



**SEGUNDO EJERCICIO DEL PROCESO SELECTIVO PARA EL INGRESO EN LA
ESCALA DE TÉCNICOS FACULTATIVOS SUPERIORES DE ORGANISMOS
AUTÓNOMOS DEL MINISTERIO DE MEDIO AMBIENTE**

PARTE A - IDIOMA INGLÉS



Text : « World bicycle day »

In 2018, the United Nations declared 3 June World Bicycle Day. Cycling represents a growing share of mobility. It is a healthy, green and flexible means of transport that helps achieve savings and generate jobs. However, a lot remains to be done when it comes to safety and suitable cycling infrastructure across the EU. Although the regulatory framework on cycling is determined at Member State level, with concrete action shaped locally, the EU provides best practice advice and financial support for infrastructure development. For its part, the European Parliament has regularly highlighted the importance of cycling and supported it as a means of transport.

Cycling in the EU

Today, there are an estimated 1 billion bicycles in the world – about as many as passenger cars. Figures show that bicycles are becoming an ever more important mode of transportation. However, big differences exist between EU Member States. A 2020 Eurobarometer survey shows that, while the use of cars remains dominant, 8 % of EU citizens – mainly in big cities – use a privately owned bike or scooter as their main mode of daily transport, with an additional 1 % using shared bikes or scooters on a daily basis. Numbers are the highest in the Netherlands (41 %), followed by Sweden (21 %). Meanwhile, daily cycling figures remain low (1–5 % of journeys) in about a third of all EU countries.

Cycling has several environmental and health benefits. It is an affordable and flexible means of transport that benefits both society as a whole and its individual members in a number of ways. For example, according to the European Cyclists' Federation (ECF), cycling generates global benefits of €150 billion per year, of which €90 billion concern the environment, public health and mobility. As a regular physical activity, cycling reduces the risks of heart disease, stroke, certain cancers and diabetes. Cycling can also help lessen greenhouse gas emissions, air pollution and noise. As a means of transport over short distances, it can help reduce traffic congestion, and thus also



delays and lost working hours. Moreover, it can contribute to lowering the dependence on fossil fuels.

A more widespread take-up of cycling can also create new, often local jobs – in sectors such as bicycle manufacturing and retail trade, repairs, and infrastructure construction and maintenance, but also for instance in cycling tourism. Meanwhile, bicycle delivery and courier services have been booming since the start of the pandemic and the restrictions and public health measures put in place, which led to rapid development of e-commerce. Cargo bikes transporting goods or people are more and more part of our daily lives, as well.

However, the surge in cycling has come with its challenges. More needs to be done to ensure cyclists' road safety and avoid accidents. Cyclists' share of total road deaths in the EU stands at 8 % and has been slowly rising. Mobility planning needs to be coordinated, and financing for cycling infrastructure secured. Boosting cycling as an attractive means of transport requires sustained investment in networks of safe and comfortable cycle routes in urban, peri-urban and rural areas across the EU. All levels of government, from local to the EU, need to contribute to this goal.

EU action and funding

Cycling policies are the Member States' responsibility, with each EU country setting up its own regulatory framework. Practical measures (such as developing cycling networks or adapting the public transport network to facilitate combined trips) are taken primarily at local or regional levels, most often in cities.

EU-level intervention consists mainly of promoting cycling, providing financial support, and sharing best practice. The EU has recognised the importance of cycling and its integration in several areas of EU action, such as transport and tourism, energy and environment, regional and cohesion policy, and public health.

Multiple resources support implementation of cycling infrastructure and associated measures; they have been developed at national level or by other interested parties within the EU using EU co-funding. This is true, for instance, for EuroVelo, a European network of currently 17 long-distance cycling routes criss-crossing Europe, under full responsibility of the ECF. The network is in various stages of completion and can be used by both cycling tourists and locals.



Two major EU funding sources can enhance cycling-related developments: the EU structural and investment funds, part of the regular EU budget, and the Recovery



and Resilience Facility (RRF), which aims to address the economic crisis caused by the pandemic. Through the structural funds – particularly the European Regional Development Fund (ERDF) and the Cohesion Fund – about €2 billion has been invested in cycling during the EU's 2014–2020 multiannual financial framework (MFF). The current EU budget –the 2021–2027 MFF – is based on two principles: tackling the health and economic challenges caused by the pandemic and bringing about sustainable transformation to meet the goals of the European Green Deal. The 2021–2027 ERDF and the Cohesion Fund will also support future cycling investments: at least 30 % of the former and 37 % of the latter must be dedicated to climate objectives.

Meanwhile, about half of the national recovery and resilience plans (NRRPs) drawing on the RRF intend to update, upgrade or extend existing national green mobility plans. Quite a few have assigned specific funds to enhance cycling, either as a daily means of transport, or as a sustainable form of tourism, or both. According to the NRRPs, so far, Belgium is the frontrunner as regards cycling infrastructure, with investment worth €411 million (or 6.9 % of the country's RRF funding) in 180 kilometres of new and 1 360 kilometres of upgraded cycling paths and secured bicycle parking, including at rail stations. Sizeable investments are also planned in Romania, Italy and France.

Furthermore, the EU supports platforms for the exchange of best practice, for instance the City Vitality Sustainability Initiative (CIVITAS), the European Platform on Mobility Management (EPOMM) and the Urban Mobility Observatory (ELTIS), which hosts cycling data.

Legislative work also focuses more and more on promoting cycling. To protect cyclists and other vulnerable road users more effectively, new features have been added to the EU rules on safety requirements for vehicles. For instance, the revised General Safety Regulation, adopted in November 2019, envisages, as of 2022, to improve direct vision for trucks and buses, reducing 'blind spots', and install systems at the vehicle's front and side to detect and warn of vulnerable road users, especially when making turns. The proposal for a revised Trans-European Transport Network (TEN-T) Regulation, published in December 2021 as part of the 'efficient and green mobility' package, can be considered a step forward for cycling in urban areas. It aims, among other things, to establish synergies with other policies, such as those to increase bicycle infrastructure, including the EuroVelo routes.





The TEN-T proposal also highlights the importance of developing multimodal mobility and sustainable transport modes further. The European urban mobility framework, as part of the same package, discusses multimodality and the use of active travel, encouraging cities to draft sustainable urban mobility action plans, as well as promoting bike transport.

Why to celebrate the bicycle?

Regular physical activity of moderate intensity – such as walking, cycling, or doing sports – has significant benefits for health. At all ages, the benefits of being physically active outweigh potential harm, for example through accidents. Some physical activity is better than none. By becoming more active throughout the day in relatively simple ways, people can quite easily achieve the recommended activity levels.

According to the World Health Organization (WHO), safe infrastructure for walking and cycling is also a pathway for achieving greater health equity. For the poorest urban sector, who often cannot afford private vehicles, walking and cycling can provide a form of transport while reducing the risk of heart disease, stroke, certain cancers, diabetes, and even death. Accordingly, improved active transport is not only healthy; it is also equitable and cost-effective.

Meeting the needs of people who walk and cycle continues to be a critical part of the mobility solution for helping cities decouple population growth from increased emissions, and to improve air quality and road safety. The COVID-19 pandemic has also led many cities to rethink their transport systems.



Cycling and Sustainable development

World Bicycle Day draws attention to the benefits of using the bicycle — a simple, affordable, clean and environmentally fit sustainable means of transportation. The bicycle contributes to cleaner air and less congestion and makes education, health care and other social services more accessible to the most vulnerable populations. A sustainable transport system that promotes economic growth, reduces inequalities while bolstering the fight against climate change is critical to achieving the Sustainable Development Goals.

Acknowledging the uniqueness, longevity and versatility of the bicycle, which has been in use for two centuries, and that it is a simple, affordable, reliable, clean and environmentally fit sustainable means of transportation, fostering environmental stewardship and health, the UN General Assembly decided to declare 3 June World Bicycle Day.



It encouraged stakeholders to emphasize and advance the use of the bicycle as a means of fostering sustainable development, strengthening education, including physical education, for children and young people, promoting health, preventing disease, promoting tolerance, mutual understanding and respect and facilitating social inclusion and a culture of peace.

The Assembly welcomed initiatives to organize bicycle rides at the national and local levels as a means of strengthening physical and mental health and well-being and developing a culture of cycling in society.





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PARTE A - IDIOMA INGLÉS



PREGUNTAS RELATIVAS AL TEXTO: World Bicycle Day

1. How does the EU contribute to safety and suitable cycling infrastructure?
 - A. It determines the regulatory framework.
 - B. It develops infrastructures.
 - C. It provides best practice advice and funding.
 - D. It restrains bikes as a means of transport.
2. How many bicycles are there in the world nowadays?
 - A. Half as many as car users.
 - B. Roughly the same number as passenger cars.
 - C. Twice as many as passenger cars.
 - D. Under a million.
3. According to the 2020 Eurobarometer survey, what does 8% represent?
 - A. It represents the proportion of daily bike commuters, mainly in big cities.
 - B. It represents the quantity of European citizens that own a car.
 - C. It represents the rate of European citizens that go on an occasional ride once in a while.
 - D. It represents the percentage of city dwellers that use electric bikes or scooters daily.



4. According to the European Cyclists' Federation (ECF), cycling generates global benefits of 150€ billion per year, of which 90€ billion are generated by three specific sectors mentioned in the text, which are:
- A. Public health, tourism, and mobility.
 - B. Mobility, environment, and industry.
 - C. Public health, mobility, and social services.
 - D. Public health, environment, and mobility.
5. Which health risks can cycling reduce as a regular activity?
- A. All sorts of cancers.
 - B. Heart disease.
 - C. Respiratory diseases.
 - D. Constipation.
6. When biking is used as a means of transport, what can it lessen?
- A. Biological capture of CO₂.
 - B. Traffic hazards.
 - C. Our reliance on fossil fuels.
 - D. Insurance policies.
7. How could a widespread use of cycling help create new job opportunities?
- A. It could foster international development.
 - B. It could enhance the retail trade and repair sectors.
 - C. It could promote national and supranational projects.
 - D. It could support microfinance development.
8. _____ bicycle courier services have been booming. [COMPLETE THE SENTENCE]
- A. In the middle of the pandemic outbreak,
 - B. Since the onset of the pandemic,
 - C. Once the pandemic was over,
 - D. Since the cease of the pandemic,





9. Restrictions and health measures due to the pandemic _____ the rapid development of e-commerce. [COMPLETE THE SENTENCE]
- A. have encumbered
 - B. have hampered
 - C. have hindered
 - D. have resulted in
10. Choose the correct statement about cycling and road safety:
- A. Cycling leads to more traffic jams.
 - B. Boosting cycling requires taking further measures to prevent road injuries and collisions among other challenges.
 - C. Cycling comes at an individual cost.
 - D. Cycling reduces the need to provide road education courses.
11. How high is the share of total road deaths for cyclists in the EU?
- A. 0.8%
 - B. 8%
 - C. 18%
 - D. 28%
12. According to the text, what could make cycling more appealing?
- A. Broader development of social networks.
 - B. Spreading by word of mouth.
 - C. Steady investment in networks.
 - D. More colourful bike designs.
13. Which institutions should contribute to meeting the goal of boosting cycling among the population?
- A. Only national governments.
 - B. Just regional governments.
 - C. The UN and the EU only.
 - D. All sorts of governments ranging from local to supranational.





14. Which institutions are primarily accountable for developing cycling networks or linking them to the public transport network?
- A. The European Commission.
 - B. National governments.
 - C. Local or regional governments.
 - D. Citizens.
15. What does the EU-level intervention consist of?
- A. It consists mainly of promoting cycling, providing financial support, and sharing best practice.
 - B. It consists mainly of setting up national regulatory frameworks.
 - C. It consists mainly of developing a joint cycling and public transport network.
 - D. It consists mainly of giving the approval of investment programmes in cycling.
16. Taking into consideration the areas of EU action, which area is cycling NOT integrated in?
- A. Energy and environment.
 - B. International defence policy.
 - C. Public health.
 - D. Transport and tourism.
17. How have resources been supported to implement cycling infrastructures and associated measures?
- A. By means of EU co-funding.
 - B. Through H2020 funding.
 - C. Solely by means of private investments.
 - D. Through CAP funding.
18. Which statement is true about Euro-Velo?
- A. It is a cycling network composed of 70 long-distance cycling routes.
 - B. It is a cycling network that criss-crosses Europe.
 - C. It is an intercontinental cycling network.
 - D. This cycling network is fully operational.





19. What way to improve cycling-related developments is mentioned in the text?
- A. Two private funding sources.
 - B. Local development investments.
 - C. Two important national funding sources.
 - D. Two major European funding sources.
20. How much have the European Regional Development Fund and the Cohesion Fund invested in cycling during the EU's 2014-2020 MFF?
- A. Roughly 2 million euros.
 - B. Around 2 billion euros.
 - C. Nearly 20 billion euros.
 - D. Almost 20 million euros.
21. What does MFF stand for?
- A. Monetary Financial Framework.
 - B. Market Funding Factor.
 - C. Mobility Field Factor.
 - D. Multiannual Financial Framework.
22. What are the main aims of the European budget for the period 2021-27?
- A. The budget is based on two principles which are coping with the health and economic issues resulting from the pandemic and carrying out sustainable development to fulfil the goals of the European Green Deal.
 - B. The budget is based on two principles among which one is delaying the implementation of the European Green Deal.
 - C. The budget is based on two principles which are tackling the health challenges caused by the pandemic along transforming the European Green Deal.
 - D. The budget is based on two principles which are providing economic help to meet the health demands worldwide due to the pandemic while developing the European Green Deal.





23. Both ERDF and the Cohesion Fund will support future cycling investments. How much of the Cohesion Fund will be devoted to climate objectives?
- A. 30%
 - B. 37%
 - C. 40%
 - D. Half of it.
24. National recovery and resilience plans (NRRPs) have devoted ____ [COMPLETE THE SENTENCE]
- A. all their funds to mobility plans.
 - B. 50% of their funds to enhancing cycling.
 - C. 20% of their funds to promoting cycling.
 - D. a considerable part of their funds to enhancing cycling.
25. Which statement is correct?
- A. Belgium has already invested more than any other European country in cycling infrastructure.
 - B. Belgium has invested less than any other European country in cycling infrastructure.
 - C. Belgium has invested as much as Italy in cycling infrastructure.
 - D. Belgium's investment in cycling infrastructure is second after France.
26. Belgium has invested 6.9% of ____ in cycling infrastructure. [COMPLETE THE SENTENCE]
- A. GDP
 - B. PIB
 - C. RRF funding
 - D. European's Cohesion Fund
27. Belgium has created _____ of new cycling paths. [COMPLETE THE SENTENCE]
- A. 180 kilometres
 - B. 1360 kilometres
 - C. 411 kilometres
 - D. 690 kilometres



28. Some countries _____ to invest quite a few resources in cycling paths are Romania, Italy, and France. [COMPLETE THE SENTENCE]
- A. planning
 - B. that didn't plan
 - C. that would never plan
 - D. that should consider
29. What are City Vitality Sustainability Initiative, The European Platform on Mobility Management and the Urban Mobility Observatory?
- A. Platforms aimed at developing secured bicycle parking.
 - B. Platforms connecting rail stations with the European cycling network.
 - C. Platforms for the exchange of best practices.
 - D. Platforms for sharing bicycles.
30. Regarding safety, what has the EU added?
- A. Restrictions for road users.
 - B. New safety requirements for vehicles.
 - C. New rules for car users.
 - D. Speed limits for cyclists.
31. What features have been added to the EU revised General Safety Regulation?
- A. A provision about the installation of a blind spot on every kind of vehicle.
 - B. A provision about the installation of improved direct vision systems on long vehicles.
 - C. A provision about the installation of head and rear lights, turn indicators, and a horn set on bicycles.
 - D. A provision about the setting audible signals on roads to warn vulnerable road users.





32. When was the proposal of a revised Trans-European Transport Network Regulation published?

- A. In November 2021.
- B. In November 2019.
- C. In September 2020.
- D. In December 2021.



33. What does the TEN-T proposal highlight?

- A. How key a multimodal delivery system is for future economic development.
- B. The relevance of developing multimodal mobility and sustainable transport modes further.
- C. A sustainable urban mobility action plan draft to exclude motor vehicles in a near future.
- D. A redesign of urban communications mainly by building new infrastructures.

34. According to the text, what outweighs the potential harm of physical activity?

- A. More muscle and a better physical appearance in general.
- B. The joy of being able to eat more, knowing that you will burn those calories working out.
- C. The excitement experienced during cycling rides.
- D. The health benefits of being physically active.

35. According to the World Health Organization, what could be achieved if infrastructure for walking and cycling were safer?

- A. A better health assessment.
- B. Greater health fairness.
- C. Greater social inequity.
- D. A more empathetic society.



36. According to the World Health Organization the improvement of walking and cycling infrastructure benefits especially_____. [COMPLETE THE SENTENCE]
- A. wealthy rural areas.
 - B. privileged people in urban areas.
 - C. depleted rural areas.
 - D. the poorest urban sector.
37. What is needed to achieve better urban liveability in terms of air quality and road safety?
- A. A good mobility system to connect demographic pressure and economic growth.
 - B. Unsteady urban planning that isolates transport management from economic flows.
 - C. Meeting the needs of people who walk and cycle.
 - D. To rethink national transport systems so that citizens are forced to use public transport.
38. How can a sustainable transport system contribute to the achievement of the Sustainable Development Goals?
- A. It could shorten the durability of fossil fuels.
 - B. It could enhance public expenditure.
 - C. It could promote inequalities.
 - D. None of the answers abovementioned are right.
39. How long has the bicycle been in use?
- A. Since 3 June.
 - B. For a century, on 3 June.
 - C. For at least two centuries.
 - D. Since it became a sustainable, affordable means of transport.
40. What sort of initiatives did the General Assembly of the UN foster in relation to cycling both at national and local levels?
- A. It encouraged children and young people to become Olympic athletes.
 - B. It encouraged society to have mutual understanding and respect.
 - C. It encouraged a culture of peace and social inclusion.
 - D. It encouraged the organization of bicycle rides.





MINISTERIO
PARA LA TRANSICIÓN ECOLÓGICA
Y EL RETO DEMOGRÁFICO

TRIBUNAL CALIFICADOR
RESOLUCIÓN DE 4 DE MARZO DE 2022
BOE 11 DE MARZO DE 2022

Escala de Técnicos Facultativos Superiores de Organismos
Autónomos del Ministerio de Medio Ambiente

RESOLUCIÓN, DE 15 DE SEPTIEMBRE DE 2022, DEL TRIBUNAL DEL PROCESO SELECTIVO PARA EL INGRESO, POR EL SISTEMA GENERAL DE ACCESO LIBRE Y PROMOCIÓN INTERNA, EN LA ESCALA DE TÉCNICOS FACULTATIVOS SUPERIORES DE ORGANISMOS AUTÓNOMOS DEL MINISTERIO DE MEDIO AMBIENTE, CONVOCADAS POR RESOLUCIÓN DE 4 DE MARZO DE 2022 (BOE DE 11 DE MARZO DE 2022), POR LA QUE SE PUBLICAN LA PLANTILLA DEFINITIVA DE RESPUESTAS CORRECTAS DE LA PARTE A DEL SEGUNDO EJERCICIO EN RELACIÓN CON EL SISTEMA GENERAL DE ACCESO LIBRE

Una vez realizado el segundo ejercicio de la fase de oposición de las citadas pruebas selectivas, este Tribunal Calificador resuelve hacer pública la PLANTILLA **DEFINITIVA** de RESPUESTAS CORRECTAS a la Parte A.

SISTEMA GENERAL DE **ACCESO LIBRE**, idioma **INGLÉS**.

Pregunta	Respuesta	Pregunta	Respuesta
1	C	21	D
2	B	22	A
3	ANULADA	23	B
4	D	24	ANULADA
5	B	25	A
6	C	26	C
7	B	27	A
8	B	28	A
9	D	29	C
10	B	30	B
11	B	31	B
12	C	32	D
13	D	33	B
14	C	34	D
15	A	35	B
16	B	36	D
17	A	37	C
18	B	38	D
19	D	39	C
20	B	40	ANULADA

En Madrid, a 15 de septiembre de 2022
El presidente del tribunal
(firmado electrónicamente)

Javier Ruza Rodríguez



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PARTE B - IDIOMA INGLÉS**



Integration of information technology and environmental awareness.

Over the past few decades, technologies have made a few great contributions to environmental protection. Renewable technologies have reduced the demand for fossil fuel; computer technologies have enabled paperless offices into a reality and thus decreasing the number of trees used to produce paper. Therefore, I have come to believe that technologies will serve a major role in protecting the environment, both in the present and future. IT plays a vital role in the field of environment education and the dissemination of information.

Environmental technology (*envirotech*), green technology (*greentech*), or clean technology (*cleantech*) is the application of one or more of environmental science, green chemistry, environmental monitoring, and electronic devices to monitor, model, and conserve the natural environment and resources, and to curb the negative impacts of human involvement. The term is also used to describe sustainable energy generation technologies such as photovoltaics, wind turbines, bioreactors, etc. Sustainable development is the core of environmental technologies.

Media and environmental awareness

As far as the environmental issues are concerned, media either as a risk communicator or as a promoter of data, information, and good practices of any kind, should smooth the progress of people to become more environmentally responsible and cultivate environmental awareness. Additionally, media could help people associate reasons and effects, thus to get informed and to reflect upon the given information, in order to understand the origins and the causes of the major environmental problems. Mass Media plays an important role in creating environmental awareness among people.

All the aforementioned could be accomplished by the use of digital media, and especially the Internet. Firstly, the blending of text and multimedia contributes to the presentation and decoding of complicated situations and events, and secondly, the proper choice of internet-based approach could be low cost and “green”. The power of pictures and videos



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is undoubtedly linked to understanding. Via the Internet, people have instant, cost-free, and unlimited access to a great number of environmental documentaries or professional and amateur videos regarding nature and its protection via websites, blogs, Wikis, Forums and educational portals: such websites, on the one hand, give access to a vast amount of information regarding the planets and their protection, without any consumption of paper and ink, and on the other hand, provide a virtual space of communication and exchanging of information and ideas, without the burden of traveling.

