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Université PANTHÉON - ASSAS (PARIS II)

U.E.C.1

Droit - Economie - Sciences Sociales

7029

Vaugirard 1

Session :

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Année d'étude :

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Discipline :

Anglais 1^oA Sc éco

(Unité d'Enseignements Complémentaires 1)

Titulaire(s) du cours :

Mme Morgane BERTRAND

M. David CULPEPPER

Mme Marie LEGRAND

Mme Isabelle MEYER

Mme Nadeera RAJAPAKSE

Document(s) autorisé(s) : Aucun / Pas de téléphone portable.

Durée de l'épreuve

1h30

ANSWER ALL THE QUESTIONS ON THE DOCUMENT

PART 1 (Answer on the document)

1. Translate the following sentences into English. Write the numbers in words. /10

Les fabricants ont profité d'une croissance de l'économie de 3,9% dans les trois derniers mois. /4

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En Juin 2017, un record a été atteint : l'énergie solaire représente maintenant presque 1/10 de la production d'électricité des Etats-Unis. /6

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2. Fill in the blanks with the appropriate tense /5

President Trump [to make + not yet] _____ an official visit to the United Kingdom, despite the close relationship between the two nations.

Renewable energy in the US _____ (to grow) steadily for a few years.

Moreover, the share of nuclear power _____ (to drop) by 2.9 % between 2016 and 2017.

Many Americans [to see] _____ Japan as an economic threat in the 1980s, but this view [to fall] _____ out of favor over the past twenty-five years.

PART 2 (Answer on the document)

Bicycles and bans are reshaping the city

On a stretch of the right bank opposite the Eiffel Tower formerly used as a convenient express route, cars have been squeezed into a single lane, leaving the other to bicycles.

As part of the Paris town hall's plan to increase the share of trips taken by bicycle from 5% to 15% by 2020, protected cycling routes are being extended along some of the city's main arteries. An entire lane on the busy Rue de Rivoli is being converted into a two-way bike route. The left bank's quayside road was closed to cars in 2013, six years after the city installed a bike-sharing scheme. Inevitably, until habits change (assuming that they ever do), traffic on those roads still open to vehicles is now more **clogged** than ever.

Paris is "not anti-car, but anti-pollution", retorts Jean-Louis Missika, the head of planning at city hall and a deputy to the mayor. Small-particle pollution levels in the city are particularly high. With its narrow medieval streets and its 19th-century boulevards, the transport reformers seek above all to discourage cars that do not carry passengers. Fully 80% of vehicles circulating in central Paris carry only one person, and 79% of those on its roads are privately owned, according to the town hall. On September 14th BlaBlaCar, a French ride-sharing startup, launched BlaBlaLines, a new app designed to help **commuters** in the Greater Paris region organise carpooling with a couple of clicks. With 1.2m commuting trips of over 10km (six miles) made each day in outer Paris, there is "massive potential" to curb the number of empty cars, says Frédéric Mazzella, the firm's boss.

Ms Hidalgo's crusade against motorists is part of a broader rethink of how the city should adapt to an age that will be shaped by electric vehicles and driverless transport. "It's a revolution that will be as great as the transition from horse-drawn carriages to the motor car," says Mr Missika. He expects to authorise the first experimental driverless six-person taxis in Paris next year, and claims that city hall will ban privately owned cars (as opposed to ones that are leased) in the centre by 2025-30. On current plans, diesel cars will be banned altogether from Paris by 2020.

The spread of electric, and in time driverless, vehicles means that Paris is not heading towards a post-car future. When it comes to making cycling the norm, the city still **lags** far **behind** others in Europe, such as Copenhagen or Amsterdam. A far bigger effort to invest in public transport may ultimately have a greater impact on car use, as well as help to spread jobs and businesses outside the city centre. The Grand Paris Express, Europe's biggest infrastructure project at a cost of some €30bn (\$36bn), is a new fast train under construction that will link outer Paris with its airports, stadiums and universities in a figure-of-eight around the city. With four new lines and 68 stations, it is due to be in full service in 2030. A big stretch of each of the four lines should be open by 2024, in time for the city's hosting of the Olympic games. (521 words)

(Abridged from the Economist, September 14th, 2017)

A. Explain or find a synonym for the following words in the text. (No French translation)
/3

1. clogged /1

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2. commuters /1

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3. lags behind /1

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B. After reading the text, answer the following questions IN YOUR OWN WORDS. Any sequence of three or more consecutive words taken directly from the text will be considered copying. Write full sentences. /12

1. What is the Paris town hall trying to do in the city? /3

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2. Why is Paris so polluted? /3

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3. Describe the important changes to come in big cities such as Paris. /3

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4. What should be the advantages of the Grand Paris Project?

/3

PART 3 (Answer on the lined sheet page 6)

Describe and comment on the following chart (200 words, +/- 10%)

/20

Do not forget to use a topic sentence, supporting sentences and a concluding sentence.





