

**PRUEBAS SELECTIVAS PARA INGRESO EN LA
ESCALA SUPERIOR DE TÉCNICOS DE TRÁFICO
2022-2023**

EJERCICIO DE IDIOMA (INGLÉS)

Este ejercicio consiste en la realización de una TRADUCCIÓN al castellano, sin diccionario, del texto redactado en inglés que a continuación se le presenta. Para la práctica de este ejercicio dispondrá de un tiempo de dos horas.

DIRECCIÓN GENERAL DE TRÁFICO

20 de noviembre de 2023

Road traffic injuries

1. Who is at risk?

Socioeconomic status

More than 90% of road traffic deaths occur in low- and middle-income countries. Road traffic injury death rates are highest in the African region and lowest in the European region. Even within high-income countries, people from lower socioeconomic backgrounds are more likely to be involved in road traffic crashes.

Age

Road traffic injuries are the leading cause of death for children and young adults aged 5-29 years.

Sex

From a young age, males are more likely to be involved in road traffic crashes than females. About three quarters (73%) of all road traffic deaths occur among young males under the age of 25 years who are almost 3 times as likely to be killed in a road traffic crash as young females.

2. Risk factors

The safe system approach: accommodating human error

The safe system approach to road safety aims to ensure a safe transport system for all road users. Such an approach takes into account people's vulnerability to serious injuries in road traffic crashes and recognizes that the system should be designed to be forgiving of human error. The cornerstones of this approach are safe roads and roadsides, safe speeds, safe vehicles, and safe road users, all of which must be addressed in order to eliminate fatal crashes and reduce serious injuries.

Speeding

An increase in average speed is directly related both to the likelihood of a crash occurring and to the severity of the consequences of the crash. For example, every 1% increase in mean speed produces a 4% increase in the fatal crash risk and a 3% increase in the serious crash risk.

The death risk for pedestrians hit by car fronts rises rapidly (4.5 times from 50 km/h to 65 km/h).

In car-to-car side impacts the fatality risk for car occupants is 85% at 65 km/h.

Driving under the influence of alcohol and other psychoactive substances

Driving under the influence of alcohol and any psychoactive substance or drug increases the risk of a crash that results in death or serious injuries.

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In the case of drink-driving, the risk of a road traffic crash starts at low levels of blood alcohol concentration (BAC) and increases significantly when the driver's BAC is ≥ 0.04 g/dl.

In the case of drug-driving, the risk of incurring a road traffic crash is increased to differing degrees depending on the psychoactive drug used. For example, the risk of a fatal crash occurring among those who have used amphetamines is about 5 times the risk of someone who hasn't.

Nonuse of motorcycle helmets, seat-belts, and child restraints

Correct helmet use can lead to a 42% reduction in the risk of fatal injuries and a 69% reduction in the risk of head injuries.

Wearing a seat-belt reduces the risk of death among drivers and front seat occupants by 45 - 50%, and the risk of death and serious injuries among rear seat occupants by 25%.

The use of child restraints can lead to a 60% reduction in deaths.

Unsafe road infrastructure

The design of roads can have a considerable impact on their safety. Ideally, roads should be designed keeping in mind the safety of all road users. This would mean making sure that there are adequate facilities for pedestrians, cyclists, and motorcyclists. Measures such as footpaths, cycling lanes, safe crossing points, and other traffic calming measures can be critical to reducing the risk of injury among these road users.