Reflects seagulls
Dancing here,
High above in purple clouds,
Sand’s just lost its
Golden colors.
Boats’ splashing
Getting quiet,
Blue mist gently
Hugs the giant,
Deep and starfull
Endless sky,
Listen to sea lullaby!
Icy stars in clouds lace
Twinkle in the
Darkest space.
Like the black silk
Sand in seas.
Swing with wind in
Tall palm trees.
Sun’s now kissing
Pale Moon,
That reminds my
Lovely tune.
I’ll always love you, dear...
Please, just don’t disappear!

The Wizard

In Magic Ingaria
Lots of falling stars,
Ask them any questions,
Looking for his hugs...
Walking on air,
Like it’s a soil,
Don’t be afraid,
Starfall in your soul!
Colorful hats,
Strange moving castles,
Wasteland Witch’s
Creepy puzzles...
Her dark soldiers
Catch us from the deep,
But we’ll run away
Just like a wind!
Wizard Howl
Charming heartstealer,
My heart is now
His property, dear...
Calceifer – naughty demon of fire
Sparkly flies higher and higher!
Wandering Castle is on its way,
Clouds are fluttering,
Won’t obey!
Deep blue above
Takes my breath away!
Howl Jenkins,
Lovely wizard,
Hide my heart like a secret.
Let it be
Among your treasures
And remember me!
When dark days again are here
I won’t be sorry!
Walking on air
Like it’s a soil!

Mermaids’ Song

In Ocean’s depth
Where darkest blue
Your eyes can’t see
A thing or clue,
Mermaids live there,
Decorate long,
Wavy hair
With pearls and diamonds,
Many years their eyes
Are full with pure salt tears.
Old ages come along
Then go...
Moon light just softly touches the flow.
Under cold waves
The ocean creatures
Are waiting Love
Their hearts want reach
It just like in tale
Long ago
The Spring will come,
Destroy old snow
The Earth will dance
With Moon together,
Mermaids sing songs
Like now and never,
Salt tears create
a largest ocean,
They wait forever
In devotion



OWN LANE

Sergey Smirnov is a HSE Engineer at PS-2 in the Central Region. The current era of "instant" information concentrates and constantly changing digital formats has long needed someone who could sing it competently and masterfully.



Sergey Vladimirovich, please tell us about yourself. When and how did you come to poetry, when and how did you come to CPC?

I was born in 1969, I lived almost all my life in Astrakhan and the Astrakhan region. In 1993 I graduated from the Astrakhan Technical Institute of the Fishing Industry and Economy with a degree in Low Temperature Engineering and Physics. Worked at "Gazprom Dobycha Astrakhan". In the middle of the 2000s, underwent retraining at the Moscow Gubkin Russian State University of Oil and Gas with a state diploma as a specialist in labor protection, industrial safety and environmental protection. Since 2014, I have been working at CPC as HSE Engineer.

I came to poetry at an early age: his first love and the school curriculum with extracurricular reading influenced me. From the age of 25, I was interested in the author's song. I visited literary studios, including those at the Astrakhan branch of the Union of Writers of Russia and the Russian Union of Writers. Published in the almanacs "Colossus of the Word - 3", "Green Ray" and "Lotus Petals". In 2020, I released the first independent collection of poems "A little about

everything", at the end of 2021 – the second collection, "Playing in secondary".

Do you agree with A.A. Akhmatova that poems "grow from rubbish"? I understand this as the need for a serious negative surge in life for creative "throttling". How about the sources of inspiration in your case?

I completely agree with Anna Andreevna. I would also add on my own that the occasion for a poem can be absolutely anything. The main thing is to get hooked and the first few lines appear, and then, as they say, it's up to the small. And if in the first two days it is not possible to realize what was conceived, the consciousness seems to cool down and it no longer makes sense to return to an interesting topic. Therefore, I developed the habit of bringing what I started to completion as soon as possible, and preferably in one sitting.

Who is your idol in poetry and vice versa?

Idols – Pushkin, Lermontov, Krylov, Mayakovsky, Voznesensky, Dolsky, Akhmatova, Tsvetaeva. I just learn from someone, I imitate someone. I do not like obscene vocabulary in poetry, may Alexander Vulykh and Vadim Stepanov forgive me.

Do you agree that there are no impeccably brilliant authors, but there are works of genius?

Partially agree. The personality of the author, of course, should be separated from his works, and even more so from the characters. But it is the works that remain in the memory of posterity, and not the modus operandi of the author. Whoever focuses on the latter simply wastes his life and absorbs the time of readers. A real writer himself, through the reflection of reality and the unexpectedness of

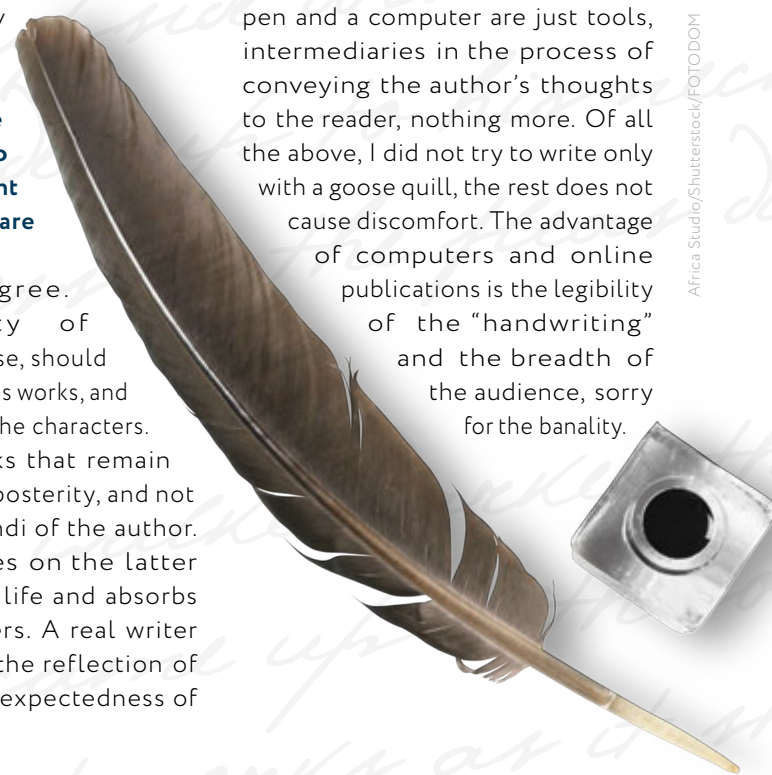
interpretations, forms both tastes and trends.

Do you agree, as a fabulist, that this genre flourishes only with a strong state? Aesop, Lafontaine, Krylov, Mikhalkov... After all, they created their fables precisely in such historical periods. Do your fables fit into this hypothesis?

The fable is a special genre, which is characterized by allegory. I can't say with certainty whether the flourishing of fable creativity is tied to any political or economic processes. More likely no than yes. You can ridicule both whole phenomena, trends, and the weaknesses of individual, "small" people. If someone sees such relationships and clearly demonstrates them with any evidence and conclusions, I will probably agree with him.

How do technological progress, new pace of life, new formats of communication affect the inspiration and quality of poetry? Which of the poets is easier and more productive: the former one, with a quill pen, or the current one, at the computer?

The influence is noticeable, it is carried out through new topics, trends and new formations appearing in the language (anglicisms, neologisms, slang, etc.). A quill pen, a fountain pen and a computer are just tools, intermediaries in the process of conveying the author's thoughts to the reader, nothing more. Of all the above, I did not try to write only with a goose quill, the rest does not cause discomfort. The advantage of computers and online publications is the legibility of the "handwriting" and the breadth of the audience, sorry for the banality.



Africa Studio/Shutterstock/FOTODOM

Lyrically-networked

Beloved is not online today –
The "zoom" window gapes with emptiness.
And I have already invented our common world,
Where you immediately want to leave.

There is beauty and eternal love,
All people smile at each other.
There is no negativity or fear,
And everyone is ready to believe in the best.

How can we transform this world into that one? –
It would seem – well, what a super task?!
Take love, hope and luck –
And start doing great things...

But someone bothers us every time
Sarcasm or scathing criticism.
We do not go on reconnaissance with such people,
Though they are here all the time and now.

It seemed that the feeling would blossom for century,
But something breaks instantly ...
Reality is painful and difficult again.
And God and Beloved are somewhere offline...

To Ivan Chudasov on the appointment of the poet

Is the poet a God-worshipper or a mouthpiece?
Such a question does not plunge into a stupor.
Probably a poet – both this and that, –
Cannot spread the truth around the world, after all
Meekly whispering to himself
With an eye out, who else would have brought it.

Serious poet does not fit
To broadcast to the world from worldly pedestals.
Foot, podium or roof
He will certainly choose higher
And loudly pronounce the message
In the hope that someone will save her.

Although it's not a fact that "louder means better" ...
Clouds are gathering around such a thing,
And in a moment there will be anyone
The desire to bring him into disgrace,
To penal servitude, to exile, to prison,
So that no one else can hear it.

But to suffer for the faith is a matter of honor.
And earthly life does not stand still.
And again from God-forsaken places
The one who walks appears on the cross.
Brings Truth and Light to the People
That mouthpiece is a God-worshipper and a poet.

About important calls

"Wait, I have a very important call" –
My friends and wife tell me.
At this moment I am awkward, broken, lonely,
And around – the hopelessness of a blizzard.

Everything on this planet is more important than me,
Although de facto cold-strangers.
And in the pledge of a passive new day
I'm waiting in silent mode.

I'm not that offended, but someone could
Let the only time in half a year
Don't answer that urgent call
And talk to me about the weather

About business, news, – an abyss of all sorts of topics,
What to entrust to a smartphone is possible.
And I feel needed forever
With a careless hope...

Digital reality is trotting along
In the hustle and bustle of the twenty-first century,
Where hopelessly everyone loses face
For people without finding a person.

And until the simplest lesson is learned of
Sincerity and compassion
You can easily reset the Last Call,
What is not put on hold...

The cat and the fleas (fable)

I'll tell you how it is: there are thousands of such stories.
There was a cat in the village –
Healthy, strong, very good looking...
And couldn't get rid of the fleas!

Biting out of the wool with their teeth,
And spinning upside down on the grass...
He used to wander up to his neck into the water.
But it is useless – the fleas did not decrease ...

The bitten one walked darker than the clouds ...
And finally came up with something cooler:
The oil product works as it should, –
It's near the kerosene warehouse

Settled quietly for an hour,
Buried all in the soaked sand.
Smelling oil product smells,
In an instant, the fleas scattered in all directions.

Ordeals behind – dance and sing!
But our hero did not take into account the consequences.
At first, the wool got stuck and fell off.
Then the skin itched from the rash.

And a day later, a burning sensation went through the body,
And the pain was excruciating.
The torments of the infernal cat could not endure,
Falling to the veterinarian on the threshold.

The vet was experienced, skillful,
And resurrected the cat's body to life.
When the torment was left behind,
Our cat didn't pay attention to the fleas.

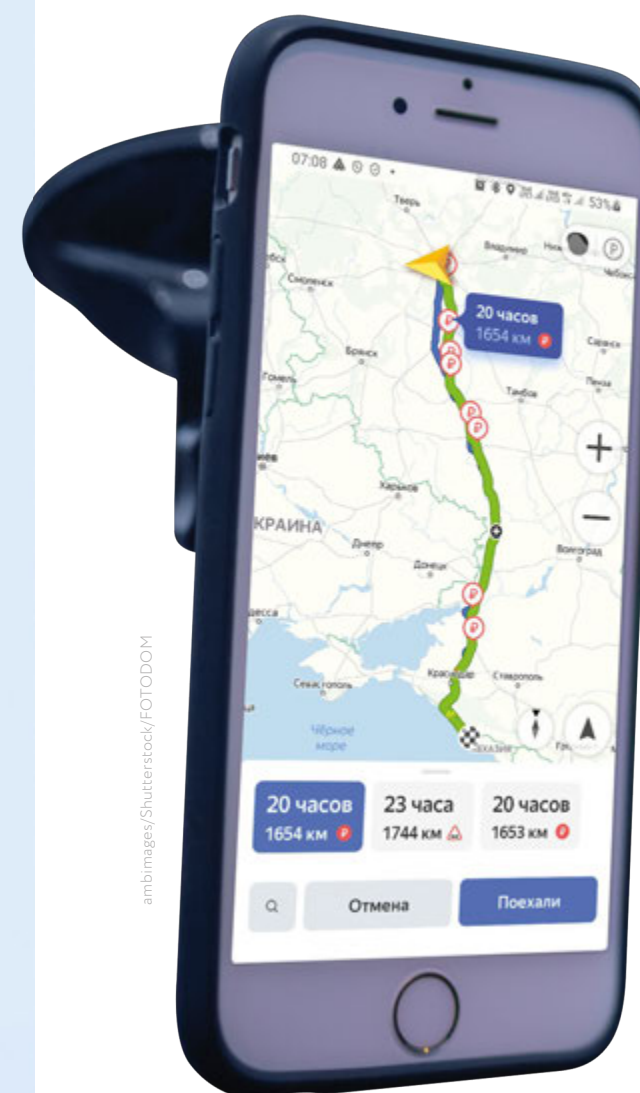
The moral is clear as day: once you
Try to live without a head
Something like this will always happen
That can calm you down forever.

And small sins, that the same fleas,
Let them exist as a product of the era. ●

AUTHOR
ANDREY FRANTS,
PROTOCOL SERVICE LEADER, CPC-R

MOSCOW – KUBAN ALONG M4

SOMEWHERE AUTOMOBILE TRANSPORTATION BETWEEN THE REGIONS OF CPC PRESENCE IS QUITE COMMON, AND SOMEWHERE IT IS VERY EXOTIC. FOR EXAMPLE, FROM MOSCOW TO SOCHI WHERE I HAD TO GO IN JUNE LAST YEAR



ambimages/Shutterstock/FOTODOM

Approximately 1.5 thousand kilometers is both the length of the CPC pipeline and the distance from Moscow to Tuapse along the M4 Don federal highway. Oil covers this distance in 10 days, my SUV – in 17 hours. Actually, I was heading further to Sochi, and Tuapse noted mechanically along the way, reacting to a familiar distance.

EXPERIENCE SHOWS
THAT THE MOST RATIONAL
SPEED ON ALL SECTIONS
OF THE ROUTE
IS THE MAXIMUM ALLOWED
ON THE M4

Travel on the federal highway is paid and from Moscow to Novorossiysk will cost about 3 thousand rubles, or a third cheaper if traveling at night. But it is better during the day, and closer to the Rostov region it becomes clear why.

Initially, the quality of the road surface and the rest of the infrastructure of the toll federal highway is extremely positive. It is summer time, the borders are closed

110 KM/H

It gets dark early in the south, even in summer, so it's better to leave Moscow at dawn to meet daylight hours. However, when you turn from the Moscow Ring Road to the M4, despite the early hour, the bright sun is already shining.

due to the pandemic (recall that this happened last summer. – *Note ed.*), so a lot of passing cars of almost all brands with family crews are heading south. Some drag boats and jet skis on trailers, most have aerodynamic roof racks installed





with temples, copses and crops, a turn to Kulikovo field. At rare stops, the windshield has to be additionally cleaned from insects, side mirrors have long turned into insect graveyards. The heat is increasing, and more and more cars with open hoods stand on the side of the road. By the way, you can borrow a useful life hack from drag racers: so that the engine does not overheat and the air conditioner can cope with the cooling of the passenger compartment, you need to spray the radiator grille with water from a garden sprayer at stops, without turning off the ventilation.

60-LITRE FUEL TANK REQUIRES ONLY TWO REFUELINGS ALONG THE WAY

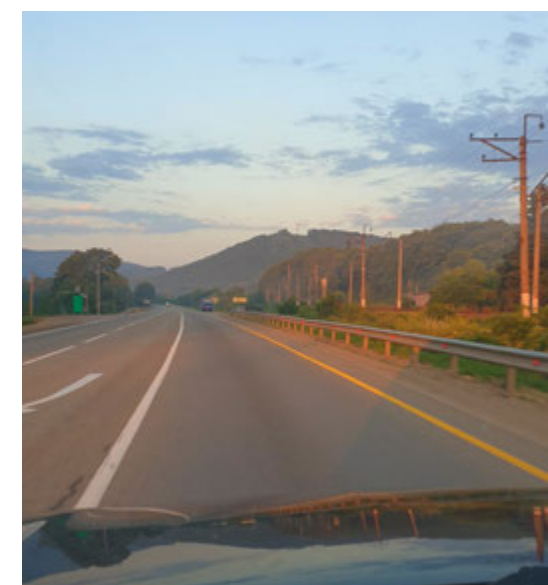
on their roofs. Judging by the license plates, they come not only from Moscow, but also from Tver and even St. Petersburg.

Experience shows that the most rational speed on all sections of the route is the maximum allowed on the M4 110 km/h. The consumption of a three-liter diesel engine does not exceed 9 liters per 100 km, a 60-liter fuel tank requires only two refuelings along the way. The first of them is produced in Verkhny Mamon (a village in the Voronezh Oblast),

at a proven gas station. As practice shows, not all stations, even branded ones and with names ending on "...oil", are equally useful.

Behind is a beautiful long bridge across the Oka, picturesque fields

My personal recipe to withstand 17 hours without bouts of drowsiness – no meals on the road, just water and salty snacks. Attention, as mentioned above, will be needed in the Rostov Oblast, where the asphalt from



the heat becomes "rubber" and noticeably rutted. The terrain here is agricultural, and on the left, from under the lattice fender, it can easily carry out some kind of log in the oncoming stream, and on the right, the edge of the road is ready to suddenly turn into a soil washout. An SUV with its clearance easily withstands such surprises, but for a passenger car, the journey can end right here.

In Rostov, a traffic jam predictably occurs in front of the two-lane Aksai

bridge. Overboard +40°C, the air conditioner at idle does not quite cope with all this anymore.

The closer to the final point of the route, the more wind farms and traffic police cars on duty on the side of the road. Somehow, we have lost the habit of these trips in recent years, and here it is as if you are returning to the past.

The Black Sea coast of the Caucasus meets with the second refueling in Dzhubga. Further, mountain serpentine lead in both directions – to

the right to Novorossiysk and to the left to Sochi. In the coming lilac twilight, they are especially beautiful, but at the same time they require increased attention while driving. Apparently, due to the large amplitude from the heat of the day to the coolness of the night, a mystically dense fog fills the lowlands. The road to the Caucasus, which inspired both Pushkin and Lermontov, is coming to an end. A modern poet will overcome the route much faster, but there will also be enough impressions. ●



AUTHOR
OLEG BURMISTROV,
SENIOR TRANSPORT SPECIALIST, CPC-R

CAUTION 4X4

IN ORDER TO FEEL SAFE BEHIND THE WHEEL, IT IS NOT ENOUGH TO FASTEN YOUR SEAT BELT AND CHANGE TIRES ACCORDING TO THE SEASON. THERE ARE A NUMBER OF OTHER NUANCES THAT ARE IMPORTANT TO CONSIDER

ARAMIS: A MELANCHOLIC LAYMAN

The psychotype makes up approximately 70-75% of the total contingent of drivers of all ages. The image of Aramis is appropriate, since it was he who constantly lost compromising scarves, was distinguished by thoughtfulness and dreamed of becoming a priest in order to renounce worldly fuss.

Accustomed to postponing things for tomorrow, or better to avoid them altogether, the conservative Aramis does not like and does not know how to make decisions, he is easily influenced by "authorities" and the media. Attitude towards the car: a tendency to "humanize". Aramis decorates the car with accessories or toys, subconsciously making a kind of sacrifice. The car is usually clean, but not always fully functional: no light is on, scuffs on the body and wheels. The technical device of the car, as well as the traffic rules, Aramis knows very superficially. A characteristic psychotype marker is a crossover with a dirty rear window, because the owner forgot to fill in the washer.

Driving style is dangerously inattentive. You can expect surprises from Aramis at intersections: sudden turns from the middle lane without turning on the signals, does not correlate his speed with the flow, suddenly slows down for no apparent reason.

At the scene of the accident, he feels insecure, can easily move into aggression or hysteria. The best way to quickly and constructively resolve the situation is to call the traffic police.



<https://europe.nissannews.com>

ATOS: A PHLEGMATIC PEDANT

The psychotype is approximately 7-10% of drivers, mostly people over 35 years old. Cold-blooded, thorough, laconic, prudent, boring.

He begins to understand the car even before purchasing it, and after the purchase he carefully studies the instruction manual. Not the last place in the choice is the principle of "do not stand out". Takes maintenance seriously, strives to control the work of specialists in the repair zone. Thoroughly insures all risks in a "verified" company. Athos' car is not only always technically sound, but also always clean.

The driving style is neat, measured, safe. Athos follows the rules but matches their requirements with the traffic situation. Does not create problems for other road users but considers them as a potential source of danger. Keeps a distance, beforehand turns on the direction indicator before changing lane. Rather refrain from a maneuver than make it without being completely sure. At the wheel he is extremely collected, which is why he gets tired relatively quickly. Here lies the only risk factor: those who fall asleep at the wheel are usually Athos.

Psychotype marker: a well-groomed sedan with a shovel, a lantern and a winter jacket in the trunk. He rarely gets into a car accident, because he is used to constantly calculating the situation. He does not own counter-emergency techniques, although he is theoretically familiar with them. At the scene of the accident, he behaves calmly, as a rule, calls the traffic police himself, and clearly argues his position to the inspector, following the letter of the law.



<https://media.mercedes-benz.ru>

D'ARTAGNAN: THE CHOLERIC SAMURAI

Makes up 8-10% of drivers of all ages. Decisive, responsible and overwhelmed by a thirst for activity. He is not used to doubting his actions, because "any Gascon is an academician from childhood".

D'Artagnan likes to make decisions (including for others), does not manage his own time well, as he always plans more things than he can carry out. No stranger to noble impulses.

He considers a car primarily as an opportunity to get from point A to point B as quickly as possible. Therefore, he prefers powerful engines and a dynamic, sporty driving style. Psychotype marker: long unwashed coupe on trendy rims with low-profile winter tires in summer.

D'Artagnan is well versed in the technical device, he prefers to do minor repairs on his own, the mechanics of the service station are unpleasantly surprised by his competencies. When changing a car, he usually uses the "trade-in" service, insures only CTP.

The speed of the "Gascon" car usually exceeds the average in the stream. He often change lanes, but safely, calculating the distance and turning on the turn signals. Self-esteem is overestimated, by nature, a high reaction rate does not always help out.

D'Artagnan often gets into minor accidents, while behaving friendly, trying to "negotiate without the traffic police". It is easier for him to give money, even if he is not guilty. If the damage is minor, he can let the culprit go in peace. Although always in a hurry, he can brake to help a car with an emergency gang standing on the side of the road.



<https://www.press.bmwgroup.com>

PORTHOS: THE SANGUINE ARISTOCRAT

The psychotype is approximately 10-12% of the total number of drivers. The prevailing age is up to 35 years. Porthos loves to shock, in the summer he wears a cloak to hide the part of the bandage that is not covered with gold. Artistic, egocentric, but generally benevolent, although he is prone to self-affirmation at the expense of the "weak".

Porthos chooses a car in such a way that it always stands out in the stream. As a rule, this is a large SUV or pickup truck. The psychotype marker is a cheaper 2x4 drive that gives itself away in winter and off-road.

The driving style is aggressive, dangerous and carefree. When changing lanes, the turn signals are not turned on in principle. "Aristocrat" likes to flash his headlights to give way, trying to wedge in from a neighboring row or curb. If Porthos is not allowed into another lane, he stubbornly continues the implementation of the unfulfilled, forgetting about the rules and decorum. The emergency situation is catalyzed by the presence of passengers, especially of the opposite gender.

At the scene of the accident, Porthos behaves aggressively, flaunts his contacts, intimidates, and assaults. Quirky, but relatively quickly blown away. The best way to resolve the situation is to call the traffic police, lock yourself in the car, do not enter into negotiations.

The Four "Musketeers" are far from the only study of the psychology of drivers. Moscow Automobile and Road Construction State Technical University (MADI), for example, has at least 18 such psychotypes. However, for a general understanding of the external safety risks behind the wheel, these vivid images are enough. As well as for self-identification.



<https://media.gm.com>

Risks on the roads can be conditionally divided into internal and external. We create the first ones ourselves, for example, violating the speed limits set for this section.

External risks for the driver are not only the possibility of being blinded by the high beam of the headlights of an oncoming car. No matter how impeccable and long your driving experience is, with a slight movement of the steering wheel or one of the pedals, a downstream neighbor can "fix"

everything. In order to calculate such a situation in advance, it is advisable to familiarize yourself with a study that has been circulating on the Internet for more than a dozen years.

It was not possible to identify the author, however, the terms "foreign car", traffic police and "auto-stoppers" are issued in it. Four psychotypes of drivers are offered to the attention of readers by analogy with the musketeers of Dumas father and the same number of human temperaments according to Carl Gustav Jung.

● THE AVERAGE VALUE OF THE HUMAN REACTION TO DANGER – 0.75-1.5 SECONDS

● AT SPEED OF 80 KM/H THE RESPONSE DISTANCE IS 25 M
BRAKING DISTANCE (DRY ASPHALT) IS 42 M
TOTAL IS 67 M

● AT SPEED OF 110 KM/H THE RESPONSE DISTANCE IS 35 M
BRAKING DISTANCE (DRY ASPHALT) IS 68 M
TOTAL IS 102 M

● THE DIFFERENCE BETWEEN SPEEDS OF 105 AND 130 KM/H AT A DISTANCE OF 80 KM IS 9 MINUTES



AUTHOR
ELENA EVSTIFEEVA,
DATA PROCESSING AND ELECTRONIC DOCUMENT CONTROL SPECIALIST, CPC-R

BODY-BUILDER

IN NOVEMBER 2020, OLEG KARDASH, CPC-R SENIOR TRANSPORTATION COORDINATOR, BEGAN A FITNESS COURSE IN ORDER TO IMPROVE HIS PHYSICAL FITNESS. THE RESULTS ACHIEVED IN LITERALLY SIX MONTHS DID NOT ALLOW CPC PANORAMA, AS THEY SAY, TO PASS BY. "WELL, ELENA, YOU ADVISED OLEG – YOU SHOULD INTERVIEW HIM", THE EDITORIAL OFFICE TOLD ME

Oleg, what inspired you to take care of yourself? You have changed a lot over the past six months, many colleagues note this.

Overweight, which interfered with my life. During the pandemic, I "got" about 10 kg and began to weigh already under a centner. Feelings are not too comfortable, and the wife teased me. But the main motivation, of course, was the poor health associated with excess weight, heavy breathing, shortness of breath.

How was your relationship with sports before?

I was fond of sports, but mainly at school: sambo, football. When I served in the army, there was standard full-time physical training. It was also at the first place of service after the army – in the internal affairs units.

Where did your path to a healthy lifestyle begin?

First of all, it was necessary to come to some kind of realization and really understand that you need it – not your wife, not the coach,

but you yourself. How to realize it? I don't know, for everyone this realization comes in different ways, but I think something should "switch" in the head. The path to a healthy lifestyle must begin first of all, with awareness and inclusion of the brain. Everything else will follow – and the desire will appear, and there will be time, and nutrition will improve, and training will begin to bring pleasure. The support of loved ones is also very important, or, at least, their understanding.

This is about the head. And what about the arms, legs and other muscles?

At my previous place of work, I had a colleague who was quite professional in triathlon – running, swimming, cycling. Once he invited me to run together, and I agreed. This is how my love for running began. I ran, became stronger every month, stronger, but the weight remained the same. At that time, I did not think about nutrition and did not know that it has such a strong effect on our



Svitlana Hulko/Shutterstock/FOTODOM

body. It seemed to me that I didn't eat so much, but I run a lot, but something still went wrong. My wife was perplexed: I run, go hiking, hike in the mountains in the Krasnodar Krai (Novorossiysk, Kabardinka, Gelendzhik), but the result is not noticeable, the weight does not decrease. And I came to the conclusion: I have a problem that needs to be solved.

First of all, I decided to take up nutrition and check in practice whether it works or not. Of course, there is a lot of information about this on the Internet now: both on Youtube and on thematic forums. But for me personally, your consultation was the starting point. (We remind you: Elena Evstifeeva provides consulting support to colleagues in her spare time as a Certified Bodybuilding and Fitness Trainer of the Fitness Professionals Association (FPA), a member of the EHFA (European Health & Fitness Association) organization and a certified Life Fitness Academy instructor. – *Note ed.*)

I fulfilled the "starting" advice to order food with a clearly calculated calorie content by choosing Level Kitchen delivery. I work in a

"THE PATH TO A HEALTHY LIFESTYLE MUST BEGIN FIRST OF ALL, WITH AWARENESS AND INCLUSION OF THE BRAIN"

Moscow office, and my family lives in Novorossiysk, so it's not possible to cook my own fitness menu. In the first month of nutrition from Level Kitchen, combining it with cardio training (running), I lost seven kilograms. It was important to understand the principle, and then I began to calculate how much food is needed to maintain the desired physical form. This meant eating in moderation and leaving the table with a slight feeling of hunger. I didn't feel comfortable at first, but then I got used to it.

There is an opinion that alcohol slows down the training process. Your assessment?

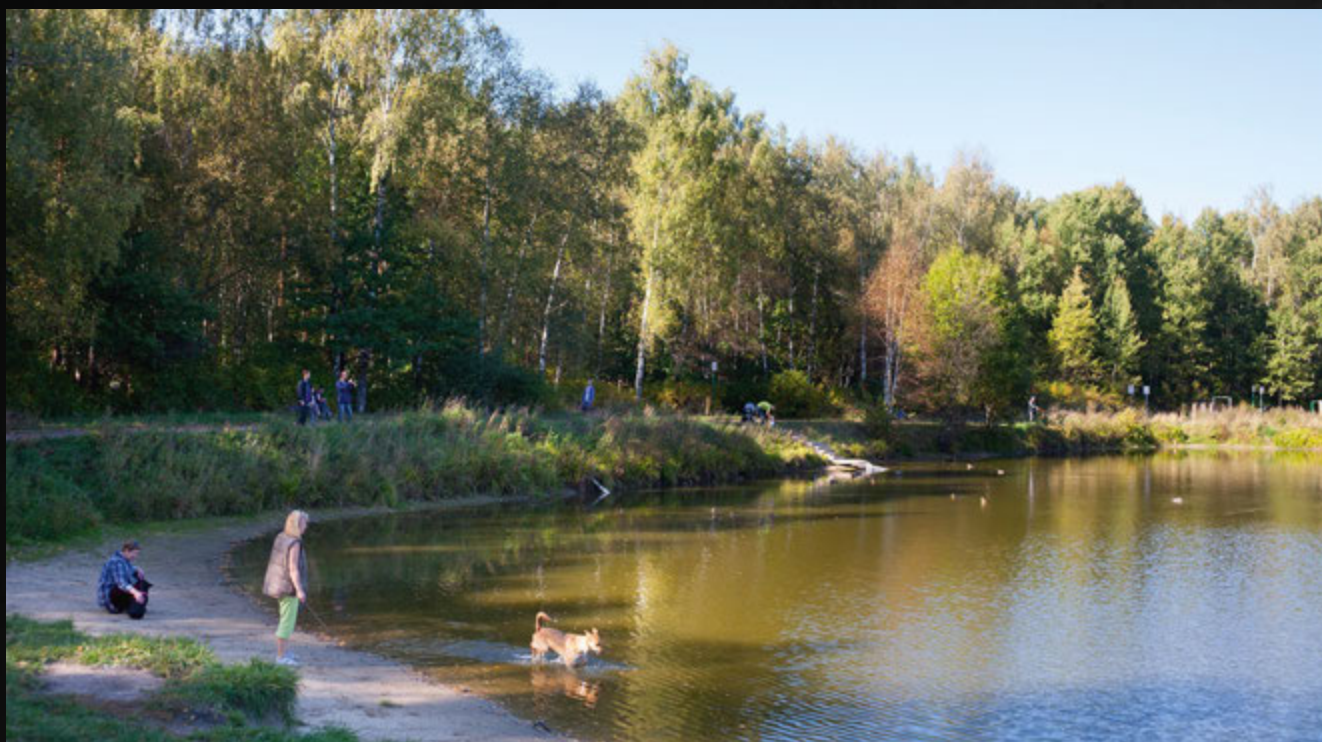
I can't say that alcohol, before the current fitness course, occupied any significant place in my life. Maximum twice a month, purely symbolically with friends or in the family circle. At the beginning of

training, I completely eliminated alcohol for three months, for the sake of experiment. I went in for sports, ate right, but for myself I did not notice much difference. Therefore, I removed the "ban" and sometimes I allow myself a little alcohol in good company.

Why is alcohol so harmful in fact? Because when we use it, we lose control and do not notice how we overeat. Therefore, I am guided by the principle: if there was a feast with alcohol, then in the following days you need to train more and strictly monitor nutrition.

How often do you train?

Now two or three times a week, this is a run from five to 10 km. I also connected 5-10-minute almost daily workouts at home using a phone application – squats, push-ups, abs, all without weights. Plus, I go to the pool two or three times



mgfoto/Shutterstock/FOTODOM

a month – thanks to our company, which provides such an excellent opportunity, compensating for membership in a fitness club.

And it happens like this – “I’m tired, I don’t want more?”

Well, sometimes on weekends. On such days I can take a break from training, give myself plenty of rest. But as a rule, this rest is very active – walks in city parks or forests near Moscow. And then tomorrow comes and training resumes. This way of life, fortunately or unfortunately, has already become a habit. Even if I missed a “class” yesterday, tomorrow I will definitely make up for lost time and add an extra 5-10 minutes to the workout.

How do your spouse and children relate to your “sports behavior”? Support? Did you motivate them to go in for sports with you? And did you motivate your acquaintances, friends, colleagues with your “transformation”?

Family morally support me. Children have not yet joined the sport, they are still young. But all four of them are very fond of nature trips, hiking, mini-hiking. The wife also

tries to take care of herself, as far as family concerns allow her.

I can say that I have motivated quite a few of my friends and comrades, including my reports of runs on Mondays with the hashtag #NeverMissMonday in one of the social networks. Today, not all of my peers, and even those of my acquaintances who are younger, can boast of jogging 10-15 km or a forest hike with a backpack weighing 25-30 kg.

Do you plan to participate in any competitions?

No, I didn’t plan to, but if they offer it, most likely I won’t refuse. I will try to throw another challenge to myself and the capabilities of the body.

For me personally, what I have done is enough to maintain good physical shape. Now my weight is 85 kg and I feel great. I think that in this situation, the main thing is stability, as both my practice and the life experience of

“AS A RULE, MY REST IS VERY ACTIVE – WALKS IN CITY PARKS OR FORESTS NEAR MOSCOW”

Do you use sports nutrition? If yes, then what?

I take protein, but very rarely, usually after a run. I don’t have a goal to “gain mass”, so I just drink protein as a meal replacement, nothing more. And before running, I take L-carnitine 30 minutes before the start if the route exceeds five kilometers.

other guys show. At the previous place of work, we had a sports competition and I participated in it. There was a whole “Healthy Family” program, when employees compete with their families. It would be great to create something similar in our company, for example, a sports contest dedicated to Victory Day, February 23, another anniversary date. ●



CPC-R, MOSCOW OFFICE

Bldg. 1, 7 Pavlovskaya Str.,
Moscow, 115093, Russian Federation
tel.: +7 (495) 966-50-00
fax: +7 (495) 966-52-22
e-mail: Moscow.reception@cpcpipe.ru

CPC-R, WESTERN REGION

Budennogo Str., 117/2, Krasnodar,
350000, Russian Federation
tel.: +7 (861) 216-60-00
fax: +7 (861) 216-60-90
e-mail: Krasnodar.reception@cpcpipe.ru

CPC-R, REPUBLIC OF KALMYKIYA

Suite 608, V.I. Lenina Str., 255a, Elista,
358000, Russian Federation
tel.: +7 (84722) 4-13-89
e-mail: Elista.reception@cpcpipe.ru

CPC-R, NOVOROSIYSK

Vidova Str., 1a, Novorossiysk,
Krasnodar Krai, 353900, Russian Federation
tel.: +7 (8617) 29-43-00
fax: +7 (8617) 29-40-09
e-mail: Novorossiysk.reception@cpcpipe.ru

CPC-R, STAVROPOL KRAI

Suite 208, Ryleeva Str., 7, Stavropol,
355000, Russian Federation
tel.: +7 (861) 216-60-00
e-mail: Krasnodar.reception@cpcpipe.ru

CPC-K, EASTERN REGION

Business center «Grand Asia»,
Abilkhair Khan Ave., 92b, Atyrau, 060097, Kazakhstan
tel.: +7 (7122) 76-15-00, 76-15-99
e-mail: Atyrau.reception@cpcpipe.ru

CPC-R MARINE TERMINAL

Marine Terminal Primorsky District Territory,
Novorossiysk, Krasnodar Krai, 353900, Russian
Federation
tel.: +7 (8617) 29-40-00
fax: +7 (8617) 29-40-09
e-mail: MarineTerminal.reception@cpcpipe.ru

CPC-R, CENTRAL REGION

Kuibyshev Str., 62, Astrakhan,
414040, Russian Federation
tel.: +7 (8512) 31-14-00, 31-14-99
fax: +7 (8512) 31-14-91
e-mail: Astrakhan.reception@cpcpipe.ru

CPC-K, NUR-SULTAN

10th floor, Kunayev Str., 2, Nur-Sultan,
010000, Kazakhstan
tel.: +7 (7172) 79-17-00
fax: +7 (7122) 76-15-91
e-mail: Astana.reception@cpcpipe.ru

PANORAMA
CASPIAN PIPELINE CONSORTIUM

нюа people

CPC PANORAMA Corporate Magazine. No 2 (37) May 2022. The issue is prepared by the CPC Press Service.
Editor: Dmitry Konstantinov. E-mail: Dmitriy.Konstantinov@cpcpipe.ru; Pavel.Kretov@cpcpipe.ru.
Tel.: +7 (495) 966 50 00 (ext. 5323 and 5220).

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. Designers: Oksana Tumasova. Translator: Ildar Nasyrov. Production Director: Oleg Merochkin.
Photos: CPC Press Service, Budgetary Institution of the Republic of Kalmykia "National Museum of the Republic of Kalmykia named after N.N. Palmov", TASS, akg-images/East News, Shutterstock/FOTODOM, Wikimedia Commons.
Printed by "Printing Craftsman", Moscow, Aviamotornaya st., 12.
It is forbidden to use any content without the consent of the editorial office.



CASPIAN PIPELINE
CONSORTIUM:

A TIME-TESTED INTERNATIONAL PROJECT



Каспийский Трубопроводный Консорциум
Caspian Pipeline Consortium
Каспий Құбыр Консорциумы

