Bac Général HGGSP + LLCER (Histoire-géographie, géopolitique et sciences politiques et Langues, littératures et cultures étrangères et régionales)

SUJET D'EXAMEN (SESSION OFFICIELLE)

LLCER - Anglais monde contemporain - Session 2026

Sujet de l'examen national tel que publié pour la session indiquée. Source : sujets nationaux publiés par le ministère chargé de l'examen et les services académiques. Document mis à disposition par FormaV pour la révision.

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BACCALAURÉAT GÉNÉRAL

ÉPREUVE D'ENSEIGNEMENT DE SPÉCIALITÉ

SESSION 2026

LANGUES, LITTÉRATURES ET CULTURES ÉTRANGÈRES ET RÉGIONALES

ANGLAIS MONDE CONTEMPORAIN

Durée de l'épreuve : **3 heures 30**

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Dès que ce sujet vous est remis, assurez-vous qu'il est complet.
Ce sujet comporte 10 pages numérotées de 1/10 à 10/10.

Le candidat traite au choix le sujet 1 ou le sujet 2.
Il précisera sur la copie le numéro du sujet choisi.

Répartition des points

Synthèse	16 points
Traduction ou transposition	4 points

SUJET 1

Le sujet porte sur la thématique « Faire société ».

<u>Partie 1</u> (16 pts)

Prenez connaissance du dossier proposé, composé des documents A, B et C non hiérarchisés, et traitez <u>en anglais</u> le sujet suivant (500 mots environ) :

Taking the different viewpoints into account, say how the South African authorities and citizens address spatial divisions and inequalities in the country.

<u>Partie 2</u> (4 pts)

Traduisez <u>en français</u> le passage suivant du document C (l. 16-22) :

South Africa has one of the largest private security industries in the world. As of 2022, more than 2.5 million private security officers were registered – dwarfing the South African Police Service and South African National Defence Force combined.

But this security comes at a cost – not only in rands,[1] but in equality. The right to safety is a constitutional promise. Yet it is now distributed by income. Those who can pay for protection get it. Those who cannot, wait.

[1] 1 rand = €0.05 – *Se traduit par « rands ».*

Document A

‘People have died on the waiting lists’: South Africa’s housing crisis casts a shadow over election

A picture of Nelson Mandela watches over the dimly lit room where Maggie Mothemba has lived for six years. “He’s like my father,” says the 57-year-old, who remembers the day in April 1994 that she voted for Mandela’s African National Congress in South Africa’s first democratic election.[1]

She was then “full of hope” to be on the list for a government-subsidised house to raise her two children – a key ANC election promise. But Mothemba is still waiting, along with 2.5 million households languishing in a housing crisis. In 2017, facing eviction from a private rental, she moved into a derelict hospital in Woodstock, a Cape Town neighbourhood, squatted by people protesting the slow pace of affordable housing development.

While the government has accommodated almost 5 million households in 30 years, delivery has slowed drastically over the past decade. […]

Mothemba and her neighbours have grown disillusioned with the ANC and the main opposition party, the Democratic Alliance, that runs Cape Town and the Western Cape province. “We are used to these empty promises. Many people have died on the waiting list,” says Faghmeeda Ling, 57. […]

“What they’re doing with us now is the same as under apartheid, it’s just called by the fancy name – ‘gentrification’,” Ling says. […]

Policies have not disrupted “spatial apartheid”, says [South African urban policy researcher Nick] Budlender: “Our cities were shaped so that the white minority would live in nice, sparsely populated areas close to jobs, schools and services, and the black, coloured and Indian majority would commute in and out every day to service them. And that structure remains tragically unchanged.”

This legacy is at its most visible in Cape Town. While mainly white residents and tourists enjoy trendy restaurants and beachside strolls around the inner city, on the outskirts, the spacious houses give way to tightly packed shacks[2] and informal settlements where overwhelmingly black and coloured people live.

The Guardian, 27 May 2024

[1] marking the end of the apartheid regime
[2] very simple, small buildings

Document B



[Johannesburg, South Africa, suburbs Primrose, left, and township[1] of Makause, right.]

Time, May 13, 2019

[1] segregated slums dating from apartheid

Document C

Opinion

Private governance, public consequences

Across the country, from suburban enclaves to sprawling estates,[1] a quiet retreat from the state is underway. […]

THE RISE OF PRIVATE POWER

Gated communities[2] emerged in the late apartheid era, born of fear and segregation. But in the democratic era, they have exploded. Today, they span all provinces and income brackets – from elite estates to middle-class security complexes. The one thing they have in common is their internal logic: a system of rules, rights, and responsibilities that exists apart from public law. […]

The illusion is that this system is voluntary. But when the choice is between functional private governance and dysfunctional public service, is there really a choice? […]

I live in one of these estates. I also come from Mabopane, a township in Pretoria. The contrast is staggering. Inside the gates, roads are smooth, lights are on, and children play freely. […] In estates, cameras watch. In townships, communities rely on each other and prayer. […]

PRIVATE SECURITY AND THE SHRINKING STATE

Nowhere is the retreat of the state more visible than in policing. South Africa has one of the largest private security industries in the world. As of 2022, more than 2.5 million private security officers were registered – dwarfing the South African Police Service and South African National Defence Force combined. […]

But this security comes at a cost – not only in rands,[3] but in equality. The right to safety is a constitutional promise. Yet it is now distributed by income. Those who can pay for protection get it. Those who cannot, wait. […]

This is not to blame those who seek security. It is to ask why the state has allowed itself to become irrelevant in this most basic of functions. Security, like justice, must be a public good. Otherwise, we are not citizens. We are customers. […]

THE BIGGER QUESTION

The gated life is not immune from the life outside. Crime does not respect property lines. Nor does inequality. Every day, thousands of workers cross from townships to estates to clean homes, care for children, and guard perimeters. The line between inside and outside is thin, porous, and morally fraught.

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[1] *domaines*
[2] enclosed residential areas
[3] 1 rand = €0.05

I am a lawyer. I live in a secure estate. I also grew up navigating township streets, where a broken streetlight could mean a mugging.[4] I know that fear drives the desire for walls. But I also know that no wall can protect us from the consequences of a divided society.

35 Gated communities are a symptom. The disease is inequality.

Vincent Shibambo [a black South African attorney],
thesouthafrican.com, 24 June 2025

[4] violent attack

SUJET 2

Le sujet porte sur la thématique « Environnements en mutation ».

<u>Partie 1</u> (16 pts)

Prenez connaissance du dossier proposé, composé des documents A, B et C non hiérarchisés, et traitez <u>en anglais</u> le sujet suivant (500 mots environ) :

Taking into account the different viewpoints expressed, say how the documents highlight the tensions surrounding the expansion of London Heathrow Airport.

<u>Partie 2</u> (4 pts)

Traduisez <u>en français</u> le passage suivant du document A (l. 13-20) :

Rachel Reeves, the Chancellor of the Exchequer,[1] confirmed on Wednesday that the government supports a third runway at Heathrow Airport, saying it is “badly needed”.

While Justine, who is part of campaign group Stop Heathrow Expansion, is against a third runway, others in London are in favour.

Some business groups say a third runway is vital to stimulate the economy and create new jobs.

John Dickie from BusinessLDN said the expansion of the airport was about competitiveness and connectivity.

[1] *Ministre de l’Economie*

Document A

Heathrow third runway: 'Most of the village would be demolished'

"Three-quarters of the village would be demolished. It wouldn't be a viable community. Pubs, the shops will go because there aren't enough customers.

"The bus won't come up on the main road because there's a runway in the way. It's a lose, lose, lose all round."

Justine Bayley lives in Harmondsworth, a village in Hillingdon in west London, which would be partially demolished to make way for a third runway at Heathrow Airport.

She told BBC London the expansion plan isn't "realistic" when Sadiq Khan, the mayor of London, has pledged to reduce pollution and noise.

"Sadiq Khan has been working very hard to improve both in London. We're actually part of London here and we'd like to see the improvements as well," she says.

"By putting lots more planes in the air and lots more cars delivering people to the airport, they all produce noise, they produce pollution."

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While Justine, who is part of campaign group Stop Heathrow Expansion, is against a third runway, others in London are in favour.

Some business groups say a third runway is vital to stimulate the economy and create new jobs.

John Dickie from BusinessLDN[2] said the expansion of the airport was about competitiveness and connectivity.

He said: "Other cities in Europe and indeed globally are stealing a march on us."

"They're improving that connectivity, they're improving the number of cities they can connect directly." […]

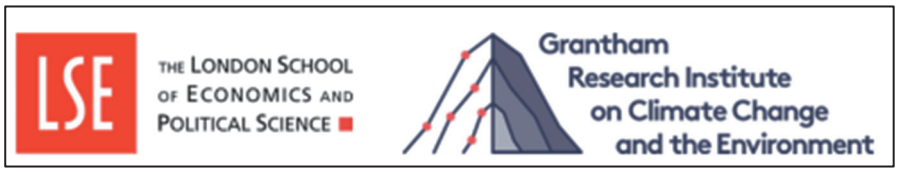
Now that the government has given the green light to a third runway, there are issues to consider around the cost, the environmental impact and the time it would take to build. […]

Speaking to BBC Radio London as Reeves made the announcement, Sir Sadiq Khan reiterated his previous opposition to the project, saying that noise, air pollution and climate change targets were his main concerns.

BBC News, 29 January 2025

[1] *Ministre de l'Economie*
[2] organisation representing London-based businesses

Document B



Should airport expansion be part of a growth strategy for the UK?

As part of Chancellor Rachel Reeves' prioritisation of economic growth, the Government may give the go-ahead to expanding three of London's airports. But the growth Reeves hopes to achieve would undoubtedly be at the expense of climate and nature goals while likely exacerbating regional inequality – cause to think twice.

For a government with growth its sole priority, permitting airport expansion makes sense. Even with doubt over the growth impacts of air travel that have been presented recently, the gamble might be worth it. Air travel contributed £22 billion to the UK's GDP[1] and over one million jobs are directly or indirectly supported by it. […]

However, this government does not, and should not, have just one priority. It is also committed to the legislated target of reaching net zero emissions by 2050; it professes to care about tackling poverty and inequality; and has committed to delivering for nature. The short-sighted decision to approve Heathrow's controversial third runway, a second at Gatwick,[2] and permitting Luton[2] to double its size will act in opposition to these three ambitions.

Aviation's contribution to the UK's emissions

Any increase in airport capacity will lead to increased emissions: from more aircraft using the airport, more passengers using ground vehicles to access the airport and additional power use in the airport buildings. […] Estimates of the emissions impact of expansion vary. Based on planning application documents, the New Economics Foundation estimates that the cumulative impact of five years of operation of three airport expansions would result in an additional 64 million tonnes of CO2 equivalent if flights were to increase in line with company targets. Transport for London refers to Heathrow Airport Limited's own analysis that estimates that allowing the expansion of Heathrow airport alone could increase the city's emissions by 184 million tonnes of CO2 equivalent.

In 2022, emissions from aviation contributed 7% of the UK's total emissions (36.87 million tonnes of CO2 equivalent). By 2050, with airport expansion included in the baseline, this is projected to rise to over 25%.

Centre for Economic Transportation Expertise, 28 January 2025

[1] Gross Domestic Product: *Produit Intérieur Brut (PIB)*
[2] two of the six London airports

Document C



iNews, 21 January 2025

[1] Motorway 25