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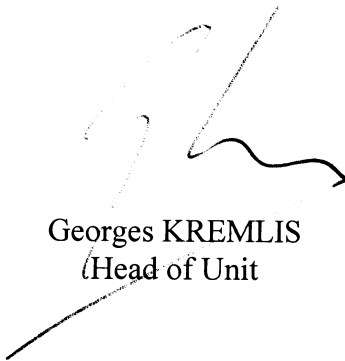
NOTE TO MR T. GALLAS
LEGAL SERVICE, HEAD OF LEGAL LINGUISTS UNIT
COUNCIL OF THE EUROPEAN UNION

Subject: Corrigendum to Decision No 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of the trans-European network

An important issue concerning the Czech translation of a provision in the above-mentioned Decision has been brought to our attention by Czech non-governmental organisations.

We assume that this translation may indeed cause substantial problems due to reasons further explained in the Proposal for a Corrigendum.

You will find the Proposal for a Corrigendum attached for your consideration.



Georges KREMLIS
Head of Unit

Encl. Proposal for a Corrigendum

C.c.: R. Pekař (Legal Linguist, Council); E. Thielmann (TREN); K. Rudischhauser (DG TREN); P. Bouwer (DG ENV); K. Hendrychová (DG ENV); M.-H. Fassotte (DG ENV); J. Parker (DG ENV)

PROPOSAL FOR A CORRIGENDUM

Corrigendum to Decision No 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of the trans-European network

(Official Journal of the European Union, Special Issue in Czech, Chapter 7, Volume 2)

Page 367, Article 9, Paragraph 1, Tick Mark # 3:

Reads now: „jsou obchvaty hlavních městských center na trasách stanovených na síti“,

Shall be replaced by: „míjejí hlavní městské aglomerace na trasách stanovených na síti“.

Justification:

The other language versions of article 9, paragraph 1, Tick Mark #3 read as follows:

(The trans-European road network shall comprise motorways and high-quality roads... which:)

- *bypass the main urban centres on the routes identified by the network*
- *auf den im Netz ausgewiesenen Strecken die Umgehung großer Ballungsräume ermöglichen*
- *permettent, sur les axes identifiés par le réseau, le contournement des principaux noeuds urbains*
- *permitan, en los ejes integrados en la red, la circunvalación de los principales nudos urbanos*
- *servono, sugli assi individuati nella rete, da tangenziali per i principali centri urbani*

In all these language versions the key objective of this provision seems to be that large and densely populated areas (*main urban centres, große Ballungsräume, principaux noeuds urbains, principales nudos urbanos, principali centri urbani, ...*) should be bypassed by the TEN highways and high-quality roads. This is logically taking into account:

- o the Objectives set out in Article 2,
- o the Broad Lines of Measures set out in Article 4, and
- o the Specifications set out in Annex II, Section 2, paragraph A,

At the same time it provides a guidance to the urban and traffic planning authorities.

There seem to be, however, two substantial problems in the Czech translation of this provision:

1.

There is an ambiguity in the Czech expression „*městské centrum*“. This does not only mean „*a large and densely populated area*“ but it also means „*a city centre, downtown, a centre of the town, etc.*“ A possible interpretation in the latter way may cause obvious problems.

There is, however, another expression in the Czech language - "*městské aglomerace*". The meaning of this expression better complies with the expressions used in other language version, i.e. "*urban centres, Ballungsräume, noeuds urbains, nudos urbanos, centri urbani, etc.*".

Furthermore, the expression "*městské aglomerace*" closely follows the spirit of the Decision and does not suffer from the above mentioned ambiguity.

2.

An expression „*jsou obchvaty*“ has also another connotation in Czech and can be misinterpreted.

This expression can be literally translated as „*[TEN motorways and high-quality roads] shall be ring roads (bypass roads)....*”.

Therefore, the current Czech wording „*jsou obchvaty hlavních městských center*“ may not only be misinterpreted but could potentially serve as an incentive for responsible authorities to build ring roads just around centres of cities (=městská centra) and to expect the EU to co-finance it as a part of the TEN system. If interpreted this way it could result in building motorways and high-quality roads through any densely inhabited area that is not considered a centre of a city.

From a linguistic point of view, a part of the problem consists in the fact that a noun (“*obchvat*”) was used instead of a verb (“*míjet*”).

Conclusion:

The proposed wording „*míjejí hlavní městské aglomerace na trasách stanovených na síti*“ is more coherent with the main Objectives and Characteristics for the TEN system of motorways and high-quality roads (as specified in the Decision) than the current wording „*jsou obchvaty hlavních městských center na trasách stanovených na síti*“. Furthermore, the proposed wording reflects more accurately the other language versions and it helps to avoid ambiguities in interpretation of this provision.