

L'autre possibilité de réduire le coût du vol spatial a été démontré récemment par Space X. La société a produit l'atterrissage réussi de la première fusée Falcon 9 après son lancement avec un satellite.

En conclusion je voudrais noter que le tourisme spatial est un grand progrès, son développement est inévitable, malgré tous ses défauts. Il serait le moteur de la science et des affaires. Nous ne pouvons qu'espérer que tout le monde pourra en bénéficier en toute sécurité et que le tourisme spatial ne sera pas la fin, mais le début de l'aventure.

Bibliographie

1. *Козловская, В.А. Космический туризм. Угроза или надежда наших дней? / В.А. Козловская, А.Н. Пурхало // Актуальные проблемы авиации и космонавтики. – № 7. – 2011. – Режим доступа: <http://cyberleninka.ru/article/n/kosmicheskiy-turizm-ugroza-ili-nadezhda-nashih-dney>. – Дата доступа: 12.04.2017.*
2. *Le premier voyage touristique vers la Lune prévu pour février 2017 // Gentside Découverte [Ressource électronique]. – Mode d'accès: http://www.maxisciences.com/voyage-spatial/le-premier-voyage-touristique-vers-la-lune-prevu-pour-fevrier-2017_art21379.html. – Date d'accès: 12.04.2017.*
3. *Le tourisme spatial se cherche encore des responsables en cas d'accident // Le HuffPost [Ressource électronique]. – Mode d'accès: http://www.huffingtonpost.fr/2016/03/18/tourisme-spatial-loi-jurisdiction-responsables-astronautes_n_9498788.html. – Date d'accès: 12.04.2017.*
4. *Le tourisme spatial, du vol suborbital à la Lune en passant par l'ISS // L'express [Ressource électronique]. – Mode d'accès: http://www.lexpress.fr/actualite/sciences/tourisme-spatial_1545127.html. – Date d'accès: 12.04.2017.*
5. *Tourisme spatial: SpaceX veut rejouer une partie du programme Apollo // Next Impact [Ressource électronique]. – Mode d'accès: <https://www.nextinpact.com/news/103486-tourisme-spatial-spacex-veut-rejouer-partie-programme-apollo.htm>. – Date d'accès: 12.04.2017.*
6. *Tourisme spatial: suffira-t-il d'avoir de l'argent pour partir? // 20 minutes [Ressource électronique]. – Mode d'accès: <http://www.20minutes.fr/sciences/2023115-20170302-tourisme-spatial-suffira-avoir-argent-partir>. – Date d'accès: 12.04.2017.*

COMMON TRANSPORT AND LOGISTICS INITIATIVES OF KAZAKHSTAN AND CHINA

Е. В. Кучура

Kazakhstan-China cooperation has been developing fruitfully and dynamically across the board for many years. China remains a key strategic and trading partner of Kazakhstan according to the comprehensive strategy Kazakhstan 2050. The beginning of the development of transport and logistics cooperation between Kazakhstan and China dates back to the mid-1990s, when relations between the two states were only in a formative stage. The first intergovernmental agreement on this issue - the Agreement on the use of the sea port of

China Lianyungang for processing and transporting Kazakhstan's cargo - was signed on September 11, 1995, during the second visit of N. Nazarbayev. The agreement provided for the possibility of using the Lianyungang Sea Port for processing and transporting Kazakhstani cargoes that transit to the countries of Southeast Asia, North and South America, and in the opposite direction [1]. And nowadays this countries are working on the principles of openness, agreement, cooperation and mutual benefit in order to implement the Cooperation Plan on aligning the construction of the Economic Belt of the Silk Road with the Nurly Zhol New Economic Policy, as well as jointly promote the construction of the economic corridor of the New Trans-Eurasian Continental Bridge and the economic corridor China – Central Asia – Western Europe, where the main component is SEZ «Khorgos-eastern gateway» [2].

The special economic zones are viewed as an efficient model of administrative and economic management. They are aimed to foster local development by means of attracting foreign investments and advanced technologies.

The main laws that regulate the activity of SEZ in the Republic of Kazakhstan are the Republic of Kazakhstan President's Decree of November 29, 2011 N. 187 «About creation of special economic zone Khorgos - Eastern Gate» and law of the Republic of Kazakhstan dated July 21, 2011 N. 469-IV «On Special Economic Zones in the Republic of Kazakhstan».

The SEZ "Khorgos" was officially established as a city in September 2014 and combines the characteristics of a border area, a customs checkpoint, a commercial city and an international city. The SEZ is located on the border between Kazakhstan and China on the territory of Kazakhstan. It is created to enhance the export-transit potential of Kazakhstan in the Eurasian region, the development of competencies in the field of global logistics, attraction of foreign investment. The purposes of SEZ also include creation of favourable investment climate and encouragement of domestic and foreign investments for implementation of export oriented investment projects, accelerated development of modern manufacturing and innovative technologies in the sector of the regional economy for imports phase-out and creation of jobs and improvement of local staff's professional skills [3].

The SEZ «Khorgos» consists of 4 elements. International centre of boundary cooperation «Khorgos» - a network of trade and exhibition centers with appropriate transport and logistics, social, domestic, administrative and business infrastructure, and with a special legal regime to conduct of cross-border trade and cooperation with China and other countries. ICBC «Khorgos» consists of the two parts: Kazakhstan part and China part. Total area covered by the «Khorgos» International Centre of Border Cooperation is 560 hectares of which 217 hectares belongs to Kazakhstan, and 343 hectares – to China. The communication between two parts is through the special pedestrian and trans-

portation corridor. It is aimed to develop cross-border trade and economic, scientific, technical and cultural cooperation of Kazakhstan and China. There is a special legal regime: 30 days a visa-free regime; free moving of citizens of Kazakhstan, China and other countries between the Kazakhstan and Chinese parts of the Center within its borders through special pedestrian traffic shift, people also are exempt from customs duties for goods, the amount and weight of less than 1,500 euros, and 50 kg [4].

A key element of the SEZ is a Dry port, which contains several terminals for the handling from the narrow-gauge railway onto the broad-gauge one and road transport and is a developing multi-modal logistics hub, services of which represent a variety of cargo handling operations, such as carriages and container operations, transshipment, terminal processing, and additional logistic services. The main advantages of a dry port are fast processing of trains and the ability to consolidate and deconsolidate the cargo in various modes. In dry port information about loads is available online, including photographs of the goods and containers on the corporate website. There are services for the formation of container trains in different directions and fixed the online schedule of reception and dispatch of container trains. Dry port provides new opportunities for business development due to the convenient location [5].

Multimodal logistics zone is located in the area adjacent to the dry port / rail freight terminal. This facility includes various warehouses, base for distribution and storage are located in different areas in order to meet national, regional and international needs. The area zone is 225 hectares; volume of logistics space varies from 10 to 50 thousand square kilometres, depending on their function in the supply chain [5].

And the production zone will include end users of a number of industries, and in addition there will be the objects of the agricultural and food industry, light industry for the production of leather and fur raw materials of primary processing, heavy industry for the production of metal profacilities for the assembly of machines and equipment at the same place [6].

Law on SEZ provides for the priority activities in the territory of SEZ. The priority activity types are the activities that correspond to the objectives of the creation of the SEZ for which the special legal regime is to be extended. Decree of the President on the territory of SEZ «Khorogos» defines eight priority activity types: storage facilities and secondary transportation activity; food production; production of leather and related products; production of textile goods; production of other non-metallic mineral products; production of chemical products; production of finished metal products, except for machinery and equipment; production of machinery and equipment, not included in other categories; construction of exhibition buildings, museums, warehouses and offices [7].

Any companies regardless of the capital's country of origin can become residents of the SEZ. In view of the tough competition for investors on the global market the Kazakhstan government has enabled a favorable investment climate for investors, which is guaranteed both by Kazakh laws and by special international agreements and commitments. The package of fiscal incentives for the members of the SEZ include tax benefits: reduction of 100 % of CIT on income from activities corresponding to the priorities of SEZ; the property tax at the zero rate and VAT at a zero rate when implemented on the territory of SEZ goods consumed by members of SEZ [8].

Also EEU commodities and foreign commodities which are not used and also not processed within the SEZ territory and exported from the SEZ to the rest territory of the EEU, are not subject to customs duties. Goods imported into SEZ territory are exempt from custom duties. Other privileges include simplified procedure for recruiting foreign workers and zero rate of land tax for the first 10 years.

Almost 100 companies have been registered as residents of SEZ. Out of which 44 in Dry port and 50 in Production zone. Companies such as Hewlett-Packard, Toyota and DHL, which plan to open distribution centres at the complex, have also expressed interest in the dry port. The Production zone also helps facilitate the launch of enterprises in food production, machinery and equipment, leather, textiles and metal products.

The SEZ «Khorgos-eastern gateway» is at the right place at the right time. There is no doubt that this is just the beginning Construction has begun on the country's first dry port and logistics area in the Panfilov district near the Kazakh-Chinese border and is expected to ramp up to handle more than 200,000 containers within the next two years. The SEZ, which will feature multimodal facilities, transport infrastructure and warehouses for the storage, sorting and secondary packaging of goods in transit, is set to tap multiple streams of traffic sparked by the confluence of various factors such as China's Belt and Road policy which envisages a landbridge from Asia to Europe across Central Asia.

The SEZ and its components - the Khorgos international centre for cross-border cooperation, dry port, Production zone - will allow Kazakhstan to become a major commercial and transportation hub for the Eurasian continent.

Литература

1. Сыроежкин К.Л. Казахстан – Китай: от приграничной торговли к стратегическому партнерству: монография. – В трех книгах. Книга 1. в начале пути. — Алматы: Казахстанский институт стратегических исследований при Президенте РК, 2010. — 336 с.
2. Совместные транспортно – логистические проекты Китая и Казахстана. [Электр. ресурс] — Режим доступа: <http://www.hse.ru/data/2013/04/15/> — Дата доступа: 09.04.2017.

3. China-Kazakhstan Cooperation: Towards New Horizons [Электр. ресурс]. — Режим доступа: <http://astanatimes.com/2016/11/> — Дата доступа: 10.04.2017
4. The First Kazakh- Chinese Project Presentation «Establishment of the ICBC «Korgos»» [Электр. ресурс]. — Режим доступа: <http://www.mcps-khorgos.kz/en/smi-review/first-kazakh-chinese-project-presentation-%E2%80%9Cestablishment-international-center-border-coop/> — Дата доступа: 10.04.2017.
5. Nurgaliyeva L. Foreign policy of Kazakhstan towards China through the prism of economic and energy cooperation/ Nurgaliyeva L.// Integrated Sciences for Global Society Studies. 2014. №2. — pp. 2–18.
6. The Republic of Kazakhstan President's Decree of November 29, 2011 N. 187 "About creation of special economic zone «Korgos – Eastern Gate».
7. Law of the Republic of Kazakhstan dated July 21, 2011 N. 469-IV «On Special Economic Zones in the Republic of Kazakhstan».
8. SEZ «Korgos-Eastern Gateway» [Электр. ресурс]. — Режим доступа: <http://sezkhorgos.kz/en> — Дата доступа: 10.04.2017.

REFUGEE CRISIS

К. М. Kulbitskaya

A particularly acute problem of the outgoing year was the refugee crisis. The number of refugees arriving in Europe from countries such as Syria, Eritrea or Afghanistan continues to increase. Despite the fact that this problem cannot be completely solved, there are still 10 ways that could at least slow down the development of the immigration crisis in Europe [1].

1. Introduce a single refugee recognition procedure throughout Europe

Refugees are sent primarily to the places where they are most likely to be safe and secure a decent life. In some countries it is easy to get asylum (for example, Sweden accepts Syrians without problems), in others it is easy for children to get refugee status.

"The best way to stop the endless wandering of refugees across Europe is to strengthen our borders, which leads to an even greater risk of discrimination. The same standards of stay and obtaining refugee status," – the weekly writes.

A general policy on this issue will also need to ensure that refugees are distributed evenly across EU countries.

2. Provide refugees with a safe alternative.

Immigrants declare that they have no other option other than risking their lives to reach the shores of Europe. One of the ways to prevent the emergence of victims is to guarantee a legal entry into Europe. A controlled movement of people from Syria, Eritrea or Afghanistan could persuade them to stay in transit countries until their applications for entry are considered.

3. End the war in Syria.