

DCL ANGLAIS

Diplôme de Compétence en Langue

Session du vendredi 14 février 2014



Mise en situation et Dossier documentaire

Support de la phase 1

	Mise en situation	Page 2
Document 1	Internal memo from Lara Klein	Page 3
Document 2	Mont St Michel, Wikipedia http://en.wikipedia.org/wiki/Mont_Saint-Michel	Page 4
Document 3	St Kilda http://www.kilda.org.uk/	Page 5
Document 4	Venice and its lagoon http://whc.unesco.org	Page 6
Document 5	Mont St Michel's isle restored www.independent.co.uk	Page 7

Mise en situation

Vous êtes Dominique Thomas.

Vous travaillez pour Europa Terra Maris, une association européenne basée à Bruxelles qui a comme mission de promouvoir et protéger les sites maritimes en Europe. L'association va fêter son cinquantième anniversaire en 2015. Pour marquer cet évènement, l'association a décidé d'organiser un congrès sur le thème ***L'avenir des mers.***


Vous devez étudier les dossiers des 3 sites emblématiques pour accueillir le congrès et ensuite faire vos recommandations quant au choix final.

Votre choix sera basé sur :

- l'impact médiatique sur l'opinion publique européenne
- la faisabilité
- le côté pratique

Vous contacterez Claude LARSON, du Bureau des Associations à Bruxelles, qui a déjà une expérience de ce type d'action.

Ensuite, vous présenterez par écrit votre choix définitif à Ms Lara KLEIN, Présidente de l'Association.

 Document 1 :

EUROPA TERRA MARIS

INTERNAL MEMO

From: Lara Klein, Chairperson

To: Dominique Thomas

Subject: 50th Anniversary Conference

Dominique,

As you know, Europa Terra Maris will be celebrating its 50th anniversary in July 2015. To mark these 50 years spent in the protection and sustainable development of coastal sites in Europe, we have decided to organise a 3-day conference on the theme of *The Future of our Seas*. We now need to choose a site for the venue, bearing in mind that it should attract **as much media coverage** as possible and of course, be able **to accommodate the 30 delegates**, most of whom will be representatives of environmental protection groups around the world.

I have pre-selected 3 very different possibilities, all of which are recognised as UNESCO World Heritage Sites:

- The island of St Kilda off the west coast of Scotland
- The Mont Saint Michel in Normandy, France
- The city of Venice in Italy


I would like you to examine the enclosed file giving information about these three places and make a recommendation as to which you think would be best suited.

You should also discuss it with the **Associations Bureau** in Brussels – as they have already organised similar events and it would be useful to get some feedback.

As I will be out of the office for several days, could you then send me a letter giving your recommendations about which of the options you think would be the most beneficial?


I look forward to hearing from you.

Lara Klein

TOURNEZ LA PAGE Document 2 :

Mont Saint-Michel is a rocky tidal island and a commune in Normandy, France. It is located approximately one kilometre off the country's north-western coast, at the mouth of the Couesnon River near Avranches. The population of the island is 41, as of 2006. The island has been a strategic point holding fortifications since ancient times, and in the 8th century AD it became the seat of the Saint-Michel monastery, from which it draws the name. The Mont Saint-Michel and its bay are part of the UNESCO list of World Heritage Sites. More than 3,000,000 people visit it each year.



 Document 3 :

The archipelago of St Kilda, the remotest part of the British Isles, lies 41 miles (66 kilometres) west of Benbecula in Scotland's Outer Hebrides.


Its islands with their exceptional cliffs form the most important seabird breeding station in north-west Europe. St Kilda is currently uninhabited, the evacuation of its native population in 1930 brought to a close an extraordinary story of survival.

Some of the old village houses and buildings have been restored to provide simple accommodation and meeting rooms for visitors and nature-lovers on the islands. There is also a Ministry of Defence Radar base, the presence of which ensures vital electricity and water infrastructures.

St Kilda was inscribed by UNESCO as a World Heritage Site in 1986 in recognition of its Natural Heritage, for its exceptional natural beauty and for the significant natural habitats that it supports. In July 2004 this was extended to include the surrounding marine environment. In July 2005 further recognition for the islands cultural heritage was awarded making it one of only a few places in the world with Dual World Heritage Status for both its natural and cultural significance.

Getting to St Kilda is not easy, but those who are persistent can find a variety of ways to achieve their goal. Usually visitors get to St Kilda either by cruise ships, charter boats or by private yacht.



 **Document 4 :**

VENICE AND ITS LAGOON

Venice is a unique artistic achievement famous throughout the world. The city is built on 118 small islands and seems to float on the waters of the lagoon. The influence of Venice on the development of architecture and monumental arts in Europe has been considerable.

In this inland sea that has continuously been under threat, rises amid a tiny archipelago at the very edge of the waves one of the most extraordinary built-up areas of the Middle Ages. From Torcello to the north to Chioggia to the south, almost every small island had its own settlement, town, fishing village and artisan village (Murano). However, at the heart of the lagoon, Venice itself stood as one of the greatest capitals in the medieval world.

When a group of tiny islands were consolidated and merged into one, nothing remained of the primitive topography but what became canals, such as the Giudecca Canal, St Mark's Canal and the Great Canal, and a network of smaller canals that are the veritable arteries of a city on water. In this unreal space, where there is no notion of the concept of terra firma, masterpieces of one of the most extraordinary architectural museums on Earth have been accumulated for over 1,000 years.


San Servolo: the only Conference Centre in Venice to offer accommodation

The Island of San Servolo, once a monastery, then a psychiatric hospital, with its numerous conference rooms (with capacity from 15 to 400) and the adjacent accommodation buildings providing over 300 beds, may be considered as a centre of excellence for conferences, training seminars and cultural events.

Rooms for meetings, banquets, gala dinners, exhibiting spaces and terraces are situated in the context of beautiful and expansive parkland with a view towards Saint Mark's Square, just an eight minute vaporetto trip away.

The Museum of Madness, a cloister and a stunning church from the eighteenth century complete San Servolo's cultural offering and place the island amongst the most important conference and training centres in Venice. The island is accessible in about ten minutes by public transport (ACTV line 20 from San Zaccaria, Monument stop). The city centre is easily reached from the airport using public transport either on land or on the waterways.

TOURNEZ LA PAGE

 Document 5 :**Mont St Michel's Isle restored****A grand environmental project harnessing sea power will sweep away the silt and sand that have built up over the centuries and connected the French landmark to the mainland, reports John Lichfield**

Seen from afar, the Mont Saint Michel looks like a gigantic sandcastle, permanently stranded at low tide. Closer, in summer-time, it resembles Disneyland. The Mont's single, narrow, medieval street is sometimes so jammed with tourists you have the impression that you could move along without your feet touching the ground.

In the 8th century, when a chapel was carved into its granite pinnacle, the Mont was a rocky island, three miles from the shore of the bay where Normandy and Brittany join. Now, on summer days, the car-parks and coach-parks sprawl like multi-coloured seaweed over the mud-flats on the landward side. The incoming sea scarcely ever wets the visitors' tyres.

Tide by tide, grain by grain of sand, that is beginning to change. A new dam has begun to operate at the mouth of the river Couesnon, two miles from the Mont Saint Michel. In one of the most ambitious and ingenious environmental projects ever attempted, the low, curving barrier has been designed to capture, store and then release, the combined power of river and tide. Once or twice a day, through a series of "flushing" actions, like an immense toilet cistern, the dam will gradually sweep away the silt and sand between the Mont and the "continent".

The project is still in its testing phase, but in five years, if all goes to plan, the road causeway to the Mont Saint Michel – the most visited site in provincial France – will be demolished and replaced by a bridge. Car-parks and coach-parks will be banished half a mile inland. By 2020, the Mont will become a true island once again, for the first time in more than a century.

If successful, the project could become a model for brain-led, rather than muscle-led, solutions to environmental problems all over the world. Francois-Xavier de Beaulaincourt, 53, the director of the agency which runs the project, says the works are immense, and at the same time gentle, unassuming, and not especially expensive at €200m (£170m). "This is actually a modest project, a humble project," he said. "By modest, I mean that the cost is not vast, equivalent to only 40km of new motorway. By humble, I mean this is not a question of man imposing his will and vision on nature. It is a question of man recognising his past mistakes and using nature, working with nature, to put things right, to put the clock back."

Getting rid of the mud and sand to restore the true majesty of the Mont is not especially controversial. Controlling the tourist tide which engulfs the rock each summer (more than three million visitors a year) is deeply contentious. The huge commercial interests sustained by the saintly rock are divided into two warring camps. One mostly controls the shops, restaurants and hotels on the island. The rival camp has tens of millions of euros invested in what the locals call "Las Vegas", the sprawl of shops, supermarkets, restaurants and hotels on the "continent" side of the dyke. Both sides – but especially the island interests – are fearful of the commercial implications of demolishing the dyke in 2014.

Cars and coaches will no longer be allowed to drive up to the island. They will be housed in new car-parks, hidden half a mile inland. Visitors will reach the Mont either on foot or aboard shuttle buses which will cross a low, unobtrusive bridge. The off-shore commercial camp suspects that there is a hidden agenda to reduce the number of visitors to the island by making high charges for the car-parks and shuttle buses.

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