

BACCALAURÉAT FRANÇAIS INTERNATIONAL SESSION 2025

SECTION : AMÉRICAINE

ÉPREUVE : HISTOIRE-GÉOGRAPHIE

DURÉE TOTALE : 4 HEURES

**Le candidat mentionne sur sa copie son parcours :
bilingue ou trilingue ou quadrilingue**

Le candidat a le choix entre deux sujets **A et B** qu'il doit traiter, selon son choix, dans leur totalité.

Pour le sujet A, le candidat rédige une composition d'histoire et une étude critique de documents en géographie.

Pour le sujet B, le candidat rédige une composition de géographie et une étude critique de documents en histoire.

Chacune des deux disciplines compte pour la moitié des points dans la note finale.

L'usage de la calculatrice et des dictionnaires est interdit.

Dès que ce sujet vous est remis, assurez-vous qu'il est complet.
Ce sujet comporte 8 pages numérotées de 1/8 à 8/8.

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.

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SUJET A

Le candidat devra traiter **la composition**
et faire **l'exercice – étude critique de document(s)**

HISTORY ESSAY AND GEOGRAPHY DOCUMENT BASED QUESTION

HISTORY ESSAY – COMPOSITION D'HISTOIRE

Choose **either** France **or** the United States.

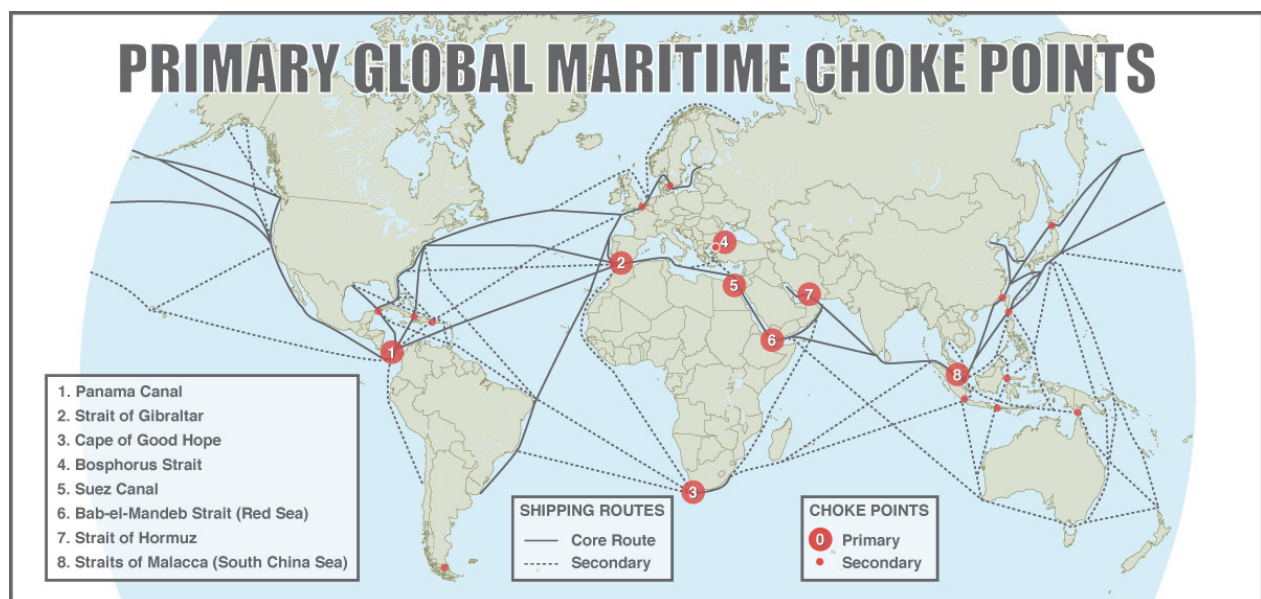
What were the main achievements and challenges of social movements in France **OR** the United States from the early 1950s to the 1980s?

GEOGRAPHY DOCUMENT BASED QUESTION – ÉTUDE CRITIQUE DE DOCUMENTS EN GÉOGRAPHIE

Using the documents and your own knowledge, answer the following question: How does globalization increase the importance of maritime spaces?

Include a discussion of the values and limitations of the documents in your essay.

Document 1 – Map showing the primary global maritime choke points.



Source: “How vulnerable is global maritime commerce...maybe more than we think”, article published in the *American Journal of Transportation*, April 19, 2021.

[<https://www.ajot.com/premium/ajot-global-maritime-choke-points> – accessed on Jan. 24, 2025]

Document 2 – Why the Suez Canal and other chokepoints face growing pressure. Shipping volumes, security threats and climate change put the squeeze on vital seaways.

Apologies do not come much bigger. This week Shoei Kisen Kaisha, a Japanese firm, issued a groveling press release after its ship, the *Ever Given*, became wedged in the Suez Canal. High winds supposedly blew it off course on Tuesday, preventing other ships from passing through the seaway.

The *Ever Given*'s stubborn refusal to refloat has launched a thousand memes, but the economic damage is no joke. The canal carries 12% of global trade by volume, and an alternative route between Asia and Europe, around the Cape of Good Hope, adds more than a week to a ship's journey. [...]

Political instability and conflict provide more reasons to find a way around chokepoints. In 2019 Houthi rebels, fighting a Saudi-led coalition in Yemen's civil war, seized a Saudi boat in the Red Sea that was towing a South Korean oil-drilling rig. Yemen's coast is on the narrow Bab al-Mandeb Strait, through which tankers transport around 10% of the world's petroleum shipped by sea. Somali pirates also target these waters. In recent years around half of piracy incidents have occurred off the coasts of Somalia or Indonesia, where ships pass through the Strait of Malacca, which at its narrowest is just 2.7km across.

And although climate change may one day make a route through the Arctic practical, it threatens chokepoints in other ways. Extreme weather events will become more common. In 2016, a long dry spell in Central America forced the introduction of depth restrictions on the Panama Canal that prevented some larger ships from travelling through it. And rising sea-levels threaten the viability of ports.

Few people would have expected a single vessel to cripple one of the world's most vital trade routes for this long, but the *Ever Given* is a giant reminder of the fragility of supply chains. It may take days or even weeks to free, at which point the Suez Canal will resume normal service, carrying almost 19,000 ships a year. But future disruption to maritime trade routes could take more than just cranes, diggers and tug boats to fix. Governments and companies need to plan for more rough crossings.

Source: article published in *The Economist*, March 26, 2021.

[<https://www.economist.com/the-economist-explains/2021/03/26/why-the-suez-canal-and-other-choke-points-face-growing-pressure> – accessed on Jan. 25, 2025]

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SUJET B

Le candidat devra traiter **la composition**
et faire **l'exercice – étude critique de document(s)**

GEOGRAPHY ESSAY AND HISTORY DOCUMENT BASED QUESTION

GEOGRAPHY ESSAY – COMPOSITION DE GÉOGRAPHIE

To what extent does globalization lead to cooperation and tension on different scales?

HISTORY DOCUMENT BASED QUESTION – ÉTUDE CRITIQUE DE DOCUMENTS EN HISTOIRE

Using the documents and your own knowledge, answer the following question: How important was the role of ideology in the consolidation of power in Nazi Germany and in the Soviet Union in the 1930s?

Include a discussion of the value and limitations of the documents in your essay.

Turn over for Document 1

Document 1 – Soviet propaganda poster, by Vera Korablyova, 1930



Translation: "Come to our collective farm, comrade"

Source: Fototeca Gilardi/Getty Images

[<https://www.gettyimages.fr/detail/photo-d%27actualit%C3%A9/poster-by-vera-korablyova-come-comrades-and-join-our-photo-dactualit%C3%A9/1399604255?adppopup=true> – accessed January 25, 2025]

Document 2 – The New Year 1934 by Joseph Goebbels

My fellow German citizens!

[...] The powerful movement that has seized the entire German people in the past year is a movement of life that is filled with a firm and faithful optimism that gives endurance and strength.

[...] What a difference from the New Year's Eve of a year ago. Then the Reich stood before the abyss. The people were torn by hatred and civil war. The parties and the government lacked the strength even to recognize the catastrophe, much less to deal with it. Collapse and desperation were rising wherever one looked, and the specter of Bolshevism was everywhere. But today? The Reich is once more strong and powerful, the people more united and firm than ever before, led by a strong hand who is dealing with the problems we face. [...]

What an astonishing collection of significant political, cultural and economic events mark this year of German awakening! It finally destroyed the Marxist nonsense that had tortured the German people for six decades, condemning them to political impotence. [...]

Twelve months ago, the parties carried on their nonsense in the parliaments, government crisis followed crisis, and the fate of the Reich was determined by special interests that used the holy idea of Germany only for their party's benefit. This contemptible parliamentarianism [...] is gone. The German people overwhelmingly has affirmed one man and one idea. A movement fully aware of its responsibility governs the Reich.

The people itself, however, could not support the new regime any more strongly than it does. People, state and nation have become one, and the strong will of the Führer is over us all. [...]

The government had not only the intention to do something, it acted. It attacked unemployment with impressive measures. With God's help, it was able to do even more than it promised: over two million people are at work again, [...].

Source: "At the turn of the year 1933/34", *Signals of the new era. 25 selected speeches by Dr. Joseph Goebbels*, Munich, Central Press of the National Socialist German Workers' Party (NSDAP), 1934.

[German Propaganda Archive online – Calvin University - <https://research.calvin.edu/german-propaganda-archive/goeb23.htm> – accessed on Jan. 24, 2025]