

10.03.2009 № 90310-1

Addendum to the Letter of YACONTO LLC
out. № 81223-2 from 23.12.2008,
inc. № 3.13-30/534 from 25.12.2008

Regarding the support of the non-state
Investment YACONTO Integrated
Program by the State Duma

**To the Chairman
of the Committee for Transport
of the State Duma
of RUSSIA**

S.N. SHISHKAREV

Dear Sergey Nikolaevich !

With regard to the appeal of YACONTO LLC (out. № 81223-2 from 23.12.2008), the Committee for Transport of the Russian State Duma has reviewed at its meeting of 21.01.2009 the topic of implementation of the non-state investment YACONTO Integrated Program for the construction of a «Commercial Black Sea port YACONTO» for the transshipment of over 100 million tons of cargo annually and an establishment of a Tuapse Naval Base (TNB) as the main or backup point for basing and reparation of Russian Black Sea Fleet (BSF) warships, both said facilities having single industrial, transport and social infrastructure in Tuapse region of Krasnodar Territory.

On the basis of the decision taken at the meeting, the Committee for Transport has submitted to the Russian Government (out. № 3.13-26/33 from 23.01.2009) a request with a proposal to review the said Program in order to «expand Russian presence in the Black Sea, in particular, through the construction of a new commercial seaport and a naval base from the perspective of geo-economical and geopolitical interests of Russia».

Russian Government has instructed the Ministry of Transport of Russia to consider the appeal of the Committee of Transport. However, instead of reviewing the topic on the merits, the MinTrans officials immediately started to actively, furtively, push their dummy project of 2007 for the construction of the so-called «Southern freight port» in order to prevent the implementation of the YACONTO Integrated Program for the construction of «YACONTO Port» and the creation of TNB with their single infrastructure. They also called this port the “South cargo area” of Tuapse trade sea port (TTSP) to confuse and mislead the uninitiated officials from other ministries and agencies, including senior leadership of the country. Minister of Transport of Russia I.E. Levitin has “exposed to the public” this project, clearly invented to prevent the establishment of «YACONTO Port», in the subordinate magazine of his agency “Sea ports” (out. № 4(62)2007, page 14). In reality, the «Southern freight port» was planned to be constructed not in the

area of the Tuapse city, but on the territory of the Tuapse region, and exactly on the same site which was intended for the construction of the «YACONTO Port». The project of construction of a «Southern freight port», presented by a “straw man” on the VI-th International Economic Forum «KUBAN-2007» held on 20 - 23rd of September 2007 in Sochi city, is a proof of that fact. At the same time mountainous terrain of the coastline, large depths and natural and climatic conditions are favorable factors for the «Southern freight port», while for the «YACONTO Port» the very same factors were cynically and hypocritically deemed unacceptable and highly expensive by the MinTrans of Russia functionaries. Because of “action men” like Levitin, Russia’s economy has found itself in grave condition and cannot develop normally.

Deputy Minister of Transport of Russia A.S. Misharin took a whole month to prepare a hypocritical reply to the Committee for Transport of the Russian State Duma (out. № AM-13/1658 from 24.02.2009). The text of the reply has practically no difference versus similar formal replies previously sent by the Ministry of Transport of Russia to the state executive bodies, various associations and agencies. A thorough examination of the texts of all responses (formal replies) of the Ministry of Transport of Russia shows that they have been prepared by persons who are not carrying any responsibility for their preparation. This proves that for the sake of Russian Ministry of Transport officials, the authors of the replies deliberately did not use the variety of materials and documents of national importance submitted to them for their analysis, as well as those which the Russian Ministry of Transport obtained earlier in spite of warnings from YACONTO LLC. Formal replies which have nothing to do with reality are based on forged documents which, moreover, contradict one another. All the responses (formal replies) signed by the deputy Ministers of Transport of Russia S.A. Aristov and A.S. Misharin have been prepared by the same «trusted persons» - V.M. Gavrikov and P.Y. Kamyshin, who are always ready to violate the Law to carry out the will of their «masters».

Former and current officials of the Ministry of Transport of Russia alike hypocritically and cynically dragged YACONTO LLC into huge unnecessary costs for the development and coordination with the state agencies of project documentation, including feasibility studies, for the construction of several alternatives of exactly the non-state facilities of the YACONTO Integrated Program. In parallel, the functionaries of the MinTrans of Russia did everything they could to compromise the Program and prevent its implementation. The true reason for the pushback demonstrated by the officials of the Ministry of Transport is that they see their participation in the Program only in the possibility to extort exorbitant kickbacks for endless alignments, permissions and signatures on numerous documents required by them for the Program’s preparation.

Every time any information worth mentioning reaches the functionaries of the MinTrans of Russia, it becomes known to their «business partners». Since 2001 YACONTO LLC has submitted to different governmental bodies, ministries and agencies many documents and materials on the YACONTO Integrated

Program which in the end found themselves in the MinTrans of Russia, where the officials use them in their vested interests. Knowing this, YACONTO LLC strictly limits the provision of any serious information, protecting it from being captured by competitors. This information includes not only the current and future markets, but also the working schemes of relationships between the potential investors and strategic business partners. These schemes have different design features for the implementation of projects and programs are strict commercial confidentiality of the participants.

Documents of the YACONTO Integrated Program which turned out to be accessible to the corrupt officials and their business partners and competitors became a guide to the preparation and implementation of similar programs. It's enough to simply examine their schemes of construction. But YACONTO LLC does not intend to disclose the structure of the YACONTO Integrated Program and relationships between projects and programs.

In order to counter the implementation of the YACONTO Integrated Program, the officials of MinTrans are misleading the Government of Russia and trying to attract as many "allies" to their side as they can, thereby creating the mutual guarantee of the officials. They discredit YACONTO LLC to seize its ideas and intellectual property by obscuring, dissolving the Program into parts and obtaining them one by one. One example of that is the Decision of the so called "offsite meeting" of the Commission for national maritime policy of the Federation Council of 21.03.2007 in Tuapse. At this "meeting" chaired by Senator V.A. Popov, who conspired with the functionaries of the Russian Ministry of Transport, the personally interested opponents of the YACONTO Integrated Program groundlessly stated that Russia does not have and is not expected to have the cargo transshipment volumes necessary for the «YACONTO Port», although this is completely contrary to known projected growth in freight traffic by 2020 (excluding actual proposals from potential investors and strategic partners of YACONTO LLC).

In addition, the "orators", prepared in advance by the organizers of the "offsite session", allegedly acting on behalf of the state, argued that there is no need to create a TNB in Tuapse city or Tuapse region as a place for the Russian Black Sea Fleet warships, as the Novorossiysk naval base (NNB) provides more than enough free space. The Decision taken is a result of criminal activity of officials who put their personal interests above the interests of the state. Their actions undermine the economic security and defense capability of the country and fall under the Treason article of the Criminal Code of Russia. Detailed information on the conduct of the "offsite session" and the damage dealt to the state is described in the Letter of YACONTO LLC to the Chairman of the Federation Council of Russia S.M. Mironov (out. № 1-70416 from 16.04.2007) and the Letter of YACONTO LLC to the President of Russia V.V. Putin (out. № 80116-1 from 16.01.2008), which has been intentionally concealed from him.

Opponents of the creation of the TNB who protect their project of construction of NNB are fully aware of tragic consequences of the "bora winds" (capable

of turning over ships and vessels), openness of the terrain, passage of ammunition through the Novorossiysk city and other factors disadvantageous and perilous to BSF warships. Such dangerous situations have been reported by the Head of Administration of the Krasnodar Territory A.N. Tkachev to the Russian Prime Minister M.M. Kasyanov (out. № 1-01/719 from 09.12.2002) several years prior to making an erroneous decision on the financing of the construction of NNB as the main Black Sea Fleet base in Southern Russia, lobbied by the “interested parties” to the detriment of the defense and national security.

Instead of admitting their mistakes to the President of Russia - the Supreme Commander of the Russian Armed Forces and making amendments, opponents of the TNB even today continue to actively promote the very inconvenient, vulnerable and unpromising NNB. This is a crime comparable to sabotage against the state and treason.

On the governmental hour of the Russian State Duma session of 18.04.2008, the Minister of Transport of Russia I.E. Levitin presented to the deputies his “report” of the achievements of his ministry and perspectives of its future development. On this meeting, Deputy V.P. Komoevov (former Commander of the Black Sea Fleet of Russia) asked Levitin about his opinion on the YACONTO Program for the creation of a dual-purpose commercial seaport in Tuapse region. In response, Levitin hypocritically and cynically stated the infeasibility of the construction of the YACONTO Port in the location proposed by YACONTO LLC. This statement once again proves Levitin’s and his team’s direct involvement in the opposition to the said Program in the interests of their “monopoly business partners”. That’s why the Minister of Transport of Russia I.E. Levitin did not reply anything to Deputy V.P. Komoedov’s request (out. № VPK-161 from 09.06.2008) to provide him his official position on the YACONTO Integrated Program.

Sale of goods and services is the cornerstone of the business. Potential investors and strategic partners of YACONTO LLC are not interested in providing any information about the markets, shippers (vendors) and consignees (customers), as this is a commercial secret of the real business. Officials of the Ministry of Transport of Russia have long since turned this governmental agency into their personal fiefdom and a commercial structure for the collection of information about promising projects and programs to ensure safety and protect the interests of their “monopoly business partners”. Therefore YACONTO LLC did not manage to establish businesslike and constructive relationships with the hypocritical and cynical leaders of the Ministry of Transport of Russia, who oppose the implementation of the non-state investment YACONTO Integrated Program and hinder socio-economic development of Russia in their own interests.

Despite the fact that the Minister of Transport of Russia I.E. Levitin has “high patrons” he, like any citizen of Russia, is responsible before the law. His proper place is not in the chair of a federal minister, but on the dock. There’s one set of Laws for all of us, so there should be no double standards, as Russia constantly declares to the world.

There are fundamental differences from the design, implementation and accountability for the outcome perspectives between federal target programs and the non-state investment YACONTO Integrated Program which has a federal and nationwide significance.

YACONTO Integrated Program fully corresponds with the strategy of Russia's socio-economic development up to year 2020.

It's not the funding, but the decision on the political and administrative support on the highest governmental level that is required to start the implementation of this large-scale multi-industry Program.

More detailed information on the mischief and crimes of the MinTrans of Russia officials can be found in the Letter of YACONTO LLC to the Russian President V.V. Putin (out. № 80116-1 from 16.01.2008), which has been intentionally concealed from him, in the YACONTO Explanatory Note of 09.05.2008 and on the website: WWW.YACONTO.RU

Dear Sergey Nikolaevich, please come back to considering the topic of supporting the non-state investment YACONTO Integrated Program aimed at socio-economic development of Southern Russia and ensuring its security and defense capabilities in Azov - Black Sea basin by the Committee for Transport of the Russian State Duma and other stakeholders.

I also ask the Committee for Transport to initiate a thorough review of the facts stated in this letter and the enclosed documents in order to immediately take appropriate response measures.

Attachment: set of documents on 112 sheets.

(The Russian text of this letter is an original.)

Respectfully yours,

President of YACONTO LLC



S.P. YAKUNIN

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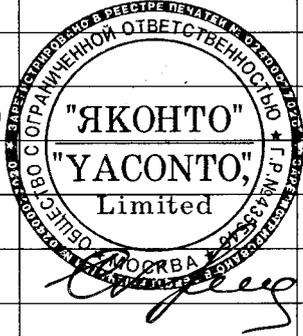
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РЕЕСТР № 90310-1
на корреспонденцию, направляемую через фельдъегерскую службу

10 марта 2009 года

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