Министерство науки и высшего образования Российской Федерации

Федеральное государственное бюджетное образовательное учреждение высшего образования «Северо-Осетинский государственный университет имени Коста Левановича Хетагурова»

(ФГБОУ ВО «СОГУ»)

Утверждаю
Проректор по научной деятельности
_____ Л.Ш. Ганикашвили
«_4_» _____ 2026 г.

ПРОГРАММА

вступительных испытаний по иностранному языку (английский язык) основной образовательной программы высшего образования - программы подготовки научных и научно-педагогических кадров в аспирантуре

Область науки **1. Естественные науки**

Научные специальности:
1.1.2. Дифференциальные уравнения и математическая физика
1.1.5. Математическая логика, алгебра, теория чисел и дискретная математика
1.3.11. Физика полупроводников
1.4.3. Органическая химия
1.5.5. Физиология человека и животных
1.5.15. Экология
1.6.14. Геоморфология и палеография

Владикавказ 2026

1. Область применения и нормативные ссылки

Программа вступительного испытания сформирована на основе федеральных государственных образовательных стандартов высшего образования по программам специалитета или магистратуры.

2. Структура вступительного испытания

Форма проведения: вступительные испытания по дисциплине иностранный язык (англйиский). Экзамен по дисциплине иностранный язык (английский) в устной форме очно или дистанционно.

Возможные формы проведения экзамена:

1. В традиционной форме устно.
2. В дистанционной форме устно с использованием онлайн ресурсов

Экзамен включает в себя три задания:

Изучающее чтение оригинального текста по специальности. Объем 1500–2000 печатных знаков. Время выполнения работы – 45–60 минут. Форма проверки: передача извлеченной информации осуществляется на иностранном языке (гуманитарные специальности) или на языке обучения (естественнонаучные специальности).

Беглое (просмотровое) чтение публицистического текста. Объем – 1000 печатных знаков. Время выполнения – 2–3 минуты. Форма проверки – передача извлеченной информации на иностранном языке (гуманитарные специальности) и на языке обучения (естественнонаучные специальности).

Беседа с экзаменаторами на иностранном языке по вопросам, связанным со специальностью и научной работой поступающего.

Вопросы вступительного экзамена:

Образец билета для экзамена

1. Read, translate and retell the text.
2. Render the article.
3. Speak of your scientific interests.

3. Содержание вступительного экзамена

№ п/п	Наименование раздела (модуля)	Содержание раздела (модуля)
Модуль 1	Изучающее чтение оригинального текста по специальности. **(Приложение 1)**	Изучающее чтение оригинального текста по специальности. Объем 1500–2000 печатных знаков.
Модуль 2	Просмотровое чтение текста на иностранном языке. **(Приложение 2)**	Беглое (просмотровое) чтение газетного текста. Объем – 1000 печатных знаков. Время выполнения – 2–3 минуты. Форма проверки – передача извлеченной информации на иностранном языке (гуманитарные специальности).
Модуль 3	Беседа с экзаменаторами на иностранном языке.	Беседа с экзаменаторами на иностранном языке по вопросам, связанным со специальностью и научной работой аспиранта (соискателя).

Литература

№	Название	Автор	Вид издания (монография, диссертация, учебник, учебное пособие и др.)	Место издания, издательство, год издания, кол-во страниц
а) Основная литература				
1.	Professional English in Use.	Gillian D. Brown and Sally Rice.	Учебное пособие	CUP, 2009.
2.	Чтение и перевод научной литературы. Лексико грамматический справочник.	Рубцова М.Г.	Справочник	М.:АСТ, 2010.
3.	Англо-русские обороты научной речи.	Миньяр-Белоручева А.П.	Учебно-методическое пособие	М.: Флинта. Наука, 2010.
4.	Longman Advanced Learners' Grammar.	Mark Foley, Dianne Hall.	Учебное пособие	Pearson Longman, 2010.
б) дополнительная литература				
1.	Learn to Listen, Listen to Learn. Academic Listening and Note-Taking. Books 1 and 2.	Roni S.Lebauer.	Учебное пособие	Pearson Longman, 2010.
2.	Практический курс английского языка.	Камянова Т. Г.	Учебник	М.: Дом Славянской Книги, 2005
3.	Теория и практика перевода с английского языка на русский	Левицкая Т. Р., Фитерман А. М.	Учебное пособие	книга доступна на сайте: translations.web- 3.ru
4.	Основы теории и практики перевода с русского языка на английский	Бреус Е.В.	Учебное пособие	книга доступна на сайте: translations.web-3.ru
в) Словари				
1.	Longman Grammar of Spoken and Written English.	Douglas Biber, Stig Johansson, Geoffrey Leech, Susan Conrad, Edward Finegan	Словарь	Pearson Longman, 1999.
2.	Новый англо-русский словарь.	Мюллер В.К.	Словарь	Изд-во «Русский язык» — М.: Рус.яз., 2000.
3.	Macmillan English Dictionary for advanced Learners.	Michael Rundell	Словарь	Macmillan Publishers Limited, 2007.
4.	Longman Language Activator.	Addison Wesley Longman.	Словарь	Longman Group UK Limited, 2008.

Базы данных, информационно-справочные и поисковые системы

*-	Наименование ЭБС	Принадлежность ЭБС	Адрес сайта	Сведения о правообладателе	Кол-во точек доступа	Характеристика доступа
1	"Университетская библиотека online"	Сторонняя	http://www.biblioclub.ru	ООО «Некс-Медиа»	1000 1000 7000	Безлимитный
2	Электронная библиотека диссертаций РГБ (ЭБД РГБ)	Сторонняя	https://dvs.rsl.ru	ФГБУ "РГБ"	10 точек доступа в читальном зале НБ СОГУ	Безлимитный
3	« Консультант студента»	Сторонняя	http://www.studmedlib.ru/	ООО «Институт проблем управления здравоохранением»	400 карт доступа	Безлимитный
4	Научная электронная библиотека eLibrary.ru	Сторонняя	http://elibrary.ru	ООО "Научная электронная библиотека"	Кол-во доступов не ограничено	Безлимитный
5	Polpred.com Обзор СМИ	Сторонняя	http://polpred.com	ООО «ПОЛПРЕД Справочники	Кол-во доступов не огранич	Безлимитный

Приложение 1

Тексты для изучающего чтения (Вопрос № 1 билета)

№ 1

Throughout life, Torsten Hдgerstrand combined his personal experiences with the fruits of his reading and discussions with colleagues from various scientific disciplines around the world. His work is saturated with an ambition to understand how an ecological view of the world as a whole can be conceived. It relates to the wider philosophical context drawing on classic authors who had been interested in these matters, like Goethe, Hettner, and Ratzel (Hдgerstrand, 2009). He gradually developed the time-geographic approach, its notation system, and its concepts. Already in the late 1960s there was the skeleton of an approach and a world view, but many clarifications and improvements were yet to be made. Hдgerstrand continued to develop concepts for elementary events in time-geography until the very end of his own life trajectory. For long, he had had to face criticism about his focus on limits and constraints. Yet, he maintained his perspective over his lifetime, and today this perspective has re-emerged in the wider scientific community as a major, important challenge in the sustainability debate, for example, on planetary boundaries and resilience thinking (Rockstrцm et al., 2009). He also continually worked to clarify the objective of his ecological time-geographic world view; his final effort was the book The Fabric of Existence in 2009. The thoughts and themes Hдgerstrand dwelt on during his life are coherent and he would return to topics while reinterpreting and developing his position. Thus, his final book expresses the results of his thinking and reflections during the last decade of his life as he synthesized his earlier thinking. One reoccurring concern

of Ндgerstrand was the fragmentation of the scientific community, especially in the study of the landscape wherein all individuals exist together. Therefore, he was interested in the practical organization of the knowledge production system itself; he was deeply involved in the conditions for interdisciplinary research in Sweden and the problems encountered. He was involved, for example, in developing the thematic, interdisciplinary schools of research established by Linkцping University, Sweden, in 1980. The contribution of Torsten Ндgerstrand's time-geography to transport research has its roots in his life experience without a driving license and his readings from a wide range of geographical and social research with an ecological and social basis

№ 2

Hägerstrand's writing on transport research is not basically oriented to transportation. Instead, he was interested in the life trajectories of individuals (one-by-one and interlinked in family constellations) and what was the cause and aim of movements shown by the trajectories. His early studies were on the movements of the population in Asby parish, both long-distance emigration from Sweden to the United States and shorter movements of families from one dwelling to another within the parish. In later studies, he was interested in people's daily movements, such as how they moved at the workplace, bought food in the grocery shop, and left to pick up children at the nursery school (Hägerstrand, 1970, 1985; Ellegård et al., 1977). Hence, in Hägerstrand's time-geographic approach, geographical movements are of secondary importance: someone wants to leave some place in order to encounter another place to be-in-place and do something. Then, the time-geographical notation system underlines the importance of being stationary somewhere to perform activities bound to that place. This phenomenon is seldom taken into consideration in transport geography since nothing seems to happen when beingin- place. However, even if the location is the same, time goes by and activities are performed for a time at one place. Movements between places, then, are seen as links, binding activities together into a sequence that has meaning for the individual. The time-geographical notation system offers opportunities to describe any of the timespace of movements in a similar way, irrespective of scale and the type of individual it concerns (Hägerstrand, 1974). Hägerstrand dealt with problems of the increasing need for longer transports in the mid twentieth century. The spread of diseases is an example of problematic side effects of air transportation that were alluded to previously (Section 2.7). In the 1950s and 1960s domestic Swedish transport planning was mostly related to the need for roads and how to control traffic flows of traffic (Hägerstrand, 1993a). He opposed the organization of territorially bounded, local, and specialized planning agencies, since they could not take into consideration either the reasons for the increasing lengths of transport flows generated by modern industries and the increasing motorism, nor the starting points of the transports or where they should end.

Kajsa Ellegård. Torsten Hägerstrand's time-geography as the cradle of the activity approach in transport geography. Journal of Transport Geography 23 (2012) 17–25.

№ 3

That the social and cultural dimensions of transport's inherently spatial nature and outcomes demand to be addressed systematically within a rigorous theoretical and philosophical framework, has been a recurrent criticism from several commentators. For example, Law (1999) called for new geographies of gender and daily mobility, arguing that transport geography was neither engaging with mobilities research nor embedding gender-aware frameworks of analysis other than of the 'women-do-this, mendo- that' variety. A more systematic treatment of gender as a theoretical concept was required. But such criticism, sadly, was hardly new. Some 14 years

earlier Rimmer (1985, p. 272) had noted that developments in social theory and philosophy appeared to have been taken up only slowly in transport geography (Hall, 2004c). In Law's (1999, 2002) two papers, the potentially fruitful analytical frameworks she suggested within a gendered approach included access to resources, (personal) identity (drawing on the concepts employed in the literature on geography and embodiment), symbolism and cultural systems of meaning, and the transport (built) environment. But if the nature and speed of (the UK's) transport geography response to such pertinent critiques were emblematic, then such criticisms of the sub-discipline would appear not unjustified. A gendered mobilities session sponsored by the TGRG at the IBG/RGS conference was held in London in 2006, and an opinion piece, part-response to Law's article, was published only after her untimely death in 2003 (Hall, 2004c). That paper has contributed to an ongoing debate elsewhere (e.g. Polk, 2005; Rivera, 2007), but sadly, not (thus far) taken up within the pages of the Journal of Transport Geography. It could also be said to be the case, however, that the study of gendered mobilities itself still appears to be in an early and somewhat fragmented phase of development (e.g. Uteng and Cresswell, 2008; Letherby and Reynolds, 2009). But this is no reason for constraining greater engagement with the mobilities paradigm. If mobility ''is about the contested world of meaning and power" (Cresswell, 2006, p. 265), then equipping transport geography with the conceptual and methodological skills to engage comprehensively with mobility issues can be viewed as helping to draw the sub-discipline into pertinent debates about, and analyses of, the experience of everyday life, thereby assisting transport geography to bring important perspectives to the policy arena (complementing more positivist approaches).

№ 4

And, indeed, substantial progress has been made in this direction in recent years. Notably, research and publication has been employing new methodologies to aid an understanding of our inherently unsustainable mobility behaviour (Banister, 2005). Several edited volumes highlight the range of 'mobilities-conscious' work being undertaken in Europe (e.g. Canzler et al., 2008). Thus, Thomson et al.'s (2005) Social Perspectives on Mobility (e.g. Freudendal-Pedersen, 2005; Neilsen, 2005) and Freudendal-Pedersen's (2009) Mobility in Daily Life present research from the Centre for Transport Studies at Roskilde, Denmark, embracing social constructivist approaches. Roskilde has a track record of interesting research on the social dimensions of transport, Jensen's (1999) 'Passion and heart in transport. . .' and Høyer's, (1999, 2000) work on sustainable mobility being earlier examples. Use of social constructivist methodology helps to highlight, and suggest countervailing policy constructs (what Banister (2008, p. 73) somewhat euphemistically referred to as ''innovative schemes to gain public confidence"), to the 'stories' and myths that help to sustain unsustainable travel behaviour. The latter may include the claimed 'unreliability' of alternative surface (especially public) transport compared to the motor car, or the conscience-salving act of carbon 'offsetting' (for air journeys undertaken) that may, or may not, have some longer-term environmental value and/or contribution to global poverty alleviation. While Beckmann (2001), amongst others, has promoted the notion of 'reflexive mobility', where individuals may modify their travel behaviour in the light of their perceived (implicitly negative) consequences, the more sceptical of us may be drawn to the politically important understanding of the values behind travel (mode, distance, purpose, frequency) decisions. Janet Dickinson's work (Dickinson, 2006; Dickinson and Dickinson, 2006; Dickinson and Robbins, 2007), importantly, researching the social construction of travel behaviour, draws on social representations theory (Moscovici, 1981) to understand underlying social knowledge employed in informing, at a personal level, individuals' travel behaviour.

№ 5

The plea for transport geography to raise its profile has usually arisen from within the sub-discipline itself (e.g. Graham, 1999; Goetz, 2006). As indicated above, for whatever reason the sub-discipline was notably absent from reviews in Progress in Human Geography for almost two decades. In recent years the goal to heighten the presence of transport geography has drawn a little closer, not least as a result of the production of a series of high profile volumes (e.g. Bavoux et al., 2005; Rodrigue et al., 2006, 2009; Docherty and Shaw, 2008; Gather et al., 2008; Hanson and Kwan, 2008; Knowles et al., 2008; Mackinnon et al., 2008; Nuhn and Hesse, 2008), and the achievement of the Journal of Transport Geography being accepted for inclusion in the Thomson Scientific (previously ISI) social sciences citation index (Knowles, 2007). Hitherto, transport geography sometimes appeared to be comprised of somewhat disparate research initiatives and policy directions (as reflected in Knowles' (1993) 19 sub-themes). As part of a profile-raising agenda, Hanson (2006) called for more imagination in transport geography research themes: ''The transportation aware need to image questions, methodologies, and epistemologies beyond those bequeathed to us by economists and civil engineers . . .'' (Hanson, 2006, p. 232). She went onto cite, pour encourager les autres, nine critical issues identified by the (US) Transportation Research Board (2005). This list included such foci for transport geography research as emergencies, finance, human and intellectual capital, infrastructure, institutions and safety, about which issues Hanson claimed little had been published in the Journal of Transport Geography in the previous decade. But such a call to intensify and diversify empirical application also requires conceptual consolidation and refinement. According to the FLUX transport research group at Roskilde (Denmark), there is ''a need to go beyond singular rationalities and draw new inspiration to transport research from contemporary sociology, human geography and political science, as well as from actororiented behavioural studies and empirical research'' (Nielsen et al., 2005, p. 2). From these opinions, which naturally lead the reader into the following critical points, it might be concluded that opportunities for transport geography research and of raising its profile are limited only by the horizons of the imaginations of those pursuing the sub-discipline.

Derek Hall. Transport geography and new European realities: a critique. Journal of Transport Geography 18 (2010) 1–13

Приложение 2.
Пресса
(тексты для просмотрового чтения – вопрос №2 билета)

№ 1.
Bin Laden son's wife joins British legion

Zaina Bin Laden, 56, has supported the services charity with cash donations for at least five years.

She said last night: "Whoever my father-in-law was, a good cause is a good cause. Charity is a big part of my life."

Zaina — previously known as Jane Felix Browne — married the terror mastermind's son Omar in 2007 a month after she met him on a trip to Egypt's pyramids.

She is due to renew her annual membership of her local Legion branch in Moulton, Cheshire, next week. Zaina said she and Omar, 31 — whose mother is Bin Laden's first wife Najwa — wear poppies on Remembrance Day.

The gran hit back at critics who say she should not be in an organisation that cares for members of the armed forces, veterans and families.

She said: "My family were in the British forces and I still have links.

"My husband believes people who fight for their countries should be respected and I believe that too. This is a cause deep in my heart and it doesn't matter who I am married to."

Zaina converted to Islam before she wed Omar, her sixth husband.

His father was killed by US special forces who raided his compound in Pakistan in 2011.

Omar, whose middle name is Osama, insists he had no contact with his father since before the 9/11 attacks of 2001.

Zaina said she does not visit her local club because she does not drink, but she helps in fund-raising.

The Sun, December 27, 2012. http://openworldnews.com/project/the-sun-bin-laden-sons-wife-joins-british-legion/

№ 2

Now... 6 weeks' rain in 5 days

Landslides are a growing threat and there will be yet more flooding as bands of wet weather sweep across the country for at least the next week.

There is little sign of a New Year let-up with above average rainfall expected over the first weeks of 2013.

Up to **SEVEN INCHES** could fall by this Saturday alone — bringing misery to areas where the land is already saturated.

The Environment Agency had 228 flood alerts and 120 of the more serious flood warnings in place last night.

Almost 500 homes nationwide have been flooded in the last week alone and the agency's Floodline number has taken 18,000 calls.

The South West has been worst hit and **Plymouth** has had 9.4ins of rain in a month — double the average.

In **Devon** and **Cornwall** 245 properties were flooded over the weekend and many families were evacuated.

Officials said the rivers **Thames**, **Severn**, **Trent** and **Avon** are most at risk of flooding.

The Great Ouse broke its banks in **Cambridgeshire** and **Worcester** racecourse was under water. Roads in parts of **Essex** were impassable.

Experts predict that 2012 could be the wettest year on record. The Met Office will release the figures next week.

The Sun UK, December 26, 2012. http://www.allvoices.com/news/13685792-now-6-weeks-rain-in-5-days

№ 3

A merry Taxmas to you

BOOZY Brits will boost Treasury coffers by nearly £200million this Christmas thanks to the hated beer duty escalator, The Sun has learnt

It means drinkers will hand £12 each on average in tax to the Government during the festive period.

UK drinkers are the most heavily-taxed in Europe, accounting for 40 per cent of the Continent's beer duty bill.

An extra 50 million pints of lager and ale are sold every week during December compared with other months, according to the British Beer and Pub Association.

That amounts to an additional £104million in beer duty, plus £82million in VAT.

Campaigners say the findings prove that Chancellor George Osborne must scrap the escalator, which was introduced by Labour and guarantees that beer duty goes up by two per cent above inflation every year.

Brigid Simmonds, chief executive of the British Beer & Pub Association, said: "The Government is out of touch with people on the beer duty escalator.

"It is resented by drinkers and publicans and hits the after-work pint hardest.

"It is also economic madness. Beer duty is so high that demand goes down, hitting Treasury revenues."

The Treasury insists that the escalator plays a vital role in tackling the deficit.

The Sun, 27th December 2012. http://www.thesun.co.uk/sol/homepage/news/politics/4714078/Boozy-Brits-to-boost-Treasury-coffers-by-200m-this-Christmas-thanks-to-hated-beer-duty-escalator.html

№ 4
Parking ticket as we helped disabled son

Karl Wade and Rebecca Harbourne were strapping splints to four-year-old Devon's legs when a warden hit them with a £70 ticket.

The couple said they appealed twice but were turned down by council chiefs as their case lacked "merit".

Rebecca said: "At a time of goodwill to all men, they haven't shown a lot of heart.

"We care for a seriously disabled little boy yet it seems they don't want to help."

The couple were fined as they got Devon, who has cerebral palsy and is paralysed down his left side, ready for school in Erdington, Birmingham.

Their car was outside their home for only 20 minutes but they fell foul of 8am-6pm parking restrictions imposed while the road was being resurfaced.

Dad-of-three Karl claimed he had been given the go-ahead to park by workmen and that other vehicles left on the same road did not get tickets.

He said: "The council don't realise we have no choice. We are law-abiding people but we carry Devon and there was nothing else we could do."

A Birmingham City Council spokesman said all residents had been warned in advance of the road resurfacing.

He added: "The car was obstructing the work. Other cars did not get tickets as they were parked on sections that had already been done."

The Sun, 27th December 2012. http://www.thesun.co.uk/sol/homepage/news/4714047/Couple-got-a-parking-ticket-from-warden-as-they-helped-their-disabled-son-get-ready-for-school.html

№ 5
Legendary Quincy actor Jack Klugman dies aged 90

Klugman, whose gruff-voiced medical examiner became a favourite with millions of TV viewers, passed away aged 90.

Son Adam told how the star died peacefully at his Los Angeles home.

He said: "He went very suddenly and peacefully. He was there one minute and gone the next."

Adam said his dad had "been in convalescent mode for a while", could not walk, and spent a lot of time in bed.

Klugman's wife of 4½ years, Peggy Crosby Klugman — former daughter-in-law of the late singer Bing Crosby — was with him when he died.

The actor is also survived by another son David and two grandchildren.

Philadelphia-born Klugman hit fame as a slovenly sports writer alongside Tony Randall in US TV series The Odd Couple, for which he won two Emmy awards. He went on to star in Quincy M.E. from 1976 to 1983, often uncovering evidence of murder in cases deemed natural deaths.

Born to Russian Jewish immigrants he also starred in several Hollywood films, including 1957's 12 Angry Men. He was the last survivor of the 12 actors who played jurors.

During the 1980s Klugman had throat cancer surgery and lost his voice before training himself to speak again.

The Sun, 26th December 2012.
http://www.thesun.co.uk/sol/homepage/news/4713060/Legendary-Quincy-actor-Jack-Klugman-dies-aged-90.html

№ 6

Bye, Darling

Labour ace set to quit in blow for Miliband

The Scottish MP is considering calling time on his 25-year Parliamentary career despite mounting speculation the Labour leader wants him back on the party's front bench.

Mr Miliband is said to be keen on replacing Shadow Chancellor Ed Balls with Mr Darling before the country goes to the polls again in 2015, as he is seen as more voter-friendly.

But the 59-year-old, known for his white hair and bushy black eyebrows, has told pals he may not stand for re-election, scuppering any chance of a comeback.

Last night a senior Labour source said: "Everyone expected Alistair to become Chancellor again if we win the next election.

"But he's let it be known that he isn't planning on standing at the next election. It's a surprise, but it looks like he may already have made his mind up."

Mr Darling, MP for Edinburgh South West, was Chancellor under PM Gordon Brown between 2007 and 2010.

Although he was in charge of the economy at the time of the financial crash, he emerged from the crisis with his reputation intact. He oversaw the nationalisation of Northern Rock, as well as the bailing out of banking giants RBS and Lloyds — moves credited with preventing a full-scale economic depression.

After Labour's General Election defeat in 2010 he returned to the backbenches, where he is still a highly-respected figure.

The Sun, 27th December 2012.
http://www.thesun.co.uk/sol/homepage/news/politics/4714380/Former-Chancellor-Alistair-Darling-is-planning-to-quit-at-the-next-election.html

№ 7

PM is a 'shambles' on gay wedding

DAVID Cameron's plans to bring in gay marriage have been dismissed as a "shambles" by the leader of the Catholic Church in England and Wales.

A Bill to allow same-sex weddings in religious venues will be introduced by the Government next year.

But Archbishop of Westminster Vincent Nichols said there was no political mandate. He told the BBC: "There was no announcement in any manifesto, no statement in the Queen's Speech.

"From a democratic point of view, it's a shambles." He added: "George Orwell would be proud of that manoeuvre." In his Christmas Eve sermon, the Archbishop also accused the Government of "encouraging" homosexual lifestyles among the young.

He said: "Sometimes sexual expression can be without the public bond of the faithfulness of marriage.

"Even governments mistakenly promote such patterns as objectively to be approved and even encouraged among the young."

The issue of gay marriage also threatens to cause a split among Tories, with backbench MPs and grassroots activists vowing to defy the leadership.

The Sun, 26th December 2012. http://www.thesun.co.uk/sol/homepage/news/politics/4713471/PM-is-a-shambles-on-gay-wedding.html

№ 8

Muslim cleric killed in N.Ossetia

A deputy mufti in North Ossetia was shot dead in an attack that could be linked to his profession, local officials said on Thursday.

Ibragim Dudarov was found dead inside his car on a road near the North Caucasus republic's capital of Vladikavkaz, a spokesman for the local Investigative Committee said.

North Ossetia's mufti Khadzhi-Murat Gatsalov said that the attack took place around 11 p.m. on Wednesday night, as his 34-year-old deputy, Dudarov, was driving home. "He was shot at close range. Five shots were fired."

Investigators said on Thursday that they were currently considering different motives for the crime, from his professional activities to a family dispute. Gatsalov insisted that Dudarov had been attacked for his work as a cleric.

"This man died for his faith. I think it is linked to his work," Gatsalov said. "Someone doesn't want this kind of Islam in North Ossetia," he said, without elaborating on who could be behind the murder. He added that his deputy was "a peaceful man."

Gatsalov said that Dudarov had taken some time off from his work with the Spiritual Board of Muslims in the North Caucasus, the republic's leading Muslim organization promoting moderate Islam, for personal reasons: his mother was ill and his daughter was born under a month ago.

The Moscow News, 27/12/2012. http://themoscownews.com/russia/20121227/191067715.html

№ 9

Pope Benedict XVI delivers Christmas message

Pope Benedict XVI delivered his Christmas message and blessing on Thursday, calling among other things for an end to the violence in Syria.

Addressing the thousands gathered on Saint Peter's Square and millions of Catholics watching and listening to the speech on TV and radio, the 85-year-old Pontiff said people should never give up hope for peace.

"May peace spring up for the people of Syria, deeply wounded and divided by a conflict which does not spare even the defenceless and reaps innocent victims," the Pontiff said in his traditional Urbi et Orbi (to the City of Rome and to the World) speech.

"Once again I appeal for an end to the bloodshed, easier access for the relief of refugees and the displaced, and dialogue in the pursuit of a political solution to the conflict," he said.

The Pope also mentioned the constitutional crisis in Egypt and the Israeli-Palestinian conflict. He also condemned terrorist attacks in Mali, Nigeria and Kenya, violence in DR Congo and expressed his support for migrants from Latin American states.

Summing up his speech, he said: "may every land become a good earth which receives and brings forth kindness and truth, justice and peace."

25/12/2012. http://en.rian.ru/world/20121225/178395507.html

№ 10

Russian police break up US adoption ban protest

Police in Moscow detained seven people on Wednesday at a protest outside the upper house of parliament against a proposed ban on US nationals adopting Russian children.

The protesters were detained after holding placards urging Federation Council members not to vote for the bill, which was overwhelmingly approved in its third and final reading by the lower house, the State Duma, last week. Federation Council committees on international affairs and legal issues advised the upper house on Tuesday to give the green light to the controversial bill.

"We need to approve this bill," Federation Council head Valentina Matvinenko told journalists ahead of the vote. "And believe me, no one has pressured me."

President Vladimir Putin earlier this month indicated that he supports the bill, but has not yet decided if he will sign it into law. If he does, the law will come into force from January 1, 2013, halting the adoption of 46 Russian children by US families whose cases are currently being processed, Russia's ombudsman for child rights, Pavel Astakhov, said on Wednesday.

A number of Russian ministers, including Foreign Minister Sergei Lavrov, have criticized the bill.

TopNewsToday, 19 December, 2012. http://www.topnewstoday.org/politics/article/4047499/