



MIDSTREAM

Medium-term priorities:

- increase existing capacity utilisation by making KMG's oil transportation systems more attractive and competitive;
- develop additional export routes;
- improve operating cost control.

The two oil transportation modes at KMG are trunklines and the marine fleet.

Indicator	Trunkline transportation				Marine fleet transportation
Management company	KazTransOil	Kazakhstan–China Pipeline	MunaiTas	Caspian Pipeline Consortium	Kazmortransflot
Interest, %	KMG: 90% ¹	KazTransOil: 50%	KazTransOil: 51%	KMG: 20.75%	KMG: 100%
Key destinations	Exports to Europe and China, domestic market	Exports to China, domestic market	Exports to China, domestic market	Exports to Europe	Exports to Europe
Key routes	<ul style="list-style-type: none">• Kazakhstan's refineries• Uzen–Atyrau–Samara• Oil transshipment to the CPC and Atasu–Alashankou pipelines, oil transshipment in the Port of Aktau	Atasu–Alashankou, Kenkiyak–Kumkol	Kenkiyak–Atyrau	Tengiz–Novorossiysk	Black Sea Mediterranean Sea Caspian Sea
Total length, km	5,373	1,759	449	1,510	n/a
Capacity, mln tonnes p.a.	17.5 ² 5.2 ³	20	6	81.5	n/a

Trunkline oil transportation

Kazakhstan's pipeline infrastructure is owned by KazTransOil – the national oil pipeline operator, its two joint ventures (Kazakhstan–China Pipeline and MunaiTas North-West Pipeline Company), and Caspian Pipeline Consortium. The existing pipeline infrastructure in Kazakhstan has adequate potential to support increased oil transportation volumes from promising projects.

In 2024, trunkline oil transportation was up by 1.0% to 70,309 thous. tonnes. This growth can be attributed to the transshipment of oil from the Kashagan and Karachaganak fields to the Atyrau–Samara and Caspian Pipeline Consortium pipelines through KazTransOil's network, as well as higher domestic transportation to Kazakh refineries.

Volume of oil transportation (net to KMG), thous. tonnes

Company	2022	2023	2024
KazTransOil (100%) ⁵	40,656	44,188	44,887
Kazakhstan–China Pipeline (50%)	9,618	9,403	9,394
MunaiTas (51%)	2,859	2,819	2,953
Caspian Pipeline Consortium (20.75%)	12,183	13,171	13,074
Total	65,316	69,581	70,309

Volume of oil transportation⁴, thous. tonnes

Company	2022	2023	2024
KazTransOil (100%)	40,656	44,188	44,887
• export	12,762	16,618	17,253
• transit	9,989	10,143	10,214
• domestic market	17,905	17,426	17,420
Kazakhstan–China Pipeline (100%)	19,236	18,806	18,789
• export	1,290	1,209	1,200
• transit	9,980	9,979	9,979
• domestic market	7,966	7,618	7,610
MunaiTas (100%)	5,606	5,527	5,791
• export	1,188	1,114	1,171
• domestic market	4,418	4,413	4,620
Caspian Pipeline Consortium (100%), export	58,711	63,474	63,007

¹ 10% of shares are owned by minority shareholders who acquired them under the People's IPO programme.

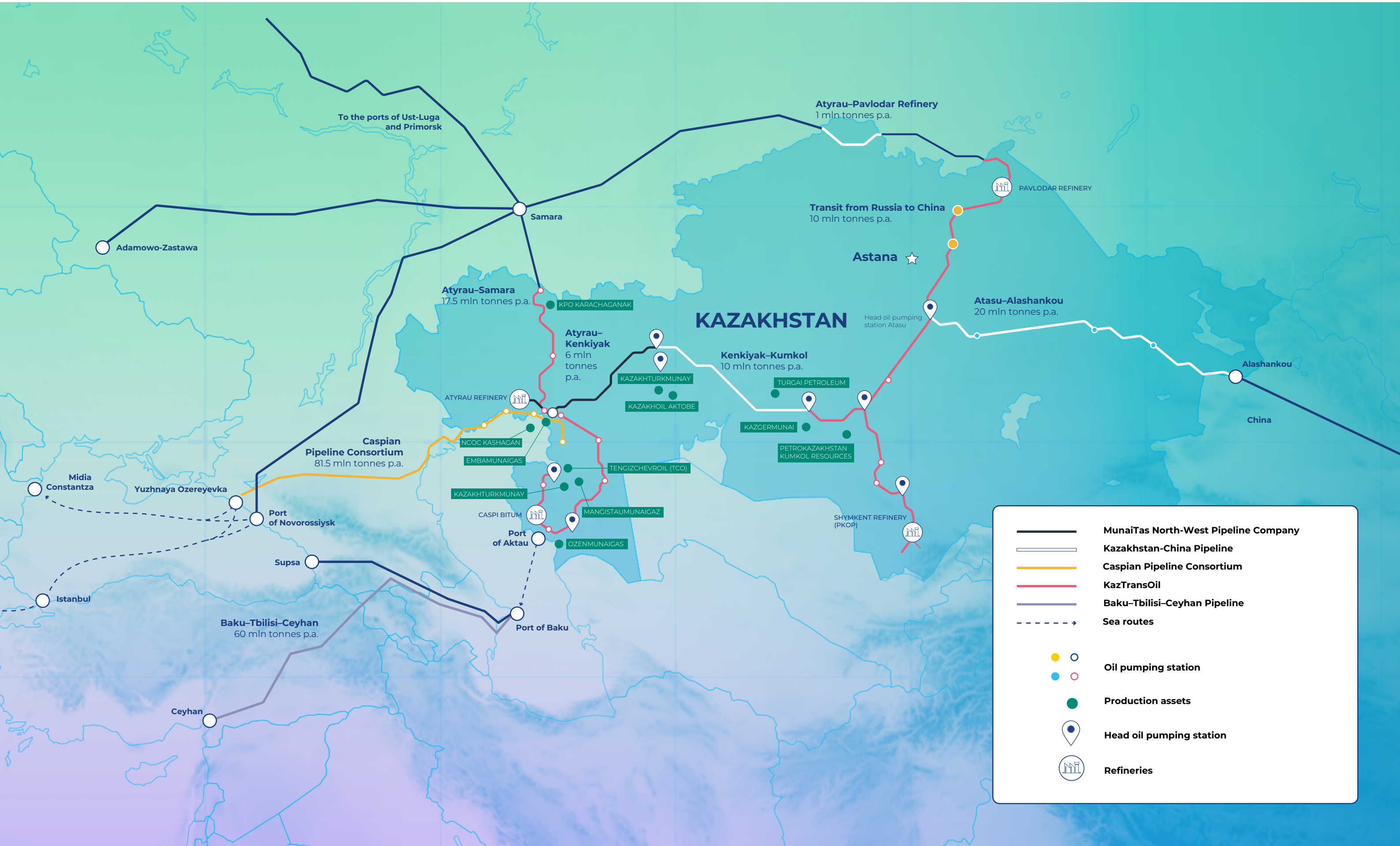
² Capacity of the Atyrau–Samara section considering the use of drag-reducing additives.

³ Capacity of the Port of Aktau (large-capacity vessel berths, oil loading).

⁴ Consolidated volume of oil transported includes the volume of each individual pipeline company, including the operating share of KMG (excluding KTO). Part of the oil volumes can be transported by two or three pipeline companies, and these volumes are accordingly counted more than once in the consolidated volume of oil transportation.

⁵ Since KTO is fully operated by KMG, transportation volumes are reported as 100%.

KMG's oil pipeline network



Oil transportation turnover net to KMG grew by 1.5% to 62,111 thous. tonnes driven by an increase in domestic oil transportation to refineries and transit of Russian oil on its way to Uzbekistan.

Oil transportation turnover, mln tonnes × km

Company	2022	2023	2024
KazTransOil (100%)	34,261	34,208	35,526
Kazakhstan–China Pipeline (100%)	17,314	16,872	16,858
MunaiTas (100%)	2,265	2,236	2,395
Caspian Pipeline Consortium (100%)	78,154	83,959	81,615

Oil transportation turnover (net to KMG), mln tonnes × km

Company	2022	2023	2024
KazTransOil (100%)	34,261	34,208	35,526
Kazakhstan–China Pipeline (50%)	8,657	8,436	8,429
MunaiTas (51%)	1,155	1,141	1,221
Caspian Pipeline Consortium (20.75%)	16,217	17,422	16,935
Total	60,290	61,206	62,111

The tariffs for crude oil transportation to Kazakhstan's domestic market are regulated by the government.

Weighted average tariffs for oil transportation to the domestic market, KZT per tonne per 1,000 km

Company	2022	2023	2024
KazTransOil	4,356	4,602	4,742
Kazakhstan–China Pipeline	4,359	4,359	4,839
MunaiTas	5,912	5,912	5,912

According to Law of the Republic of Kazakhstan No. 204-VI on Natural Monopolies dated 27 December 2018, oil transportation services to support transit via the Republic of Kazakhstan and exports outside the Republic of Kazakhstan are beyond the scope of natural monopolies.

Weighted average tariffs for oil transportation for export

Company	2022	2023	2024
KazTransOil, KZT per tonne per 1,000 km	8,831	9,490	10,150
Kazakhstan–China Pipeline, KZT per tonne per 1,000 km	6,799	6,799	6,799
MunaiTas, KZT per tonne per 1,000 km	5,912	5,912	5,912
Caspian Pipeline Consortium, USD per tonne	36	36	36

Weighted average tariffs for transit to China, USD per tonne

Company	2022	2023	2024
KazTransOil	4.23	4.23	4.23
Kazakhstan–China Pipeline	10.77	10.77	10.77

Key projects in 2024

Agreement with SOCAR

In 2024, the Company signed an agreement with SOCAR, providing for a phased increase in oil transit through Azerbaijan to 60 thous. tonnes per month. The first oil shipment of up to 20 thous. tonnes is scheduled for early 2025. The agreement on the gradual increase in the transit of Kazakhstan's oil through Azerbaijan envisions boosting shipments along the Aktau–Baku–Tbilisi–Ceyhan route to 2.2 mln tonnes per year.

Lower tariffs for oil transportation by rail

In partnership with NC Kazakhstan Temir Zholy and government agencies, we managed to reduce tariffs for oil transportation by rail on Kazakhstan's section of the route. This decision was taken to enhance the competitiveness of the Aktau–Baku–Tbilisi–Ceyhan transit corridor.

Oil transit through the Port of Aktau

In 2024, oil transportation via the Aktau–Baku–Ceyhan route increased by 34% year-on-year to 1.419 mln tonnes.

Marine transportation

Kazakhstan's key marine transportation operator is National Maritime Shipping Company Kazmortransflot (KMTF), a subsidiary of KMG engaged in the shipment of oil, oil products and cargoes across the Caspian Sea and via international routes. The company runs a fleet of modern vessels, including tankers and tugboats, and provides logistics, freight and port services. KMTF is actively ramping up its capacities and introducing cutting-edge technologies along with state-of-the-art environmental standards. As a strategic player in the Trans-Caspian routes, the company plays a crucial role in ensuring export deliveries and developing the maritime logistics of Kazakhstan.

In 2024, oil transportation by sea increased by 22.2% to 13,169 thous. tonnes. This growth was driven by higher volumes of oil transportation in the Mediterranean Sea due to rising shipments from the Port of Ceyhan and more volumes transported via the Aktau–Makhachkala and Aktau–Baku routes in the Caspian Sea.

Sea	2022	2023	2024
Black	3,457	3,605	3,370
Mediterranean	5,276	6,440	7,716
Caspian	610	733	2,083
Total	9,343	10,778	13,169

Cooperation with AD Ports Group

The company is actively developing maritime routes in the Caspian, Black and Mediterranean Seas. As part of a partnership with AD Ports Group, KMTF acquired two tankers, Taraz and Liwa, which transported 874 thous. tonnes of oil along the Aktau–Makhachkala route in 2024. Additionally, the company joined forces with Azerbaijan Caspian Shipping Company (ASCO) to ship oil along the Aktau–Baku route. The vessels of AD Ports Group transported a total of 2.4 mln tonnes of oil in open seas. As part of the partnership with AD Ports Group, efforts are being made to build up a fleet of ferries and container vessels for the Trans-Caspian International Transport Route.



Plans for 2025

- Exploring opportunities for the development of the Trans-Caspian International Transport Route:
 - Completing the acquisition of two Aframax tankers with a deadweight of 115 thous. tonnes
 - Developing a project for the construction of three tankers for the Caspian Sea and multifunctional ferries
- Cooperating with AD Ports Group:
 - Expanding the tanker fleet and initiating the construction of container vessels with a capacity of over 500 TEUs¹

¹ Twenty-foot equivalent unit.