

**PRUEBAS SELECTIVAS PARA INGRESO EN LA  
ESCALA SUPERIOR DE TÉCNICOS DE TRÁFICO  
2020**

**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

14 de septiembre de 2021



## **Resolution adopted by the General Assembly on 31 August 2020**

### **Improving global road safety**

*The General Assembly,*

*Recalling* that the Sustainable Development Goals and targets are integrated and indivisible and balance the three dimensions of sustainable development – economic, social and environmental –, and acknowledging the importance of reaching the road safety-related targets of the 2030 Agenda,

*Recognizing* that human suffering, combined with costs to some countries of up to 5 per cent of their gross domestic product a year, makes reducing road traffic deaths and injuries both an economic and a social priority, especially for some countries, and that investment in road safety has a positive impact on public health and the economy,

*Recognizing* that road safety requires addressing broader issues of equitable access to mobility, and that the promotion of sustainable modes of transport, in particular safe public transport and safe walking and cycling, is a key element of road safety,

*Expressing its concern* that the number of road traffic crashes remains unacceptably high, and that crashes represent a leading cause of death and injury around the world, killing more than 1.35 million people and injuring as many as 50 million people a year, with 90 per cent of those casualties occurring in developing countries, and concerned also that road traffic crashes are the leading cause of death around the world for children and young people between 15 and 29 years of age,

*Expressing its concern also* that target 3.6 of Sustainable Development Goal 3 will not be met by 2020, and noting that significant progress can be achieved through stronger national leadership, global cooperation, implementation of evidence-based strategies and engagement with all relevant actors, including the private sector, as well as additional innovative approaches,

*Expressing its concern further* that the adoption and implementation of road safety measures remain inadequate in many countries,

*Recognizing also* Member States and all stakeholders, including civil society, for their continued commitment to road safety, as demonstrated by their observance of the World Day of Remembrance for Road Traffic Victims on the third Sunday of November every year,

1. *Reiterates its invitation* to Member States and the international community to intensify national, regional and international collaboration, with a view to meeting the ambitious road safety-related targets in the 2030 Agenda for Sustainable Development;

3. *Proclaims* the period 2021–2030 as the Second Decade of Action for Road Safety, with a goal of reducing road traffic deaths and injuries by at least 50 per cent from 2021 to 2030, and in this regard calls upon Member States to continue action through 2030 on all the road safety-related targets of the Sustainable Development Goals, including target 3.6;

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5. *Encourages* Member States to ensure political commitment and responsibility at the highest possible level for improving road safety, and to develop and/or implement road safety strategies and plans with the involvement of all relevant stakeholders, including all sectors and levels of government, as appropriate;

10. *Invites* Member States that have not already done so to consider adopting policies and measures to implement United Nations vehicle safety regulations or equivalent national standards to ensure that all new motor vehicles meet applicable minimum regulations for the protection of occupants and other road users, with seat belts, airbags and active safety systems fitted as standard equipment;

13. *Also encourages* Member States to take measures to promote road safety knowledge and awareness among the population through education, training and publicity campaigns, especially among youth, and to propagate good road safety practices in the community;

14. *Further encourages* Member States to strengthen institutional capacity through adequate training and capacity-building with regard to road safety laws and law enforcement, vehicle safety, infrastructure improvements, public transport and post-crash care, and to collect, analyse and disseminate disaggregated data for effective and evidence-based policymaking and their implementation;

15. *Invites* Member States to consider establishing mechanisms for the periodic assessment of vehicles in order to ensure that all new and in-use vehicles comply with basic vehicle safety regulations;

18. *Invites* Member States to encourage and incentivize the development, application and deployment of existing and future technologies and other innovations to improve accessibility and all aspects of road safety, from crash prevention to emergency response and trauma care, with special attention given to the safety needs of those road users who are the most vulnerable, including pedestrians, cyclists, motorcyclists and users of public transport;

24. *Urges* Member States to implement road safety policies for the protection of the most vulnerable among road users, in particular children, youth, older persons and persons with disabilities, taking into account the respective obligations of Member States under relevant United Nations legal instruments, as applicable;

26. *Invites* Member States to fully integrate a gender perspective into all policymaking and policy implementation related to mobility and road safety, especially regarding roads and surrounding areas and public transport;

27. *Encourages* Member States to develop and implement comprehensive legislation and policies on motorcycles, including on training, driver licensing, vehicle registration, working conditions and the use by motorcyclists of helmets and personal protection equipment, within the existing international standards, given the disproportionately high and increasing numbers of motorcycle deaths and injuries globally, particularly in developing countries;

31 August 2020