

L'usage de tout système électronique ou informatique est interdit dans cette épreuve

Traduire en français le texte ci-dessous.

THE DOVER-CALAIS MOTORWAY

Those wonderful people who brought you the Channel Tunnel, with its endless construction delays, cost-overruns, shareholder rows and bankruptcy crises are planning an encore. Less than a year after the fire which shut parts of the Channel Tunnel for months, Eurotunnel is working on the next artery under the Straits of Dover. While Eurotunnel's co-chairman, Robert Malpas, tries to sign up the last few banks to the latest financial package and secure a 34-year extension of the company's concession, its engineers are working on a plan to be submitted to the French and British governments for a new tunnel.

Eurotunnel's bosses are not exactly enthusiastic about this second project. They would prefer to make some decent profits out of the present one first, which will take about 25 years. But the concession granted to the Anglo-French company ten years ago stipulated that the concessionaire would have to put forward technical proposals for a second tunnel. This is because today's tunnel is a compromise. The ideal would have been a motorway, as well as a railway under the sea, so that motorists could drive to the other side of the water without any tiresome loading and unloading of *Le Shuttle*.

Apart from cost, there were two problems with the motorway: ventilation and boredom. Ventilating engineering has improved since the motorway was scrapped in the early 1980s. There is also a technical solution to the appalling dullness of driving for 50 kilometres in a straight, dimly lit tunnel. This is the "automated highway" that was opened for trials in California last August. Drivers can read a book or take a nap and leave the driving to computers. Roadside beacons and transponders inside vehicles keep traffic moving in close-packed platoons. A more modest system, which links four or five lorries into a convoy using electronic tow-bars, has been developed in Europe by Mercedes-Benz.(...)

A motorway tunnel of this sort might be easier to build than another rail tunnel. The delays that pushed the cost of the tunnel from £ 4.3 billion to more than £ 10 billion were caused by equipping it as a railway, with special shuttles and signaling. Tarmac would be simpler.

The Economist, November 8th, 1997.