MPSI – ANGLAIS – CONCOURS BLANC (3 heures) Mercredi 23 avril 2025

Les candidats attacheront la plus grande importance à la clarté, à la précision et à la concision de la rédaction.

Rédiger en anglais et en **400 mots** une synthèse des documents proposés, qui devra obligatoirement comporter **un titre**. Indiquer avec précision, à la fin du travail, le **nombre de mots utilisés (titre inclus)**, un **écart de 10 %** en plus ou en moins sera accepté. Vous aurez soin d'en faciliter la vérification, en mettant un **trait vertical** tous les cinquante mots.

Ecrivez une ligne sur deux et laissez une marge à gauche.

Les quatre documents sont d'égale importance.

Document 1 : Self-driving cars could be on UK roads by 2026, says transport secretary, Geneva Abdul, <u>The Guardian</u>, 27 December 2023

Autonomous vehicles could be on UK roads as soon as 2026, the transport secretary has said, as ministers seek to capture as much as £42bn of the international self-driving market within the coming decade.

"This technology exists, it works, and what we're doing is putting in place the proper legislation so that people can have full confidence in the safety of this technology," Mark Harper told BBC Radio 4.

Asked if people would be able to travel in self-driving vehicles "with your hands off the wheel, doing your emails" in 2026, Harper replied: "Yes, and I think that's when companies are expecting – in 2026, during that year – that we'll start seeing this technology rolled out."

Responding to a question by the former Top Gear presenter James May – who was Today's guest editor – about why the government was supporting the development of autonomous driving, Harper claimed there were "a few" reasons.

He said: "I think it will actually improve road safety. We already have a very good road safety record in Britain but there are still several thousand people a year killed on our roads.

"It's a big economic opportunity for Britain to get what will be a big global share of market. The final thing is, there are a lot of people who currently don't have the opportunity to get the freedom that many of us drivers take for granted.

"For example, there are people who have disabilities, people with learning disabilities, who don't have the same freedom that driving brings the rest of us. This potentially opens up a whole new world for personal freedom, getting to work, having the ability to not have to rely on other people."

The remarks came as a bill to regulate the use of automated vehicles moves through the House of Lords . As critics have cited safety concerns and argued the proposed legislation is not ready for a transition period of autonomous and standard vehicles – industry players, however, have said the bill provides a growth opportunity for the domestic industry.

Last year, the government pledged to allow the first self-driving cars on British roads by 2025. In April, the government approved another step on the path to self-driving cars as the first hands-free self-driving system was approved for British motorways. By 2035, the UK could capture as much as £42bn of the international self-driving market, according to Lord Davies of Gower.

"We already know the technology works," Harper told the BBC, adding that he had seen it used in California, where the automated technology has been approved for use on public roads.

As the government seeks to compete with Silicon Valley's promise to revolutionise the way we drive, autonomous vehicles have faced increased scrutiny in recent months. The founder of Cruise, owned by General Motors, resigned in November after the driverless car company lost permission to operate following safety incidents. Last

month, a judge found "reasonable evidence" that Elon Musk and other executives at Tesla knew that the company's self-driving technology was defective but allowed the cars to be driven anyway.

When debating the bill in November, Lord Naseby said that as of 10 November, the California Department of Motor Vehicles had received 673 autonomous vehicle collision reports.

"Well, if safety is primary to this legislation, that is not a very good start, is it?" he said.

Document 2 : I caught a driverless taxi and it was terrifying, thespinoff.co.nz June 12, 2023 Anna Pendergrast

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The robot experience at the top of my list for my recent visit was to be driven around a busy city in a driverless car. Lucky for me, Kelly had been made it to the top of the waiting list to use the Cruise driverless taxi service but hadn't tried it yet – she just needed an enthusiastic visitor to get her excited enough to download the app and make a plan to use it.

Driverless cars, or more technically "autonomous vehicles" (AVs), exist on a spectrum from driver-assisted autopilot to cars or trucks that drive unassisted by humans. In Aotearoa, people are starting to dabble with and plan for AVs. For example, local company Ohmio has tested automated shuttles at Christchurch Airport and in other controlled environments. But at the moment, it seems we're a fair way from having fully autonomous vehicles using public roads, interacting with traffic and pedestrians without user assistance.

In San Francisco, it's a different story. For the past few years, residents have shared the road with AVs from a number of companies. Until recently, these cars were in testing and training mode and had human driver assistants present in the cars and no passengers. These AVs caused plenty of chaos, with driverless cars frequently spotted stuck in the middle of the road, confusing residents, or even evading police.

Nonetheless, two providers have recently been granted the requisite permits to operate fully autonomous passenger services around San Francisco: Waymo (owned by Google's parent company Alphabet) and Cruise (a subsidiary of General Motors).

So, last Wednesday night, after dinner in town, Kelly and I walked about 15 minutes into the specified service area and headed out to catch a Cruise car. The process was pretty easy and will be familiar to anyone who has used Uber or Zoomy. We saw a car was nearby, specified our pick-up and drop-off locations, and within a couple of minutes our car pulled up. So far, so normal.

When the car arrived at the kerb, it was a little unsettling to see no driver inside. I took a bunch of video from our trip and I can be heard excitedly saying "I hate it! I hate it!" as the car pulls up, mostly I assume because it felt uncanny and strange. And perhaps like any technological change or development, the fear of the unknown is more compelling than any actual risk. Kelly unlocked the car using the app on her phone, and we climbed inside. The app demanded we fasten our seatbelts before departing, and screens embedded in the back of the passenger seats showed the route the car would be taking. We were ready.

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That feeling changed when, about two-thirds of the way through our ride, we entered a busier part of town close to the central business district. For no reason we could ascertain the car suddenly did a fast swerve towards parked cars before correcting itself. Our mood turned from giddy excitement to a feeling of "OMG, what did we get ourselves into?".

As we were closer to downtown there were more cars and people around, meaning more cars and people to act in myriad unpredictable ways. Our car sped up at weird times and did another handful of swerves towards the parked cards on the side of the road. It was legitimately freaky, and I started getting on edge, telling the car to slow down at least twice and getting stressed at other cars not indicating when turning corners. We considered pushing the stop ride button, but stopping on a busy street felt like it might be an even worse idea than continuing.

A few minutes later we arrived at our specified destination. Our car pulled up to the side of the road, told us the ride was complete and we unbuckled our seatbelts and exited. When we were safely on the footpath the car silently pulled away and drove off into the dark city streets ready for its next passengers. We, however, had not finished our journey, and had to walk another 10 minutes to get to the train station due to the limited area in which the cars can operate.

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At the moment, the paid AV taxi services in San Francisco aren't particularly practical for passengers due to the restricted time and area in which they operate. However, autonomous vehicles will no doubt continue to be developed. Hopefully they'll get more adept at navigating the unpredictable nature of city streets with variable geography, humans, pets and human-driven cars.

Even as the AV companies are pushing to have their service area and time window expanded, some city politicians and transportation officials in San Francisco are pushing back, asking for more regulation and questioning the safety of these services. It's true that well-designed driverless cars can reduce some of the risks posed by human drivers: they don't drive drunk, they don't text and drive, and they are programmed to follow the road rules. But they also work best when other road users act in predictable and orderly ways. Which isn't always the case.

I can't imagine we will see rides offered to passengers to Poneke where I live any time soon, except in controlled conditions. Many of the roads are narrow and windy in Aotearoa. I may well stand corrected in coming years, and if future AVs are guaranteed to be safer and more efficient than human-driven cars or trucks and can seamlessly coexist with human road users, I won't complain. But as with all technologies, I don't think people should just develop them without looking at the bigger picture.

Document 3 : San Francisco may soon get 24/7 driverless cabs. City leaders are fuming. <u>The Washington Post</u>, June 2023 Trisha Thadani

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That would make San Francisco among the first cities in the country to offer such widespread service, and it would help solidify Waymo and Cruise as leaders in the internationally competitive industry of self-driving cars. It also would mark a major win for the companies, which argue that their technology operates largely without issue and could ultimately lead to safer streets in a city that experienced a spike of human-driver-related road fatalities in 2022.

Officials have written letters of protest to the state regulators, fixating on a recent spike in incidents: driverless cars that have snarled traffic, disrupted bus routes, and clashed with bicycles and pedestrians.

Jeanine Nicholson, chief of the San Francisco Fire Department, said the fire department has logged 66 incidents since May 2022, and that their frequency is accelerating.

Nicholson fears even more havoc if state regulators approve the company's request for expansion. Because the state is in charge of regulating autonomous vehicles, city officials are left with few options other than to tally up these incidents, complain loudly and warn that it's only a matter of time before something catastrophic happens.

Though neither company would say exactly how many cars are on the city's streets, they have become a ubiquitous presence in San Francisco as the state gradually lifts restrictions. Cruise currently has a permit to charge for driverless passenger pickups and drop-offs in limited areas of the city from 10 p.m. to 6 a.m.

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Document 4 : John Darkow, <u>caglecartoons.com</u>, March 2017

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DOC1	DOC2	DOC3	DOC4
	NZ . AVa ana haina taata 1	SE / driverlage cohe	
ΙK	\rightarrow still a long way to go	SF / driveness cabs	(FYI : John Darkow
Government =	7 still a long way to go	Many kinks (flaw /	has been a professional carteonist
enthusiastic	SF : Avs have been	obstacle)	for over 30 years, he
	experimented for a while.		now draws for <i>The</i>
Plan to roll out Avs	There have been quite a	Have been tested for a	<u>Columbia Missourian.)</u>
on UK rads by 2026	few incidents	long time and are	
	But driverless taxi	everywhere in SF	Man on the left $=$ seems
Reasons :	services have been		to be skeptical about
-Road safety	authorized.	Question : can their	Avs
-Economy		operations be expanded?	
-Some people cannot	Experience:		Driver on the right :
drive	Disturbing at first	Critics/Opponents : too	eating and texting
Cuiting union and the	Both scary and fun	many incidents &	\rightarrow Perhans AVs are no
critics raise safety	freek / Seem	things worse	more (or even less?)
more caution /	Heak / Seary	timigs worse.	dangerous than
transition period	\rightarrow MIXED FEELINGS	Officials and companies :	distracted drivers who
a anisiai on perioa		it is a life-saving	behave as if their cars
California	SF : restricted times &	technology	could already drive
It works \rightarrow AVs on	areas = not convenient		themselves.
public roads		Strict conditions &	
BUT : hundreds of	Some politicians want to	regulations \rightarrow critics want	
incidents and lack of	backpedal :	them to be stricter & more	
transparency		accurate reporting of all	
	Take time to roll AVs out	the incidents that happen.	
	Need for more regulation	So far, the technology isn't	
		perfect \rightarrow AVs drive like	
	True, Avs can be better	novice or elderly drivers.	
	drivers than humans, but		
	there are still limitations.		
	NZ : geographical		
	constraints		
	Need time and		
	hindsight (take a		
	step back)		
	1 /		

MAIN QUESTION

4	<u></u>	
		Is it possible to use AVs?
		Can people use AVs?
Are AVs really so promising as some politicians and companies claim?	Do AVs really represent progress?	Are AVs a progress?
	How soon can AVs take over our cities?	Why are AVs going to take over our cities?
How ready is humanity for AVs?	Is humanity ready for AVs?	
When it comes to driving, to what extent is it safer to trust technology more than human skills?		
To what extent will the fear of AVs be enough to stop people from developing and using them?		
Is the autonomous car industry developing too quickly?		
Under what conditions can AVs ensure safer roads?		
Under what conditions can AVs become the future of transportation	How far can AVs become the future of transportation?	
What will it take for electric vehicles to truly become the future of transportation?		

A lot of people are careless on the road as Shows)a 2017 cartoon by John Darkow (doc'i) taken from cagle cartoons. com & and doing so, highlighting the introduction of driverless cars A 2023 news report from The Guardian then asks whater or not those vehicles are safe (doc 1). The website the spinoff. co. nz. continues and reveals in a (doc 2) 2023 opinion piece the experience of a passenger of an autonomous vehicle. The Washington Post shows the opposition of officials (against) companies on the question of fully allowing these vehicles

(doc 3) in an article published in 2023". Griven that, to what extent are driverless cars to be an 00 improvement on the roads?

INTRODUCTION DE LA SYNTHESE

"This leads me to..." =



Correction du DS3 :

When can I use the phrase "We will study ..." or "We are going to ..." in an introduction?

	OK 🗸	NOT OK 🗙
Oral test / Khôlle		
Q1 / Mines		
Q2 / Mines (Essay)		
Synthèse	││↓▲↓ , ─→	
Opinion Piece (X-		
ENS)		FK

TITRES				
	<u>••</u>			
		The issue of self-driving vehicles		
Safe and terrifying : the AV paradox / conundrum	Self-driving vehicles : safe or terrifying?			
The contentious / polarizing rise of autonomous vehicles	The rise of autonomous vehicles.			
What future for driverless cars?				
What prospects for autonomous vehicles?				
A mixed outlook for autonomous cars				
Driverless cars are on the / their way.		Driverless cars on the road.		

CONCLUSION

On termine le développement par une **phrase conclusive** qui est l'aboutissement de la synthèse.

And this is what Doc 3 is about. And Doc 4 shows that human drivers are dangerous.

Self-driving cars, if not a breakthrough yet, could be a step forward, **provided** they are developed with care. \checkmark

In short, **if** sufficient regulation is put in place to encourage the safe use of autonomous cars, road safety could increase thanks to them. \checkmark

Overall, driverless vehicles are still too flawed to be used without restrictions. \checkmark

If governments and companies work together to introduce this technology in the safest possible way, it is bound to bring great improvements in the future. \checkmark

In short, monitoring the technology, discussing and analysing the shortcomings, and adapting AVs and attitudes will contribute to making AVs safer and more widely accepted.

As self-driving cars are becoming part of the landscape, the concept goes with its share of issues. Three 2023 articles explain the UK's interest in the industry in <u>The Guardian</u> (Document 1), the way people feel about it in California from a developer's perspective on <u>washingtonpost.com</u> (Document 3) and from a user's perspective on <u>thespinoff.co.nz</u> (Document 2), while John Darkow's 2017 cartoon from <u>caglecartoons.com</u> provides hindsight on safety issues. With high expectations and numerous shortcomings, what will it take [______]to make AVs more acceptable on the roads?

AVs hold many promises, whether eco______or social like in the UK's plan described in _____Document 1, or safety-related, as all the documents show. All three articles refer to Cruise and Waymo, the main compa______develo___ing AVs in California. There, they raise a lot of excitement among potential users, as the visitor from New Zealand explains in Document 2, wondering at [______] the easiness of the application to use them as taxis. All this accounts for [_____] the easiness of optimism of __ritish politicians described in Document 1. All the more so ______drivers cannot be trusted as is illustrated in Document 2 and 4, which makes the companies' arguments about safety even more compelling.

Yet, their use has already exposed some limits. People's scepticism, illustrated by the man on the left of the cartoon, and mentioned by the British transport Secretary in Document 1, can be explained by the safety issues mentioned in the three articles, namely Tesla's faulty vehicles, the high number of collisions, the chaos created, or the unexpected reactions of the taxi in Document 2 that frightens its powerless users. Documents 2 and 3 add logistical limits as AVs can only be operated in limited areas at limited times, which reduces the possibilities they offer. Not to mention the impossibility of having them on New Zealand's winding roads, Document 2 highlights.

Building trust therefore requires time and transparency. Indeed, Document 1 stresses the need to ensure adequate regulation <u>before</u> developing the concept, whereas the Californian experimentation depicted in documents 2 and 3 shows the American strategy went the other way round. There, from experimentation come more regulation and adaptation. So, a piecemeal approach [] can help: in California, drivers were gradually withdrawn from the taxis (Documents 2 and 3) and in Christchurch, AVs are used exclusively in easily monitored areas. It is also necessary to train people and safety personnel and to rely on the precautionary principle (Documents 1 independent and 3) with more reports providing critical hindsight]for better adaptation.

In short, monitoring the technology, discussing and analysing the shortcomings, and adapting AVs and attitudes will contribute to making AVs safer and more widely accepted. ***People life / *Peoples lives**

* The last car's revolution

* The Darkow's cartoon

N14 Construire un génitif

Le génitif désigne un nom propre ou un groupe nominal suivi de s.

Mike's, Barack Obama's, my brother's, his best friend's, etc.

 Si le nom est au pluriel, l'apostrophe s'ajoute seule après le <u>-s</u> du pluriel :

the drivers', their friends'.

- Pour les noms propres avec un -s, on ajoute en principe 's. En revanche, pour les personnes célèbres, on prononce comme si on avait écrit 's, mais on ne met que l'apostrophe : Mrs Mills's car # Hughes' poem.
- Le génitif joue le rôle du déterminant.

▲ Il ne faut surtout pas ajouter d'article lorsqu'on utilise le génitif avec un nom propre. le vélo [de John] → [John's] bike

le vélo [de cette petite fille] → [this little girl's] bike

la réunion [entre les enseignants] → [the teachers'] meeting

les nouveaux ordinateurs [de chez Samsung]

→ [Samsung's] new computers