PRUEBAS SELECTIVAS PARA INGRESO EN LA ESCALA SUPERIOR DE TÉCNICOS DE TRÁFICO

OEP 2025

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 abril de 2026

(The following text is an extract from European legislation)

The Union should do its utmost to reduce or to eliminate accidents and injuries in road transport. In addition to safety measures to protect vehicle occupants, the implementation of specific measures to prevent fatalities and injuries of vulnerable road users, such as cyclists and pedestrians, is needed to protect road users outside of the vehicle. Without new initiatives on general road safety, the safety effects of the current approach will no longer be able to off-set the effects of increasing traffic volumes. Therefore, the safety performance of vehicles needs to be further improved as part of an integrated road safety approach and in order to protect vulnerable road users better.

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Historically, Union rules have limited the overall length of truck combinations, which resulted in the typical cab-over-engine designs as they maximise the cargo space. However, the high position of the driver led to an increased blind-spot area and poorer direct visibility around the truck cab. This is a major factor in truck accidents involving vulnerable road users. The number of casualties could be reduced significantly by improving direct vision. Requirements should therefore be introduced to improve direct vision to enhance the direct visibility of pedestrians, cyclists and other vulnerable road users from the driver's seat by reducing to the greatest possible extent the blind spots in front and to the side of the driver. The specificities of different categories of vehicles should be taken into account.

Automated vehicles have the potential to make a huge contribution to reducing road fatalities, given that more than 90 % of road accidents are estimated to result from some level of human error. As automated vehicles will gradually take over the tasks of the driver, harmonised rules and technical requirements for automated vehicle systems, including those regarding verifiable safety assurance for decision-making by automated vehicles, should be adopted at Union level, while respecting the principle of technological neutrality, and promoted at international level in the framework of the UNECE's World Forum for Harmonization of Vehicle Regulations (WP.29).

Road users such as pedestrians and cyclists, as well as drivers of non-automated vehicles that cannot receive electronic vehicle-to-vehicle information about the behaviour of an automated vehicle, should be kept informed about that behaviour by conventional means as provided for in UN Regulations or other regulatory acts as soon as possible after their entry into force.

Vehicle platooning has the potential to bring about safer, cleaner and more efficient transport in the future. In anticipation of the introduction of platooning technology and the relevant standards, a regulatory framework with harmonised rules and procedures will be needed.

The connectivity and automation of vehicles increase the possibility for unauthorised remote access to in-vehicle data and the illegal modification of software over the air. In order to take into account such risks, UN Regulations or other regulatory acts on cyber security should be applied on a mandatory basis as soon as possible after their entry into force.

Software modifications can significantly change vehicle functionalities. Harmonised rules and technical requirements for software modifications should be established in line with the type-approval procedures. Therefore, UN Regulations or other regulatory acts regarding software update processes should be applied on a mandatory basis as soon as possible after their entry into force. However, those security measures should not compromise the obligations of the vehicle manufacturer to provide access to comprehensive diagnostic information and in-vehicle data relevant to vehicle repair and maintenance.