

Giant brought for a giant

130 tonne unit arrives at country's largest oil refinery: Novopolotsk's Naftan JSC

The new coking unit has been a major investment for Naftan — in scale of size and funds. The 130 tonne unit (21m long and 6.5m in diameter) left from Klaipeda, transported by BelDorTyazhTrans JSC, which won the tender. Director Valery Pristavka tells us that the journey took ten days, although preparation work took 7-8 months. Naftan's specialists helped choose the best route, checking the road; the size of the load required the lifting of 212 electric lines — including around a hundred on Belarusian territory. Moreover, oil workers have also deepened passages under overhead roads and a Czech 14-axis modular trailer was used to transport the construction, travelling at a speed of no more than 25 km/h (just 2-3 km/h along some sections).



Naftan had other parts of the coking unit delivered previously: 24 parts of two coking chambers for high refinery of oil-tar and a fractionation column (weighing 180 tonnes and having

a length of 45m) were delivered by the same route in September.

The total volume of injections stands at around \$733m, with Naftan being the single investor. The unit should be

Naftan coping with task of production reconstruction

ready for launch by late 2015, enabling Naftan to increase its degree of oil refinery to at least 92 percent. The delayed coking unit would produce an absolutely new product: oil coke (sought after by the

cement, aluminium and energy-related branches). Importantly, the realisation of the project will result in higher efficiency and quality, meeting high European standards.

Diverse co-operation

Hungarian Knorr Bremse Fekremszerek Kft. showing interest in privatisation of Belarusian enterprises

A recent session of the Belarusian-Hungarian Intergovernmental Commission for Economic Co-operation recently met in Minsk. The Foreign Ministry tells us, "Investment interaction with the Hungarian division of German Knorr Bremse Concern — Knorr Bremse Fekremszerek Kft. — looks very promising. It's showing interest in privatising Belarusian enterprises and in collaboration with Autokomponenty Holding and MAZ JSC."

The European company supplies braking and control systems for commercial transport and has been showing increasing interest in liaising with Belarus. Other large Hungarian companies are also following suit: General Electric Hungary, Kes Kft. and Graboplan Industry. They are keen on production co-operation and on the implementation of joint projects, with Hungarian credit resources being discussed. Hungarian Graboplan has won an international tender to reconstruct Minsk's Dynamo Stadium, involving a consortium of Hungarian banks.

Studying to become experts

Two research and development centres to appear in Belarus next academic year

By Vladimir Mokhov

During a visit to the Belarusian State Technological University, Belarus' Prime Minister, Mikhail Myasnikov, noted that higher educational establishments, alongside secondary special institutions, are training the highly-qualified industrial personnel of tomorrow.

He regrets that the prestige of such jobs has diminished,

despite engineers and technologists being skilled workers. He believes that more could be done to promote vocational training, and that this would improve the nation's sci-tech progress and innovative development.

"Fulfilling the President's instruction, the Government has decided to set up complete educational systems at the Belarusian State Agricultural Academy and at the Belarusian State Technological University, with young people being taught vocational skills through their secondary years and on to university," he added. He hopes to see students receive hands-on practical training,

with internships in industry, so that theoretical knowledge can be reinforced by true experience. He believes that this will considerably reduce time needed to adapt to the workplace.

"It will be a serious leap for our sci-tech sphere and will undoubtedly raise the competitiveness of our economy," Mr. Myasnikov is convinced. The new R&D centres may also house career centres offering training. This will allow workers to keep up to date with the latest developments in their field.

He notes that the timber and woodworking industries are developing rapidly in Belarus yet lack specialists. "At today's meeting, we agreed that relevant departments will be created to oversee accelerated training of secondary school graduates and various profile specialists. Within three years, we should have a clutch of specialists with contemporary university degrees, who possess the necessary knowledge and skills," he explained, emphasising that the pulp and paper industry is a priority.

According to Mr. Myasnikov, contract-based education is a focus. "If an enterprise sends a young person for training, they need such learning to be tailored to their specific enterprise, in order for it to be effective," he underlined.



On Vitebsk bypass

Human factor to be absolutely excluded

Electronic system for collecting toll fees to launch on three Belarusian roads next year

A new system for collecting toll fees is coming into service in 2013 along the Brest-Minsk M1/E30, the Minsk-Mogilev M4 and the Minsk-Gomel M5 roads. "From next July, after completing the first phase of the new project, tolls will be charged via an electronic system on the M1/E30," explains Alexander Golovnev, who heads the Road Maintenance Office for Belavtodor at the Ministry of Transport and Communications. "The road already has a toll, collected by hand before a lowered barrier," he notes. The M4 is also to receive the automated system, as will some parts of the M5.

Mr. Golovnev notes that the national electronic system for collecting tolls in Belarus is being implemented in three phases, finally covering all Belarusian first category roads (connecting regional centres with Minsk). The first stage is scheduled to be ready for next

July, with the second launched in January 2014; the third will be complete by January 2015.

Total investments are to reach over 260m Euros, explains Mr. Golovnev, with companies' own funds and bank loans used. The system should pay for itself within three years of completion. The construction company will keep 20 percent of the toll.

"At present there is no specific toll rate, so a regulatory system for payments is being developed," notes Mr. Golovnev. Preliminarily, a fare of 12 Euro cents per kilometre is being considered for the heaviest trucks on Belarusian roads.

As previously reported, in early 2012, the Ministry of Transport of Belarus and the Austrian company Kapsch TrafficCom AG signed an investment agreement to provide toll coverage along about 3,000km of Belarusian roads. All equipment installed will eventually become the property of Belarus.



Students of the Belarusian State Agricultural Academy