

PRUEBA DE APTITUD PARA EL ACCESO
AL GRADO DE TRADUCCIÓN E INTERPRETACIÓN (JUNIO 2021)

Prueba 1 – Lengua B1 Inglés

Traduzca al castellano el siguiente texto. Puede consultar el diccionario para realizar la traducción.

Tiempo disponible: 1h.

Younger buyers discover joys of caravanning for Covid-era holidays

With travel abroad restricted, many see caravans and motorhomes through fresh eyes and sales are booming

Looking for a boutique hotel on wheels? Welcome to the UK's growing number of caravanners – even millennials are itching to join in.

The confusion about overseas travel has sent internet searches soaring, while dealerships are struggling to get their hands on enough caravans to meet demand. Buyers face growing waiting times, and rising raw material costs have also pushed up prices.

The upheaval caused by the lockdowns means, in common with other industries, manufacturers are scrambling to meet the growing demand.

Prueba 2 – Lengua B Inglés

Texto para lectura y resumen

Quick and dirty

THREE couriers in hard helmets cram into an office lift in Beijing. The trio are dispatching food that was purchased online through China's most popular meal-ordering firms, which fill urban roads every midday with their colourful delivery people on electric bicycles. Delivery fees as low as three yuan have helped to transform urban lunch-hours. But the booming business is also fuelling concerns about everything from waste to the abuse of workers.

Such services are expanding around the world. But in China the industry is on a tear. By the end of June, the number of registered users had risen to 295m, 40% more than at the end of last year, according to government analysts. The value of meals bought online was about \$25bn in 2020 and could rise to around \$36bn by the end of next year.

Such businesses first began to take off in student dormitories. These days young office-workers are by far the biggest market. But there is much hand-wringing about the consequences of their popularity. Officials say the couriers threaten road safety. They ride electric bikes which are cheap, need no licence and are handy in cities like Beijing that restrict the use of motorcycles. Delivery people often mount pavements or drive against the flow of traffic to maximise earnings during the lunchtime rush. Meal delivery bikes in Nanjing had been involved in more than 3,000 accidents in the first six months of the year.

Another worry is the welfare of delivery people, many of whom are migrants from the countryside. Meal deliverers have been staging growing numbers of protests about poor treatment by their employers, including wages paid late. Linking their pay to customer ratings has also made it easy for customers to demand more of them than they should: the purchase of groceries en route to their destinations, for example, or the disposal of household rubbish.

Most hotly debated of late is the impact the business is having on the environment. Each day about 65m meal-containers are discarded. Campaigners object to the unwanted cutlery, napkins and chopsticks that restaurants habitually bundle with orders. Food-delivery sites have not made it easy enough for customers to refuse such sundries.

There would be much less reason to worry about the mountains of waste if households and local governments did a better job of keeping recyclables separate from gunk. This year the central government ordered 46 cities to come up with new systems for sorting rubbish, which it talks of making mandatory by 2020. That is progress, but only if it is unwavering: over the years officials have found several similar campaigns all too easy to throw out.