

# DCL ANGLAIS







## Diplôme de Compétence en Langue

Session du vendredi 6 juin 2014



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Support de la phase 1

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## Mise en situation :

Vous êtes **Dominique Le Gac**, journaliste chez « Infrastructures », un magazine européen spécialisé dans l'investigation concernant les projets publics de grande envergure.

Votre rédacteur, **Giulio Lopez**, vous a demandé d'effectuer des recherches au sujet du très controversé HS2, l'équivalent britannique du TGV, qui devrait relier Londres au nord de l'Angleterre, dans le but d'analyser la situation puis de l'aider à déterminer l'élaboration de la ligne politique que va suivre le magazine.

Après une étude préalable, vous contacterez un(e) universitaire britannique, **Dr. J. Cummins**, pour lui présenter vos premières conclusions. Puis finalement vous présenterez votre choix final dans un courriel à **M Lopez**.

## ***Infrastructures***

*Memo*

Memo from: **GL**

To: **DLG**

Hello

As you know, the new HS2 high speed train line in the UK is being discussed at the moment. I would like to research the subject and give me your ideas – we need to decide what policy the magazine should adopt about this project. **Should we be in favour or against this proposed new development?**

In the attached files, you'll find a number of documents to read, watch and listen to. They give an idea of public opinion on this very expensive new railway line.

Once you've studied them, please call Dr. J. Cummins in England – a university researcher in transport economics – to discuss your initial ideas. Then please send me a detailed email outlining your own conclusions taking into account your discussion with Dr. J. Cummins.

You should take into account:

- The economic benefits and downsides of the project
- Environmental issues
- Public opinion

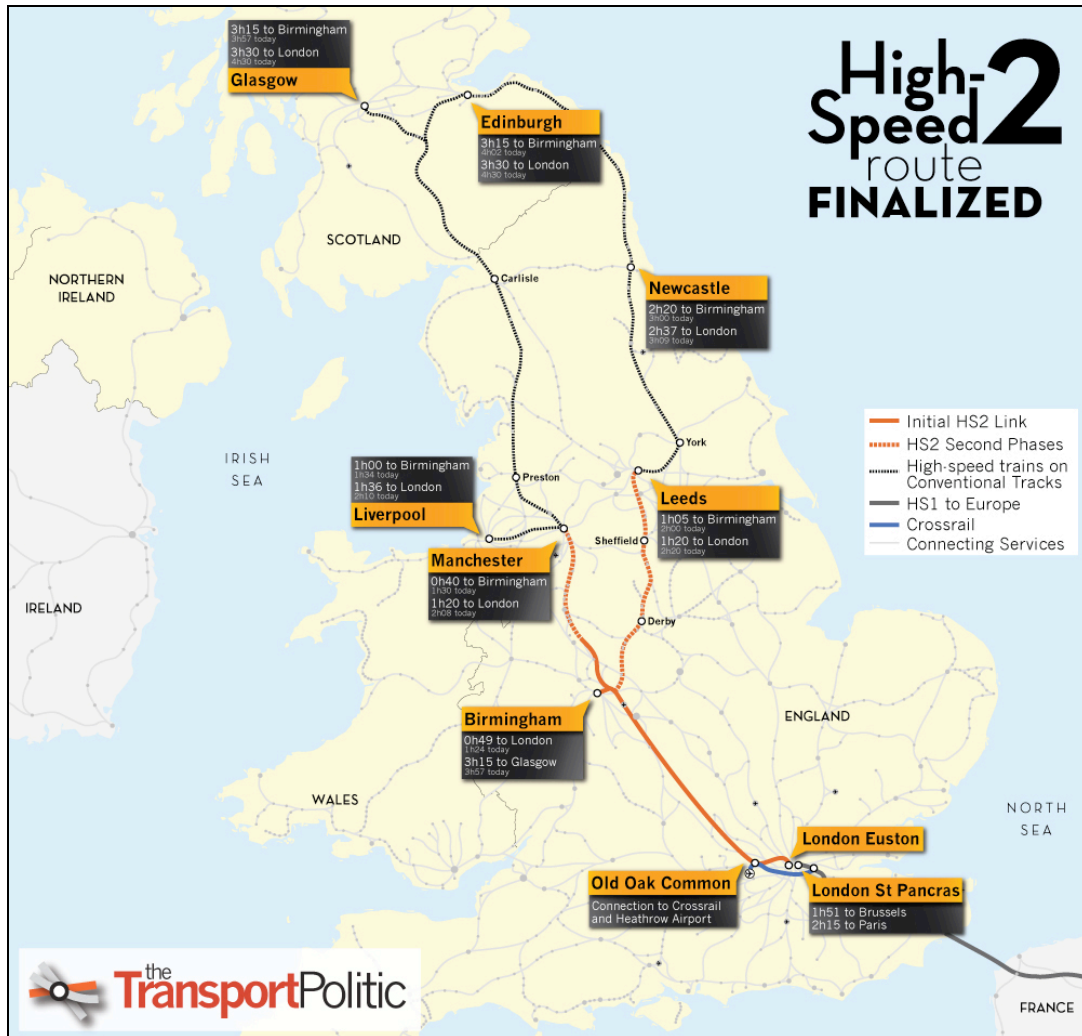
Thanks in advance!

*Giulio*

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Document 1 :

**Map of the proposed HS2 route from London  
to  
Birmingham and the north**



<http://www.thetransportpolitic.com/2010/03/14/y-shaped-british-hs2-program-to-connect-london-and-birmingham-by-2026/>

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## Document 2 :

# HS2

- **developing a new high speed rail network**
- **the government's view**

Our railways are increasingly busy. Demand for long distance rail travel has doubled since 2000, and Britain's population is forecast to increase by 10 million over the next 25 years.

Good transport links make our economy stronger and our lives easier. Congested transport networks are unreliable and constrain travel opportunities, restricting growth. The high speed 2 (HS2) network will transform rail travel in Great Britain.



It's the backbone to a new high speed Britain, connecting the north and the south, linking 18 cities and cutting many existing journey times by almost half. With up to 36 high speed trains running on the network every hour it will put two thirds of the population of northern England within 2 hours of central London.

Travelling from Euston to Birmingham will take only 49 minutes – more than half an hour faster than the quickest current time. Leeds will only be an hour and 22 minutes from London, 50 minutes quicker than the current journey time. New stations will provide fast onward connections to over 18 other destinations.

HS2 will be an engine for growth for the 21st century, one of the great infrastructure projects of the world, creating tens of thousands of jobs, bringing our cities closer together and creating new opportunities for all of us.

Based on:

<https://www.gov.uk/government/policies/developing-a-new-high-speed-rail-network>

## Document 3 :

# HS2 rail line exclusion - losses of up to £235 million for Cambridgeshire

Cambridgeshire could be set to lose as much as £235 million in economic output as a result of not being connected to the HS2 rail line project.

Areas not connected could face huge losses as businesses locate to cities that are linked, according to the full findings of the study into the business case of the high speed rail route.

**Cambridge** will be one of the worst affected cities, with losses potentially reaching £127m. More than 50 cities which will be worse off - including **Bristol** and **Aberdeen** - were omitted from the Government-commissioned report when it was published in September.

The full findings of the study were only released following a Freedom of Information request by BBC's Newsnight programme.

In September the Department for Transport welcomed the study - which found the UK

economy would be boosted by £15bn a year - and listed the areas which would benefit, including **Greater London** and the **West Midlands**.

Professor Henry Overman from the London School of Economics told the BBC it was obvious that, as some cities, towns and regions benefit from being better connected, other places away from the line will pay a price.


“When a firm is thinking of where to locate, it thinks about the relative productivity of different places, and the relative wages etc,” he said. “HS2 shifts that around.”

He added that he does not think being absent from the HS2 line will make any real difference to Cambridge's economic output because of the world-famous university and the high-tech research industry.

Based on:

<http://www.cambridge-news.co.uk/Cambridge/HS2-rail-line-exclusion-could-prompts-losses-of-up-to-235-million-for-Cambridgeshire-20131019101936.htm>

**TOURNEZ LA PAGE**

 Document 4 :

## *HS2: an alternative scheme*

It isn't a railway - but it used to be, and it could be again.

Amazingly, as the battle over HS2 rages, here, only a little to the east, is an at least half-ready alternative. In some places, all they need to do is cut down some trees and re-lay the track.



This route, the last main line to be built in England in 1899 has been closed since 1966. Its express trains ran from London to Rugby, Leicester, Nottingham, Sheffield and Leeds, with a branch to Manchester: in other words, most of the destinations planned for HS2.

“So much of the railway still exists, and it would be billions of pounds cheaper to build than HS2,” said the Great Central Railway Society. “HS2 is costing around £50 billion. Restoring this route instead could come in at around a quarter of that price”.

Since much of the infrastructure is still there, the disruption to local residents caused by rebuilding the line, though not negligible, would be substantially less than a completely new railway.

The Transport Secretary has said that the speed of HS2 is “almost irrelevant”. The real point of building it was to create extra capacity on an overcrowded network.

It seems that far more capacity could be created by opening a new conventional line than a new high-speed one. For safety reasons, high-speed trains have to run further apart than conventional-speed ones, so a 100mph conventional line can fit more trains on it than a 225mph HS2 line, and carry more people.

## Document 5 :

## Be bold on HS2 says British Chamber of Commerce

The public deserves a clear explanation of the case in favour of HS2.

### Capacity: we need HS2 because Britain's existing railways are full

Detailed research makes it clear that the three North-South main lines will all reach their effective capacity in the next fifteen years.

### Investment: HS2 will underpin business competitiveness and confidence to invest

Construction of HS2 is vital for investment, as it will help Britain's economic performance move from good to great. It is the best sort of radical infrastructure investment – delivering major supply chain benefits to UK companies of all sizes during the construction phase, and unlocking significant follow-on business investment in our towns and cities.

### Employment: HS2 will deliver both construction jobs and permanent jobs across Britain

Expert research suggests tens of thousands of construction jobs, and hundreds of thousands of permanent jobs as a result of future business investment. HS2 also would allow us to maintain key construction skills in the UK for the long-term – something that we have not done during years of stop-start decision making on infrastructure projects, to our national detriment.

### Abandoning HS2: a stop-start economy with a third-rate infrastructure

Imagine Britain in the 2030s without HS2. Imagine our country today without the M25, the Jubilee Line, or the Channel Tunnel – all investments that were fiercely opposed and contested before their construction. HS2 is no different.

### Conclusion

As business leaders from across the United Kingdom, we therefore call upon the government to reiterate its commitment to HS2, and to move the project forward.

Based on:

<http://www.britishchambers.org.uk/press-office/press-releases/be-bold-on-hs2-and-radical-infrastructure,-bcc-tells-pm.html>

## Document 6 :

**TheObserver****French lessons for HS2**

While controversy rages over high-speed rail in Britain, the French are building the “Sud-Europe-Atlantique” line, which will extend the route from Paris to Tours as far as Bordeaux in the south-west.

The 302km stretch of track that will put Bordeaux just over two hours' journey time from the capital is half as long again as HS2's London-Birmingham route and – at first glance – is being built for around half the price and in half the time. It is due to start operations in 2017 at a cost of £6.3bn, compared with HS2's £21.4bn and 2026 deadline for phase one.

While the costly development of new lines is controversial in recession-hit France – a planned line further south through the Basque country to Spain is regarded as politically impossible – the Tours-Bordeaux line has public approval for two reasons: "What had a tremendous impact were the environmental mitigation and the visibility of the employment."

The constructors have, under increasingly stringent environmental directives, had to avoid or offset any impact on 223 protected animals, from mink to toads, building corridors along the route for streams and breeding sites. Around £600m of the budget has been contracted to local small businesses, with around 2,000 of the 8,500 construction staff hired locally.

The mayor of Bordeaux, Alain Juppé, believes the line will be transformational. "All major cities that are connected to the TGV have benefited – Lille, Lyon, Marseille, and Nantes. The economic impact is tremendous. A high-speed line can only help in attracting business and people." The railway industry argues that the TGV, as in Britain, is needed to provide capacity on the slower lines, not least for freight.

Tours was transformed when its high-speed service shrank the journey from Paris to just over an hour in 1989. There are more commuters but, also, business and industry have relocated to the city.

Based on: <http://www.theguardian.com/business/2014/feb/09/high-speed-2-project-french-railway-construction>