

How Much Labour Law Terminology Is There in an EU Labour-Law Directive? Labour Law and Road Transport Specialized Vocabulary in Directive 2002/15/EC

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Abstract

The paper discusses the terminology used in an EU document. It is part of a recently started research project on labour law terminology and terminography. Directive 2002/15/EC, the document selected for analysis, is an example of EU text dealing with two subject fields: labour law and road transport. Apart from that, it presents specialised vocabulary typical of EU documents. Analysing this directive enabled the author to compile a record of terms in the three fields: labour law, road transport law, and EU legislation, and then analyse them according to several classifications: the field of study, the type of concepts represented, and the length of terms (the number of words, a formal criterion). The proportions calculated made it possible to draw some conclusions as to the specialised vocabulary found in EU legal texts from the viewpoint of a translator and a terminologist, who need to be familiar with all the topics discussed in texts they are dealing with in a given job.

Keywords: labour law, road transport, EU legislation, terminology, specialised vocabulary, foreign language equivalents, translation.

Streszczenie

Ile terminologii z zakresu prawa pracy jest w dyrektywie Unii Europejskiej dotyczącej prawa pracy? Prawo pracy i specjalistyczne słownictwo z zakresu transportu drogowego w dyrektywie 2002/15/EC

Artykuł jest częścią projektu dotyczącego terminologii i terminografii z zakresu prawa pracy rozpoczętego w ostatnim czasie przez autorkę. Omówiono w nim terminologię wykorzystaną w dokumencie unijnym. Dokument wybrany do analizy, mianowicie Dyrektywa 2002/15/WE, jest przykładem tekstu unijnego obejmującego dwie dziedziny: prawo pracy oraz transport drogowy. Poza tym, wykorzystywane jest w nim także słownictwo specjalistyczne typowe dla dokumentów

UE. Analiza tej dyrektywy pozwoliła autorce sporządzić zbiór terminów obejmujący trzy dziedziny: prawo pracy, prawo z zakresu transportu drogowego oraz ustawodawstwo UE, a następnie dokonać ich przeglądu z punktu widzenia różnych klasyfikacji: według dziedziny, rodzaju reprezentowanego konceptu, oraz długości terminów (liczby wyrazów w terminach, kryterium formalne). Wyliczone proporcje różnych typów terminów umożliwiły wyciągnięcie szeregu wniosków dotyczących słownictwa specjalistycznego znajdującego się w tekstach prawnych UE. Uwzględniono przy tym punkt widzenia tłumacza i terminologa, osób, które muszą dobrze orientować się w tematach podejmowanych w tekstach, którymi się zajmują w ramach konkretnych zleceń.

Słowa kluczowe: prawo pracy, transport drogowy, ustawodawstwo UE, terminologia, słownictwo specjalistyczne, odpowiedniki obcojęzyczne, tłumaczenie.

1. Introduction

How much labour law is there in an EU labour-law directive? The answers seems obvious: a lot. However, what is addressed in this paper is not the quantity, but the proportions.

This paper is part of a research project on labour law terminology and terminography being carried out by the author. The article looks into the terminology found in the English and Polish language versions of Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the organisation of the working time of persons performing mobile road transport activities (from now on referred to as Directive 2002/15/EC.) The purpose of the investigation is to find the average proportions of terms from various fields in this exemplary directive and analyse them from the viewpoint of basic typologies of terms. The paper aims to look at the terminology in the directive, an example of an EU legal document, from the perspective of a terminologist and translator who needs to show linguistic skills at the level of an expert in a field, or more frequently the fields in question, when dealing with such texts.

The paper is structured in the following way. To begin with, two EU legal system-related topics (road transport and the organisation of working time related to it) are presented in order to illustrate the place the selected directive takes in the EU legislature. Then attention shifts to the EU terminology in English and its characteristics. Next, there follows a description of the study, including the methodology, empirical material, an analysis of specialised vocabulary according to the fields of study, the nature of concepts represented by terms and specialised phrases, and the number of words in English terms and their Polish equivalents extracted from the Polish language version of the directive. The paper ends with the conclusions, where the findings are presented and summarised.

2. Organisation of working time and road transport in EU legislation

The name of Directive 2002/15/EC relates to two fields, i.e. road transport and labour law. The directive is a source of regulations on the organisation of working time of drivers in the European Union. It is one of several documents governing the issue of labour law, and at the same time it is also found in the legislation on the social aspects of road transport.

The EU legislates on labour law via directives (“Employment, Social Affairs and Inclusion. Labour Law,” n.d.), which set minimum standards for EU member states in the scope of working and employment conditions, and informing and consulting workers. Pursuant to Article 288 of the Treaty on the Functioning of the European Union

[a] directive shall be binding, as to the result to be achieved, upon each Member State to which it is addressed, but shall leave to the national authorities the choice of form and methods.

(Article 288, Consolidated Treaty on the Functioning of the European Union)

Hence, member states are given a lot of freedom as to the means by which they implement directives as long as the result intended by EU legislators is achieved. The main EU directives dealing with the organisation of working time are as follows:

- Council Directive 93/104/EC of 23 November 1993 concerning certain aspects of the organisation of working time (Official Journal L 307, 13/12/1993 P. 0018 – 0024)
- Directive 2000/34/EC of the European Parliament and of the Council of 22 June 2000 amending Council Directive 93/104/EC concerning certain aspects of the organisation of working time to cover sectors and activities excluded from that Directive (Official Journal L 195, 01/08/2000 P. 0041 – 0045)
- Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the organisation of the working time of persons performing mobile road transport activities (Official Journal L 080, 23/03/2002 P. 0035 – 003)
- Directive 2003/88/EC of the European Parliament and of the Council of 4 November 2003 concerning certain aspects of the organisation of working time (Official Journal L 299, 18/11/2003 P. 0009 – 0019)

Directive 2002/15/EC (also informally called the Drivers’ Work Time Directive) is the only one that refers to road transport and directly governs the issue of the organisation of drivers’ working time. The remaining three directives deal with the organisation of working time in general.

As for road transport legislation, social provisions in that scope are regulated by the following laws, according to the information available on the European Commission's website ("Mobility and Transport. Road. Social Provisions"):

- Regulation (EC) No 561/2006;
- The consolidated version of Regulation (EC) No 561/2006;
- Directive 2006/22/EC;
- Council Regulation (EEC) No 3821/85;
- Regulation (EU) No 165/2014;
- Directive 2002/15/EC.

In the case of EU law on road transport, there are a lot of relevant regulations and directives. They govern such issues as driving time, rest periods, working time, enforcement, and the tachograph recording device. The topic which directly relates to labour law is working time, which is regulated by the very last directive on the list, the one selected for this study.

The directive is a linking point for EU legislation on labour law and road transport, and that was the reason behind selecting it as the sample document for the study. In fact, the choice in the case of labour law as the field of study was limited to directives. No regulation refers to that field directly and other types of documents are of minor importance. If we add the requirement of presenting road transport legislation to that fact, we are left with only one text suitable for analysis, namely Directive 2002/15/EC.

3. EU Terminology in English – general characteristics

Before discussing the characteristics of EU terminology, let us explain what is meant by the term 'terminology' in this paper. 'Terminology' is defined in a number of ways in the source literature (see Lukszyn, Zmarzer 2006: 13–17; Michta 2018: 9–15). One source explains it in three ways (de Bessé, et al. 1997: 154), namely as: "the study of terms, concepts, and their relationship"; "the set of practices and methods used for the collection, description, and presentation of terms"; and "the vocabulary of a subject field". The latter definition best reflects the meaning applied in this paper since the term 'terminology' refers here to specialised vocabulary in subject fields. An interesting review of the meanings of *terminology* has been presented by Michta, who concludes by proposing two different ways of understanding the term, namely as "a set of terms used in a subject field" and "a reference work which contains terms which are representative for a subject field" (2018: 16). In this paper the first definition of 'terminology', where it is understood as "a set of terms used in a subject field", can be applied

in the case of labour-law terms and road-transport terms, but it is too narrow for the specialised vocabulary relating to EU legislation.

EU legal English is more and more often regarded as a new genre (Robertson 2012: 1233; Bajčić 2018: 15). The preference of neutral terms over national law terms is well known in EU legislation¹. Such neutral law terms may include English borrowings like *franchising* or *factoring*, loan translations, and neologisms created in English and then incorporated into other languages as borrowings or lexical equivalents (Mattila 2016: 36). English is used to name new institutions and new concepts in the continental EU legal system. If national law terms are used, they are deculturalised to describe legal concepts in the EU system. Hence new English legal terminology is no longer rooted in British or American (or any other English-speaking) culture. Just like other languages of the European Union, it is used to describe concepts that are inconsistent with the concepts of the legal cultures of individual member states.

The European Union also has its own specific legal system, although it does not have its own language and hence it has to “borrow” its legal terminology from the legal languages of the Member States. Still, it needs to be stressed that the concept system of EU law is distinct from that of the Member States because the EU legal system is distinct from the legal systems of EU Member States.

(Stefaniak 2017: 115)

The multilingualism policy that has been adopted in the EU says that EU legislation is created in all languages of the European Union and each language version is treated as an authentic document (for more see Biel 2014: 60-62, Jacometti 2012: 1384–1385, Doczekalska 2009: 119–120). However, not all languages enjoy the same status in the Union. There are a number of language categories: original languages of the Treaties, official languages of the EU and working languages of the EU (e.g. the European Commission has three working languages: English, French and German (“Working Languages of the European Parliament,”)). Still, it is English that seems to have gained the status of the *lingua franca*. The majority of documents, including legal documents, created in the EU are translated from English (Bajčić 2018: 13). Hence English has become the source language of translation in the majority of cases. This fact seems to be highly significant since, although all language versions are of the same status, the direction of translation is very important

¹ In her study of terminology relating to cultural heritage, Bogdanowska (2017: 318) notes that finding equivalent legal terms in three languages was not possible. When compiling the on-line database that she refers to in her paper, part of the meaning of the terms was equivalent, but in the majority of cases, quoting equivalents in a few languages could be misleading for readers due to differences in the legal systems the terms are rooted in.

in terms of the terminology and equivalents used (see Bogdanowska 2017: 317). That in turn influences the shape and meaning of the final text.

4. The study

The study material for the paper comprises one EU directive, namely Directive 2002/15/EC, a document regulating labour-law issues in the scope of road transport. The English language version of the directive is the main source of empirical data for the analysis. The Polish language version has been used only in the part of this paper looking into the Polish language equivalents of English terms. The corpus has been limited in such a way so as to show the extent and heterogeneity of terminology hidden within a single EU document. It is the first quantity analysis of a number planned in the large project on labour law terminology started by the author. Although the sample is quite small, it is believed to be representative as far as labour law and road transport legislation is concerned, being the only document connecting the two fields of EU law (see section 2 of the paper). It is also believed to be sufficient as the first step in determining proportions of different terminologies in EU labour law texts².

Owing to the fact that the purpose of this paper is to analyse the specialised vocabulary found in Directive 2002/5/EC, the vocabulary selected for this study comprises theoretical terms (terms *sensu stricto*), empirical terms (nomenclature), hyponyms and proper names. The glossaries constituting the sample under review are a type of terminographic work; to be more precise, these are three lists of specialised vocabulary, two of which are also lists of terms³.

4.1. Methodology

The terminology found in Directive 2002/15/EC comprises 137 terms. The terms were selected in the course of an analysis of the English language version of the directive, so as to find expressions that relate to labour law and road transport. As a complement of that, the author decided to have a closer look at specialised vocabulary relating to EU legislation, namely that typical of EU directives, regulations etc., to learn about the number and nature of terms in that group as well.

² To the best of author's knowledge, there are no other publications regarding proportions of terminologies in EU texts on labour law.

³ Whenever the word 'term' is used separately in the paper, it refers to theoretical or empirical terms (Lukszyn, Zmarzer 2006: 23).

Firstly, five basic terms were selected in each group. Basic terms (or fundamental terms) constitute the basis of a given system of concepts and are a source of other concepts in that system (see Lukszyn, Zmarzer 2006: 34). They are terms around which semantic fields can be formed. In the study, the basic terms were indicated in the course of a semantic analysis of terminology from the directive. In the case of labour law the following basic terms were selected: person, place, safety, time, and work; in the field of road transport: cargo, driver, enterprise, transport, and work; and in the area of EU legislation: action, body, entity, text and law organisation, and rules. Such a procedure let the author group the terms found in the directive into three domains: labour law (46 terms), road transport (55 terms) and EU legislation (36 terms), and in the same step the terminology was categorised according to the basic terms within each of the domains, which illustrated terminological micro-fields in the EU legal system. It is worth highlighting that these micro-fields are related with each other as they form a part of the EU legal system. It means that terms grouped around one basic term may or even should also to a certain degree refer to a term grouped around a different basic term within a given domain. Therefore, attributing terms to different basic terms within a domain may seem arbitrary in some cases.

The terms selected for the analysis also include 9 terms that are directly defined in the directive. Six of them are labour-law terms and three relate to road transport. Clear-cut and detailed definitions are not frequently used in EU legislation (Pozzo 2006: 12–18). The reason is the general purpose of directives, that is to say, setting the minimum standards for Member States. The provisions introduced through directives need to be later implemented into the national legal systems of all Member States and highly detailed definitions of terms could make the task extremely troublesome or even impossible.

The second step was to review the labour-law terms and road-transport terms in search of theoretical and empirical terms. As for the specialised vocabulary of EU legislation, the phrases listed in that record comprised not only theoretical and empirical terms, but also hypernyms and proper names, which are part of legal language, but are not strictly speaking terminology.

Thirdly, the terms found have been organised according to the number of words in the English terms and their Polish equivalents. This comparison served, among other things, to show how much word-for-word translation is in fact present in EU translation, considering the nature of the EU legal terms.

4.2. Terminology in Directive 2002/15/EC by field of study

Although the directive relates to EU labour law, the terminology found in it is not limited to that field. In fact there are more road-transport terms (54%) than labour-law terms (46%) in it (Figure 1). If one takes into account specialised vocabulary in EU legislation, it turns out that the share of each group of expressions adds up to more or less a third: 34% concerns labour law, 40% road transport, and 26% EU legislation (Figure 2).

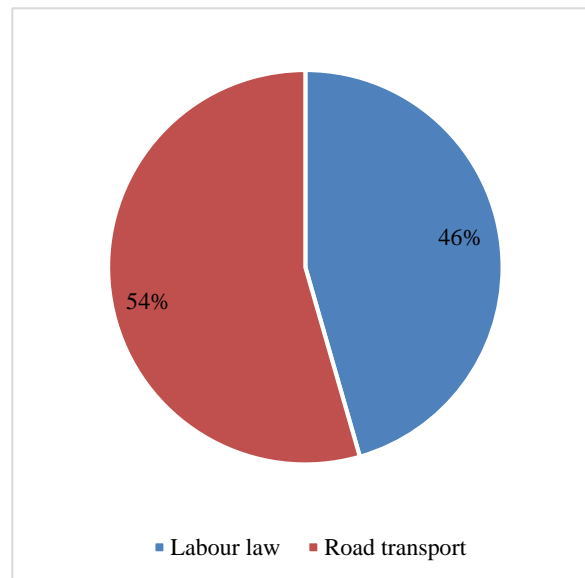


Figure 1: Labour-law and road-transport terms in Directive 2002/15/EC. Source: author

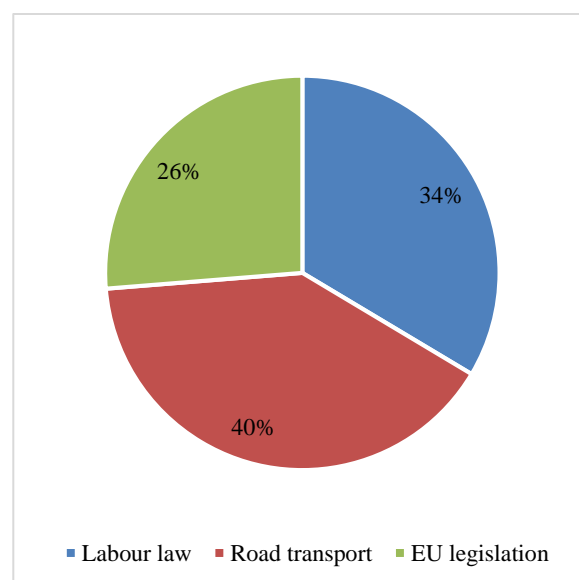


Figure 2: Labour-law and road-transport terms and EU legislation specialised vocabulary in Directive 2002/15/EC. Source: author

4.2.1. Labour-Law Terminology in Directive 2002/15/EC

The terminology referring to labour law gleaned from the directive comprises 46 terms. It has been grouped under five basic terms directly relating to employment: person, place, safety, time and work⁴. The majority of terms refer to person (9), time (13 terms), work (10 terms), and safety (10 terms). A detailed division has been illustrated in Table 1. Such a distribution of terms should be of no surprise since the directive discusses the organisation of working time, a subject closely connected with people (employees), time, work and safety. The latter is important in this context due to the fact that the purpose of the directive is to set minimum requirements ensuring decent conditions of work and job safety for drivers all around the European Union.

Terms that come under the basic term ‘person’ comprise expressions referring to people involved in work, forms of pay and rest. As for the basic term ‘place’, we find terms referring to the location where work is carried out. The basic term ‘safety’ comprises terminology relating to the provision of protection to employees, physical and legal alike. Terms grouped under the basic term ‘time’ are those connected with different units for measuring time at work. And last, but not least, the basic term ‘work’ groups together terms directly referring to the job being done.

Table 1: Labour-law terminology organised under basic terms. Source: author.

PERSON	PLACE	SAFETY	TIME	WORK
night worker	main place of business	social aspect	working time	working activities
apprentice	head office	health assessment	hours of work	activity
trainee	workstation	safety	working hours	function
compensation	subsidiary place of business	health and safety protection	number of weekly working hours	working hierarchical relationship
profit		basic protection	maximum average working week	minimum requirements
annual leave		national law	maximum weekly working time	training opportunities
rest		social legislation	organisation of working time	duties
rest time		collective agreement	night time	night work
compensatory rest period		employment contract	break time	specific requirements
		health	average working time	training
			average weekly working time	
			Week	
			periods of availability	

⁴ Basic terms are organised alphabetically, both when listed in the text and in the tables.

4.2.2. Road-transport terminology in Directive 2002/15/EC

The road-transport terminology extracted from the directive totals 55 terms. The basic terms selected for this group are the following: cargo, driver, enterprise, transport and work. The terminology that falls under the basic term ‘cargo’ comprises terms relating to items or people transported (3 terms in total). The terminology under the term ‘driver’ comprises different names for people performing or assisting in the performance of tasks related to transport (8 terms). As for the basic term ‘enterprise’ (11 terms), this groups together all types of legal persons participating in transport, from drivers’ employers to contractors playing various roles in the process. Moreover, the terminology to be found under this basic term relates to the market environment that influences road transport players. The next term grouping together road transport terminology is ‘transport’. This is the biggest collection of terms (22 terms) comprising phrases connected with administrative work relating to transport, means of transport, and terms connected with crossing borders, journeys, and traffic. The last basic term encompasses a wide array of work-related terms (11 terms) including those naming driver’s tasks, time of work and rest.

Table 2: Road-transport terminology organised under basic terms. Source: author.

CARGO	DRIVER	ENTERPRISE	TRANSPORT	WORK
cargo	couchette	client	administrative formalities	boarding
goods	crew of vehicle	competition	customs	disembarking
passenger	driver	competitive environment	departure	driving
	mobile worker	conditions of competition	ferryboat	driving time
	person performing mobile road transport activities	consignor	frontier	loading
	professional driver	distortion of competition	general administrative work	mobile road transport activities
	self-employed driver	enterprise	immigration officer	monitoring
	team	freight forwarder	internal distance	road transport activities
		prime contractor	international road transport	specific transport operation
		subcontractor	national passenger transport	technical maintenance
		transport undertaking	peripheral location	unloading
			record	
			regular services	
			road safety	

			road transport	
			safety of transport	
			traffic prohibition	
			train	
			transport services by road	
			transportation	
			vehicle	
			international passenger transport	

4.2.3. EU legislation terminology in Directive 2002/15/EC

The terminology referring to EU legislation encompasses 36 terms. These include expressions describing actions, different bodies, entities (here only one term has been found), terms referring to the organisation of law and legal texts, and to rules applied in the EU.

Table 3: EU legislation terminology organised under basic terms. Source: author.

ACTION	BODY	ENTITY	TEXT AND LAW ORGANISATION	RULES
action	Commission	Member State	administrative provision	modalities
application	Committee of Regions		Article	precedence
consultation	Community		Council Regulation	precedent
derogation	conciliation committee		Directive	principle of proportionality
penalty	council		having regard to	principle of subsidiarity
procedure	Council of the European Union		joint text	
proposal	Economic and Social Committee		Law	
social dialogue	European Parliament		Official Journal	
			official publication	
			Provision	
			Regulation	
			Report	
			Treaty establishing the European Community	
			Whereas	

The expressions grouped under the basic term ‘text and law organisation’ are the most heterogeneous. They include proper names, which are not terms, but are still part of specialised

vocabulary⁵: *Council Regulation* and *Official Journal*⁶; names of different types of documents and document components: *directive, regulation, report, provision, law, joint text*; and phrases typical of legal acts: *whereas, having regard to*. Proper names make up the majority of the items listed under the basic term ‘body’. The basic term ‘action’ gathers together names of all types of activities undertaken in the EU that have been extracted from the directive. As the name suggests, the basic term ‘rules’ comprises various principles laid down in the EU.

4.3. Types of specialised vocabulary in the sample

The terminology found in the directive comprises terms in their strictest sense (theoretical terms), empirical terms, hypoterms and proper names. Depending on the field of study, the proportions of the terms differ (see Figure 3).

Before discussing the proportions, it is worth restating the definitions of each of the aforementioned types of specialised vocabulary. First of all, a term *sensu stricto* is “a linguistic sign belonging to a lexicon of a given technolect and denoting a concept in the system of semantic relationships typical of that lexicon”⁷ (Lukszyn, Zmarzer 2006: 23, see also de Bessé, et al. 1997: 152). The second most numerous group is made up of empirical terms which are the “standardised linguistic signs denoting a material object that is the subject of specialised description”⁸ (Lukszyn 2005: 73, see also de Bessé, et al. 1997: 141)). Also analysed as part of this study are two hypoterms, which are words or word phrases that are part of general purpose vocabulary used in special-purpose texts (Lukszyn 2005: 35). Additionally, there are also proper names in the sample. As with hypoterms, such lexical units cannot be deemed terms, as they do not denote an object in general, but single, specific ones.

⁵ Specialised vocabulary is understood here in a broad sense and comprises theoretical terms, empirical terms, hypoterms and proper names.

⁶ These examples are not typical proper names as they are short forms of proper names or full titles of documents. What makes them different from terms denoting types of documents is the initial capitalisation, which in fact narrows their meaning to the specific documents they stand for in Directive 2002/15/EC.

⁷ “znak językowy należący do leksykonu określonego technolektu i oznaczający pojęcie w systemie relacji semantycznych właściwych dla tego leksykonu.” All translations from Polish are by the author.

⁸ “standaryzowany znak językowy oznaczający materialny obiekt będący przedmiotem opisu specjalistycznego.”

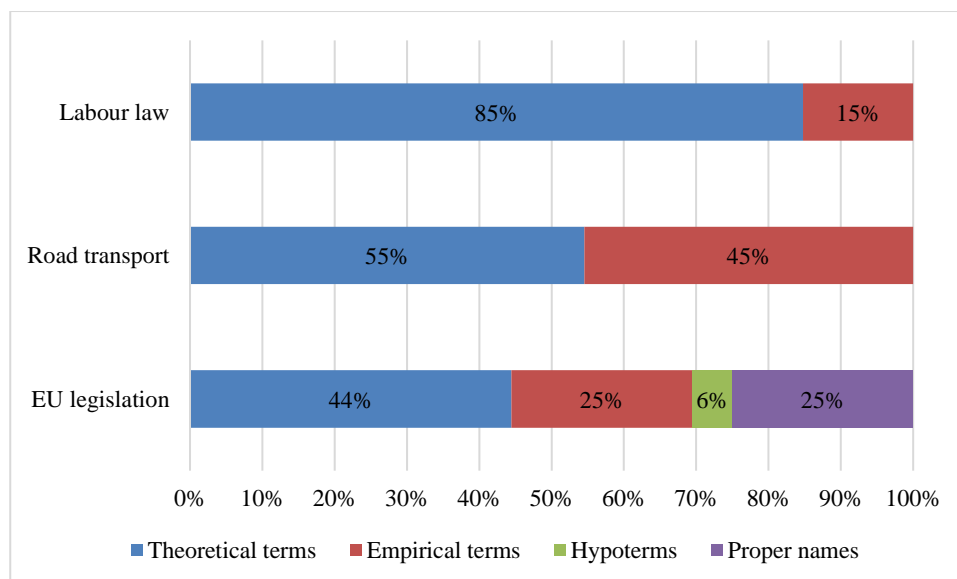


Figure 3: Theoretical terms, empirical terms, hypoterms and proper names in Directive 2002/15/EC by field. Source: author.

The results obtained show that the most theoretical field is labour law. 85% of all the terms in the sample are theoretical ones, leaving only 15% for empirical terminology. The empirical labour-law terms found in the directive refer to people and workplaces. The rest are theoretical terms.

On the other hand, theoretical terms make up 55% of the sample. This group contains words for various actions, market environments, traffic regulations, types of transport and road safety. The remaining 45% of the road transport terminology represent empirical terms. There are terms for legal and natural persons, and groups involved in transport, types of documents used in transport, objects, means of transport, time, agreements and distances. Theoretical terms also prevail in the EU legislation category, making up 44% of the sample. The second and third most-numerous groups are empirical terms (25%) and proper names (25%). As the figure above shows, EU legislation is the only group of terms containing hypoterms (6%). The presence of hypoterms results from the fact that only here have the stylistic elements of the sample text been taken into account. As for proper names, they are also found only in the list comprising the specialised vocabulary of EU legislation. They include the names of EU bodies and single documents (treaties, regulations, etc.) or phrases that are shortened forms of such proper names and thus refer to such bodies and documents. Terms for various actions, procedures and rules are theoretical ones, and the names of parts of texts are empirical terms.

4.4. Terminology in the English and Polish language versions

This terminological analysis of the directive also includes an extraction of equivalent terms from the Polish language version. It should be underlined that the Polish language version was most likely translated from English. This assumption has been made based on the fact that English is the most frequent source language for various non-English language versions of EU documents. Therefore, what is deemed to be the subject of analysis in this section of the paper is two language versions of the directive (It is possible that one is the source text and the other the target text but the issue is difficult to verify.)

The review of the two counterparts showed that in most cases each term has one equivalent. There are just two labour-law terms and one EU legislation term with two equivalents in Polish. These instances are a form of inconsistency, either on behalf of the legislator or the translator, especially in a legal text where, above all, a term should not be used with more than one meaning, and where a term should be translated in the same way throughout the whole document (Bajčić 2011:84)⁹.

Instead of analysing the correctness of the translation or the legislator's linguistic output, let us look at the equivalents from a formal perspective. The European Union does not have its own language, and needs to use the national languages of its Member States – all in all, there are 24 official languages used in the European Union ("EU languages"). This has led to the multilingualism policy, one of the major principles behind the legislation passed in the European Union as it enables each and every EU citizen to read and learn the law that is in force at the European level. Yet, each language is a different system of concepts, sometimes even a different system of signs. Languages come from various language families and have been shaped by different cultures. Although word-for-word translation is sometimes possible, it should be kept in mind that seemingly the same words in two languages (e.g. internationalisms or borrowings) do not necessarily represent the same concepts. Therefore, word-for-word translation may result in severe legal consequences.

This simple analysis of equivalent terms, focused on the number of words each term consists of, shows that word-for-word translation has not always been selected by translators as the best way of expressing the meaning of English terms in the Polish language version of the document in question. The sample analysed is not large, but there are still some regularities visible, regularities that show the nature of each field under review.

⁹ However, the question of terminological inconsistencies is a topic destined for a separate paper on domestic and EU labour law that is under preparation at the time of writing.

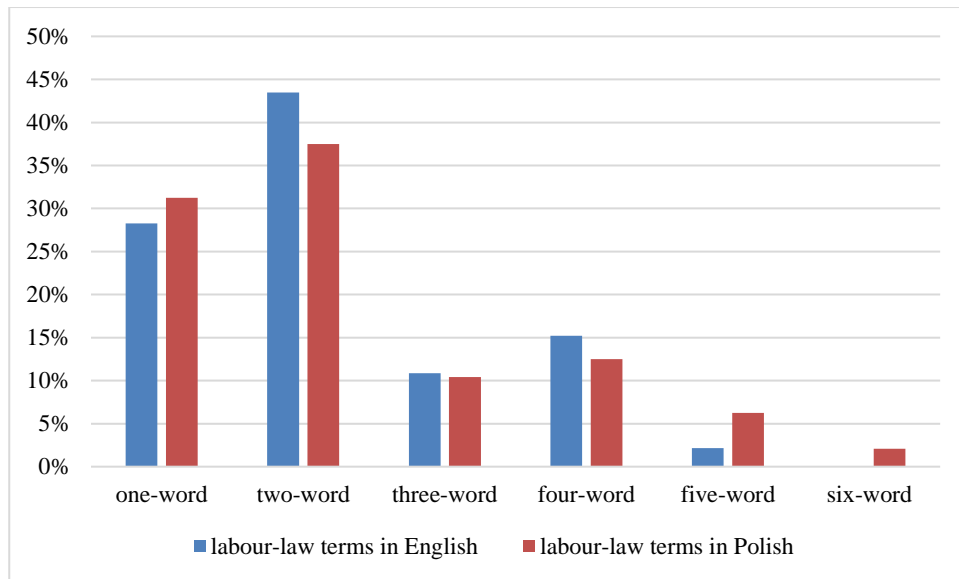


Figure 4: Comparison of labour-law terms in English and Polish according to the number of words.

Source: author.

As for the labour-law terminology (Figure 4), there are slightly more two-word, three-word and four-word phrases in English than in Polish. The reverse is observed in the case of one-word phrases and longer multi-word phrases, those that are five and six words long.

The larger number of two-word terms results from two main factors. First of all, certain compound nouns in English have one-word equivalents in Polish, e.g. *break time* is *przerwa* in Polish, *head office* is *siedziba*. On the other hand, some two-word expressions are translated as multi-word phrases because Polish tends to be more descriptive; for instance *night worker* which is *pracownik pracujący w porze nocnej* in Polish (a five-word term), or *employment contract* and *night work* with Polish equivalents *umowa o pracę* (a three-word term) and *praca w porze nocnej* (a four-word term), respectively. The longest term in Polish, the six-word *maksymalny średni tygodniowy limit czasu pracy* is an equivalent of *maximum average working week*, a four-word term. It is visible that English is more concise, as semantically speaking the meaning of *maximum* in the phrase is expressed as *maksymalny limit* in Polish, and *working week* is expressed as *tygodniowy czas pracy*. Therefore, there is only one word in this English multi-word term that is literally translated into Polish as one word, namely *average*.

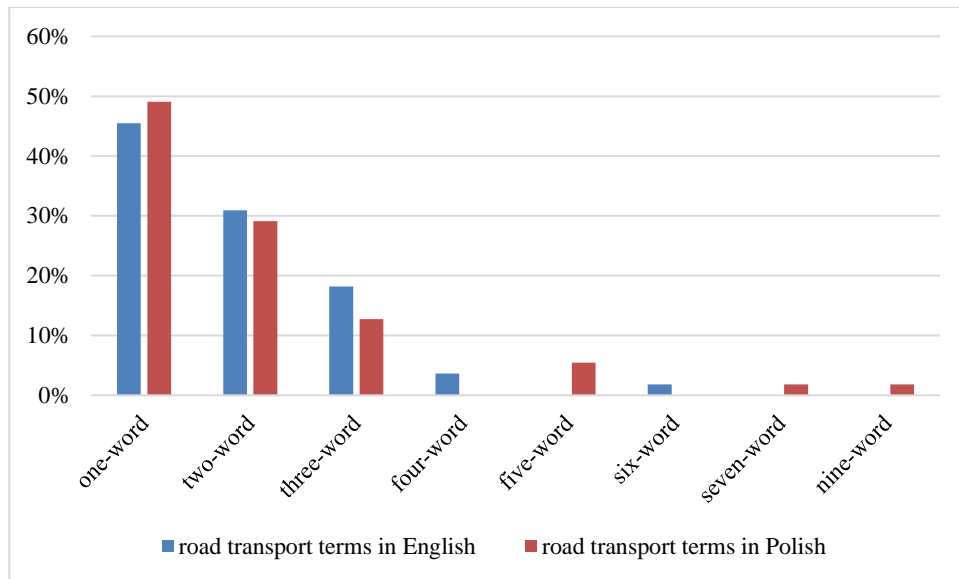


Figure 5: Comparison of road transport terms in English and Polish according to the number of words.

Source: author.

As for the road transport terminology, there are nearly twice as many three-word terms in English as in Polish (Figure 5). On the other hand, Polish terms prevail in the case of one-word phrases. The number of two-word terms is nearly the same in Polish and in English. Interestingly, there is even one multi-word expression which consist of nine words in the Polish list (*person performing mobile road transport activities*, a six-word term in English, is *osoba wykonująca czynności w trasie w zakresie transportu drogowego* in Polish, a nine-word term).

The large number of three-word terms derives from the fact that there are a few phrases with possessive *of* which in Polish are two-word terms as the English *of* is conveyed in Polish with the appropriate noun case. There is also one English three-word term with a seven-word equivalent: *road transport activities*, which is *czynności związane z przewozem w transporcie drogowym* in Polish; and a two-word term in English with a five-word equivalent term in Polish, namely *self-employed driver*, which is *kierowca pracujący na własny rachunek*. These two examples again prove that Polish is more descriptive. If one analyses the two terms semantically, it is visible that in the first term there are two words whose meaning can be said to be represented by single words in Polish: *road* and *activities* by *drogowym* and *czynności*, respectively. On the other hand, *transport* in English is semantically very complex in this term as it contains such sems as +relating to, +carrying, +movement which are expressed in Polish by *związane z przewozem w transporcie* (analysis based on a componential analysis, for more see Tokarski 1984: 19–22; Lukszyn 1998: 30–31, 280; Wołowska 2010: 142). As for the second term, the

self- prefix is expressed in Polish via three words, *na własny rachunek*, because Polish lacks a shorter equivalent that would be functional in this context.

Another example of the descriptive nature of Polish and a concise form of expression in English is a *mobile worker*, which is *pracownik wykonujący pracę w trasie* in Polish (a two-word term vs a five-word term). The element *mobile* is translated into Polish as *wykonujący pracę w trasie*. For some reason the translator did not decide to use *mobilny* which is the literal, dictionary translation of the word *mobile*.

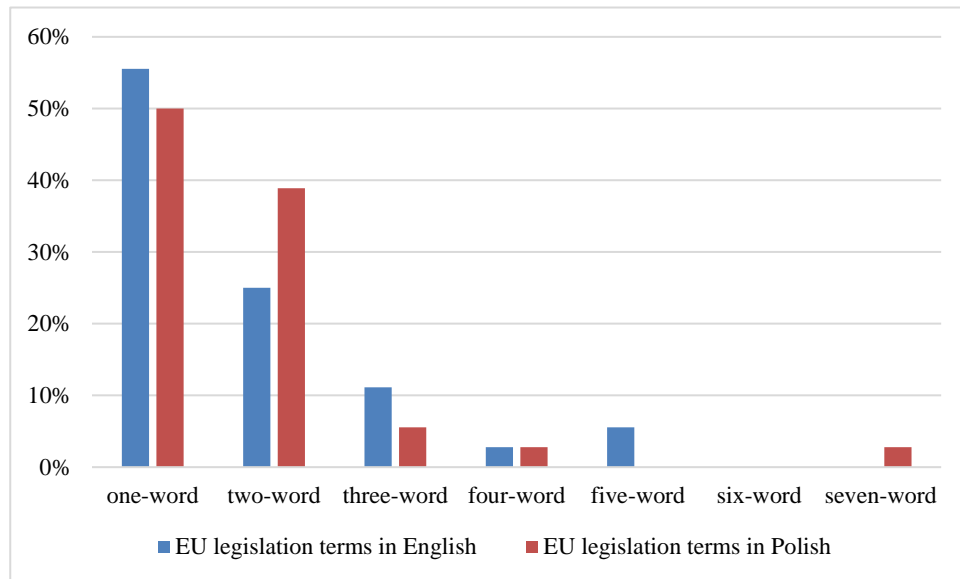


Figure 6: Comparison of EU legislation terms in English and Polish according to the number of words.

Source: author.

As for the specialised vocabulary of EU legislation found in the directive, there are a few more one-word and three-word phrases in English than in Polish (Figure 6). The number of two-word expressions is higher in Polish by a third. Surprisingly, there are more multi-word phrases (expressions with three or more words) in English than in Polish in this group of specialised vocabulary.

Looking at the sample in detail, one finds that the large number of multi-word terms is a consequence of using the possessive *of* in noun phrases and article *the* in proper names. Polish uses an appropriate noun case instead of *of* and there are no definite articles, and thus the number of words is smaller, for instance: *Council of the European Union* is *Rada Unii Europejskiej* (a five-word term vs a three word term). In one case the popularity of dashes is revealed in Polish: *Economic and Social Committee* in Polish *Komitet Ekonomiczno-Społeczny*. The dash in Polish is used instead of the English conjunction *and*.

The specialised vocabulary selected from the directive also includes conjunctions typical of English official documents. They are not terms, but doubtless they are a *sine qua non* for official texts in the European Union and for that reason have been placed in the list. One of them is *whereas*, which is translated into Polish as *a także mając na uwadze co następuje* (a one-word expression vs a seven-word expression).

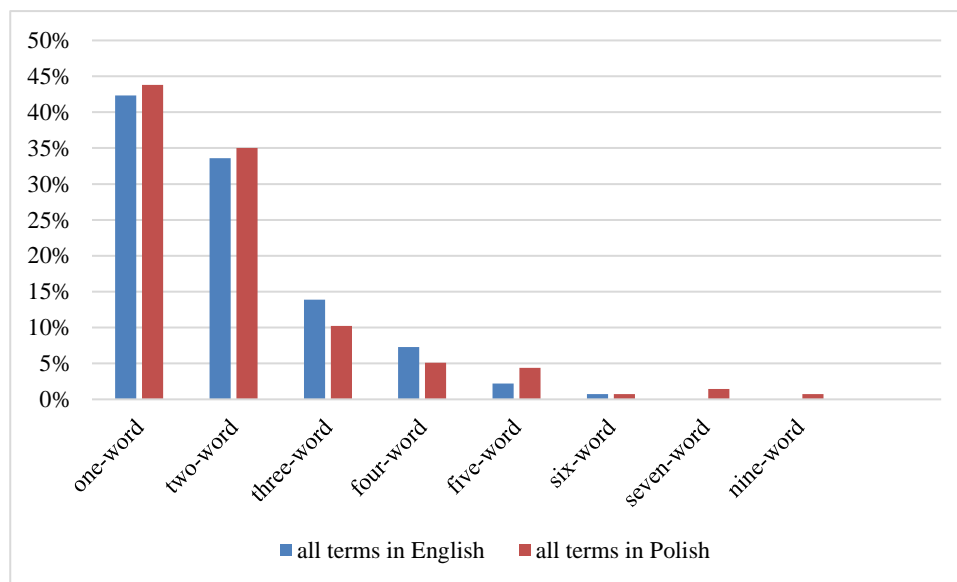


Figure 7: Comparison of terms in English and Polish language versions of Directive 2002/15/EC according to the number of words. Source: author.

If analysed as a whole, the terminology found in the Directive shows that the English terms prevail in the case of three- and four-word phrases (Figure 7). Longer multi-word terms are usually in Polish. Moreover, there are slightly more one-word and two-word terms in Polish than in English.

What seems to be of major significance to the translator and terminologist is the direction of translation. In EU legislation it is English that has gained the status of *lingua franca* and is one of the main source languages of EU intra-Community translation, and this is also the case for the Polish language versions of EU documents, which are usually rendered from English. Looking at the graphs (Figures 4–7) presenting the lengths of terms and specialised vocabulary in English and Polish, one can see that the more descriptive terms are usually found in Polish. This is usually caused by the fact that English is more concise in its form of expression than Polish. This situation is especially visible in the case of terms which seem to have originated in the EU. For instance, in the field of road transport there is the term *mobile worker*. Although its literal translation (*pracownik mobilny*) exists in the Polish language, the term suggested by the

EU translator/terminologist seems to be much clearer yet longer: *pracownik wykonujący pracę w trasie*. The observations on the length of specialised vocabulary from Directive 2002/15/EC are as follows:

- One-word terms, especially empirical ones, usually have one-word equivalents;
- One-word terms prevail in the road-transport terminology and the specialised vocabulary of EU legislation both in English and in Polish;
- Two-word terms prevail in the labour-law terminology;
- Multi-word expressions are more frequent and tend to be longer in Polish than in English;
- Road-transport terms are generally shorter than labour-law terms and specialised vocabulary of EU legislation both in English and Polish;
- Word-for-word translation is more frequent in the case of empirical terms than theoretical terms (the number of words in English terms and their equivalents is more often the same in the case of empirical terms than in the case of theoretical terms);
- Proper names referring to EU bodies and documents usually have official equivalents in all languages of the EU, which a translator needs to be familiar with;
- The use of the possessive *of* and article *the* in proper names makes English proper names longer than Polish ones; moreover, the use of dashes in Polish reduces the number of words.

5. Conclusion

As the title of the paper suggests, Directive 2002/15/EC is a document dealing with more than one field, with one of them being of major importance. Directive 2002/15/EC relates to two domains. First of all and most importantly, it is a labour-law directive governing the organisation of the working time of a special group of employees. This special group is “persons performing mobile road transport activities” (Directive 2002/15/EC), which takes us to the other field, road transport.

The proportions of different groups of terms from the studied fields obtained from the directive show that the terminologists and the translator, or translators, working on it had to be familiar not only with labour-law concepts (46% of the terms in total), but also road transport issues (54% of the total terms). Apart from that, they had to know the terminology, specialised vocabulary and style, an aspect that has not been discussed in the paper, typical of EU legislation, which is standard in the case of people working with EU texts on a daily basis; EU-

legislation specialised vocabulary makes up more than a quarter of all terms extracted from the directive (taking into account the labour-law and road-transport terminology as well).

The terminology in the fields of labour law and road transport is quite extensive, considering the fact that it is only one directive (101 terms in total). The basic terms extracted on the basis of a semantic analysis of Directive 2002/15/EC show that, conceptually, the terminology in each field is highly specialised, although there are terms which are used in general-purpose language (e.g. *driver, passenger, team, rest, function*, etc.). The fact that some words are found in general-purpose language does not make the translator or terminologist's task any easier. Quite the opposite, as they need to beware of false friends that may crop up on the way and remember about the specialised status of those terms.

The analysis of the concepts that the terms represent shows that theoretical terms are most common when it comes to labour law (85% of terms). In the case of road transport, the number of empirical terms is nearly the same as the number of theoretical terms. The proportions in the field of EU legislation are equal as the number of empirical terms (25% of the total) and proper names (25% of the total) are concerned. Theoretical terms prevail there (44% of the total). There are just 2 hypotermes selected for analysis in that group of terms. The high proportion of theoretical terms makes the translation and terminology work quite exacting, as the analysis needs to be carried out at a conceptual level and requires a profound review of not just whole systems of terms, but also the labour-law system and the road-transport system alike, at the EU level, in isolation from the national legal systems of EU member states.

Regardless of the national language, EU terminology constitutes a single terminological system. The comparative analysis of specialised vocabulary found in the two language versions of Directive 2002/15/EC, Polish and English, has shown that the type of concept the terms represent is of large importance and influences the approach taken when looking for equivalent phrases. For instance, the tendency towards literal translation is more frequently observed in the case of empirical terms, which represent physical objects relatively easy to compare, than theoretical ones, which stand for abstract concepts where a careful look into the meaning is more needed. That in turn leads to descriptive and longer Polish equivalents in the case of theoretical terms. On the other hand, the specifics of national languages may make terms longer or shorter, e.g. the use of *the* and *of* in English, or dashes in Polish. How much labour law is there in an EU labour-law directive? The seemingly obvious answer turns out not to be that easy. Naturally, to discuss labour-law issues, there need to be a sufficient amount of terms from the field, but as in the case of Directive 2002/15/EC there are situations when the terminology from a field accompanying labour law may exceed in number the terminology of the subject field.

Analysing a language is a never-ending task since all languages evolve. The languages of cultures that undergo constant changes are subject to the most frequent modifications and shifts in the meaning of terms. EU legal culture is doubtless a very changeable area of research. This paper is only a drop in the ocean and calls for further analyses of other EU documents to verify its findings and learn more about current tendencies in EU terminology. Such research may be useful to both terminologists and translators looking for new avenues for their work.

Legal resources

Consolidated version of Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the Harmonization of Certain Social Legislation Relating to Road Transport and Amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and Repealing Council Regulation (EEC) No 3820/85.

Consolidated versions of the Treaty on European Union and the Treaty on the Functioning of the European Union - Consolidated version of the Treaty on the Functioning of the European Union - Protocols - Annexes - Declarations annexed to the Final Act of the Intergovernmental Conference which adopted the Treaty of Lisbon, signed on 13 December 2007 - Tables of equivalences (Official Journal C 326, 26/10/2012 P. 0001 – 0390).

Council Directive 93/104/EC of 23 November 1993 Concerning Certain Aspects of the Organisation of Working Time (Official Journal L 307, 13/12/1993 P. 0018 – 0024).

Council Regulation (EEC) No 3821/85 of 20 December 1985 on Recording Equipment in Road Transport – Tachograph.

Directive 2000/34/EC of the European Parliament and of the Council of 22 June 2000 Amending Council Directive 93/104/EC Concerning Certain Aspects of the Organisation of Working Time to Cover Sectors and Activities Excluded from that Directive (Official Journal L 195, 01/08/2000 P. 0041 – 0045).

Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the Organisation of the Working Time of Persons Performing Mobile Road Transport Activities (Official Journal L 080, 23/03/2002 P. 0035 – 0039).

Directive 2003/88/EC of the European Parliament and of the Council of 4 November 2003 Concerning Certain Aspects of the Organisation of Working Time (Official Journal L 299, 18/11/2003 P. 0009 – 0019).

Directive 2006/22/EC on Minimum Conditions for the Implementation of Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 Concerning Social Legislation Relating to Road Transport Activities and Repealing Council Directive 88/599/EEC.

Dyrektywa 2002/15/WE Parlamentu Europejskiego i Rady z dnia 11 marca 2002 r. w sprawie organizacji czasu pracy osób wykonujących czynności w trasie w zakresie transportu drogowego (Dziennik Urzędowy L 080, 23/03/2002 P. 0035 – 0039).

Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the Harmonization of Certain Social Legislation Relating to Road Transport and Amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and Repealing Council Regulation (EEC) No 3820/85.

Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on Tachographs in Road Transport, Repealing Council Regulation (EEC) No 3821/85 on Recording Equipment in Road Transport and Amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the Harmonization of Certain Social Legislation Relating to Road Transport.

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