



**MINISTÈRE  
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DIRECTION GÉNÉRALE DE L'ADMINISTRATION  
ET DE LA MODERNISATION

DIRECTION DES RESSOURCES HUMAINES

Sous-direction de la politique des ressources humaines

Bureau des concours et examens professionnels

## **CONCOURS EXTERNE POUR L'ACCÈS À L'EMPLOI DE TRADUCTEUR AU TITRE DE L'ANNÉE 2023**

### **ÉPREUVES ÉCRITES D'ADMISSIBILITÉ**

**Mercredi 8 février 2023**

**Combinaison linguistique 3 – A : russe ; B : français ; C : anglais**

### **TRADUCTION (LANGUE C VERS A)**

*Traduction en langue A de deux textes,  
le premier à caractère politique ou économique et le second de nature juridique,  
rédigés en langue C.*

Durée totale de l'épreuve : 3 h 00  
Coefficient : 6

Toute note inférieure à 8 sur 20 est éliminatoire.

L'usage du dictionnaire n'est pas autorisé.

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**SUJET**

*Au verso*

## **Prices are soaring as climate shocks and the effects of war in Ukraine exacerbate structural problems**

Seven years ago, world leaders committed to a highly ambitious target: ending hunger by 2030. That goal is now more distant than ever. The United Nations estimates that the number of people in “hunger emergencies” – just one step away from famine – has jumped from 135 million in 2019 to 345 million. This week the UN humanitarian chief warned that famine is “at the door” in Somalia. Across the drought-ravaged Horn of Africa, 22 million are at risk of starvation. Almost a third of Pakistan is under water, and as much as four-fifths of its livestock have died. In southern China, drought and a heatwave are putting crops at risk. These follow Russia’s invasion of Ukraine, which affected supplies from two major exporters, and sent energy and fertiliser prices soaring.

The war itself did not create the crisis, but rather “put a lot of fuel on an already burning fire”. Multiple conflicts and climate shocks were already having an impact when the pandemic hit. Though its effects on food production were not as severe as many had feared, it depleted reserves and many have not recovered. It looks highly likely that 2023 will be worse. Two-thirds of those affected by hunger last year were women – with the food security gap between women and men multiplying by 8.4 since 2018.

The UN stresses that at the moment the issue is not supply but access and affordability. Globally, prices have risen by about 20% year-on-year. But production is an increasing concern. Fertiliser prices have soared by as much as 300% in some countries in Africa; wars and extreme weather are disrupting planting for next year’s crops.

The crisis is laying bare the broken food system that underlies it, in which consumers, and often producers, struggle while others make huge profits. Grain trading is concentrated in the hands of only four companies, which are making record profits from desperately needed dietary staples. Speculation and profiteering were blamed for helping cause the Arab spring in the last food crisis; the fear is that they are once more prevailing.

The resumption of Ukrainian grain exports, though sorely needed, cannot fix this even if it endures. A good harvest would help, if major food-producing regions are luckier with the weather next year. A windfall tax on companies that have profited richly from the pandemic could be used to help feed people now and create a sustainable food system, as Oxfam has proposed.

Any long-term solution will require curbing carbon emissions, adapting crops as the climate crisis takes hold, reducing dependence on chemical fertilisers – and challenging the dominance of a small number of players in food markets. Even the UN’s own human rights experts attacked its major food systems summit last year for failing to include the voices of the most vulnerable or effect any meaningful change.

## Texte juridique

# **Initiative on the Safe Transportation of Grain and Foodstuffs from Ukrainian Ports**

1. The Parties to this Initiative are the Republic of Türkiye, the Russian Federation and Ukraine as proposed by the Secretary-General of the United Nations.

[...]

### **Primary Aspects of the Initiative**

A. This Initiative assumes that all Parties will provide maximum assurances regarding a safe and secure environment for all vessels engaged in this Initiative. [...] A Joint Coordination Centre (JCC) shall be set up in Istanbul under the auspices of the United Nations and includes representatives of the Parties and the United Nations. [...]

B. Inspection teams will be set up in Türkiye. [...] The primary responsibility of the Inspection Teams will be to check for the absence of unauthorised cargoes and personnel on board vessels inbound to or outbound from the Ukrainian ports.

C. All activities in Ukrainian territorial waters will be under authority and responsibility of Ukraine.

The Parties will not undertake any attacks against merchant vessels and other civilian vessels and port facilities engaged in this Initiative.

Should demining be required, a minesweeper of another country, agreed by all Parties, shall sweep the approaches to the Ukrainian ports, as necessary.

D. Merchant vessels will be prior registered in the JCC, verifying their details and confirming their loading port, having liaised closely with port authorities. Vessels will be technically monitored for the duration of their passage. Vessels will proceed through the maritime humanitarian corridor, agreed by all Parties. The JCC will develop and disseminate a detailed operational and communications plan, including identification of safe harbours and medical relief options.

E. To prevent any provocations and incidents, the movement of vessels transiting the maritime humanitarian corridor will be monitored by the Parties remotely. No military ships, aircraft, unmanned aerial vehicles (UAV) may approach the maritime humanitarian corridor closer than a distance agreed by the JCC, without the authorization of the JCC, and after consultation with all Parties.

F. Should any suspicious activities, or non-compliance with the rules of this operation or emergencies occur on a vessel transiting the maritime humanitarian corridor, depending on its location, upon the request of a Party to the JCC and under international maritime law, the Parties will provide the required assistance to the crew or conduct an inspection against the security guarantees.

[...]