

L'ensemble du sujet porte sur l'axe 6 du programme : **Innovations scientifiques et responsabilité.**

Il s'organise en deux parties :

1. Compréhension de l'écrit

2. Expression écrite

Afin de respecter l'anonymat de votre copie, vous ne devez pas signer votre composition, citer votre nom, celui d'un camarade ou celui de votre établissement.

1. Compréhension de l'écrit (10 points)

Document A

[The story takes place in the USA, in a not-so-distant future.]

Sally was a 2045 convertible with a Hennis-Carleton positronic motor and an Armat chassis. She had the cleanest, finest lines I've ever seen on any model, bar none. For five years, she'd been my favorite, and I'd put everything into her I could dream up. In all that time, there'd never been a human being behind her wheel.

5 Not once.

"Sally," I said, patting her gently, "meet Mr. Gellhorn."

Sally's cylinder-purr keyed up a little. I listened carefully for any knocking. Lately, I'd been hearing motor-knock in almost all the cars and changing the gasoline hadn't done a bit of good. Sally was as smooth as her paint job this time, however.

10 "Do you have names for all your cars?" asked Gellhorn.

He sounded amused, and Mrs. Hester doesn't like people to sound as though they were making fun of the Farm. She said, sharply, "Certainly. The cars have real personalities, don't they, Jake? The sedans are all males and the convertibles are females."

15 Gellhorn was smiling again. "And do you keep them in separate garages, ma'am?" Mrs. Hester glared at him.

Gellhorn said to me, "And now I wonder if I can talk to you alone, Mr. Folkers?"

"That depends," I said. "Are you a reporter?"

20 "No, sir. I'm a sales agent. Any talk we have is not for publication. I assure you I am interested in strict privacy."

"Let's walk down the road a bit. There's a bench we can use."

We started down. Mrs. Hester walked away. Sally nudged along after us.

I said, "You don't mind if Sally comes along, do you?"

25 "Not at all. She can't repeat what we say, can she?" He laughed at his own joke, reached over and rubbed Sally's grille.

Sally raced her motor and Gellhorn's hand drew away quickly.

"She's not used to strangers," I explained.

[...]

“All right, Jake. How many cars do you have here?”

30 “Fifty-one. We get one or two new ones every year. One year we got five. We haven't lost one yet. They're all in perfect running order. We even have a '15 model Mat-O-Mot in working order. One of the original automatics. It was the first car here.”

[...] I can remember when there wasn't an automobile in the world with brains enough to find its own way home. I chauffeured dead lumps of machines that needed
35 a man's hand at their controls every minute. Every year machines like that used to kill tens of thousands of people.

The automatics fixed that.

Isaac ASIMOV, “Sally”, 1953

Document B

For Americans, cars are a way of life. They not only take people from one place to another; they also serve as entertainment systems, storage lockers, and status symbols. But thanks to ride-hailing services, personal cars are becoming less important, and the development of autonomous vehicles may accelerate that trend.

5 Cutting out the driver could make ride-hailing so cheap, convenient, and safe that many Americans may go carless.

Will Americans really give up their cars? [...] Residents of America's Sun Belt suburbs will already have a different option: catching robotaxis to the grocery store. More than a new urban transportation infrastructure, then, autonomous vehicles'
10 biggest impact may be new ways of living in the suburbs.

The last real leap forward in automotive transportation took place in the United States when Ford added automatic ignitions to its Model T range of cars in 1919. That single change meant the beginning of the end of the chauffeur. [...] It is true that cars have since become safer, more powerful, and more sophisticated, but the basic
15 experience hasn't changed: Understanding what it means to drive today means understanding decisions made a hundred years ago.

Salvatore BABONES, “Who Will Win the Self-Driving Future?”,
Foreign Policy Magazine, 4 July 2019

Answer the following questions **in English**, using your own words.

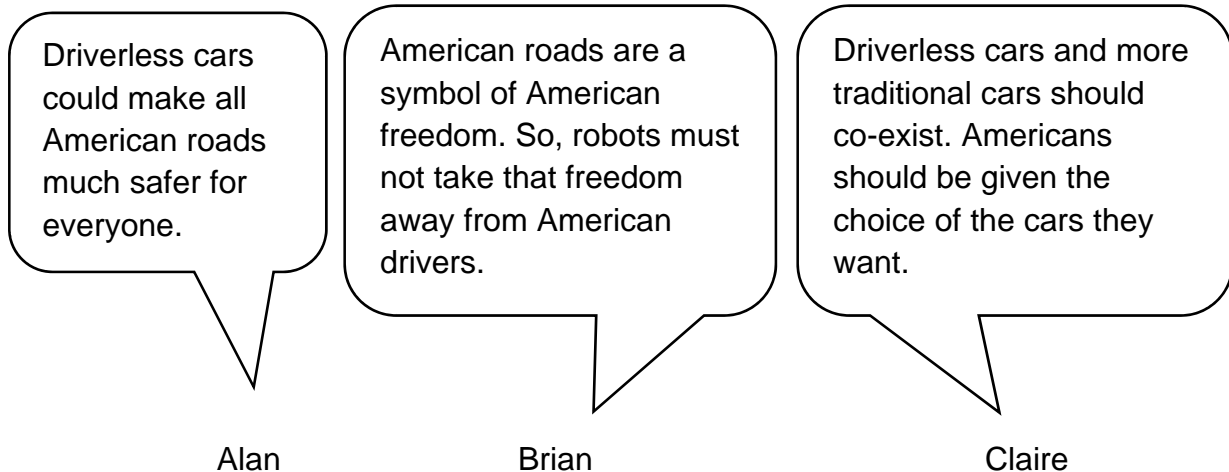
- a. What common theme do these two documents share?
- b. What is similar and what is different in their approach?
- c. Compare and contrast the attitudes to cars of Mr. Folkers and Mr. Gellhorn in document A. What, in particular, does this tell us about Isaac Asimov's view of the man/machine relationship?
- d. Analyse and comment on the sentence: "It is true that cars have since become safer, more powerful, and more sophisticated, but the basic experience hasn't changed" (document B, l. 13-15).
- e. Taken together, do documents A and B present change in technology as a threat? Justify your answer.

2. Expression écrite (10 points)

Vous traiterez, **en anglais** et en 120 mots au moins, **l'un des deux sujets suivants au choix** :

Sujet A

On a blog, you find the following reactions to the text you have read:



Alan: Driverless cars could make all American roads much safer for everyone.

Brian: American roads are a symbol of American freedom. So, robots must not take that freedom away from American drivers.

Claire: Driverless cars and more traditional cars should co-exist. Americans should be given the choice of the cars they want.

Which of these three reactions do you most agree with? Why?

Sujet B

You have just tested one of the first truly effective driverless cars. Describe your reactions, your hopes and your fears.