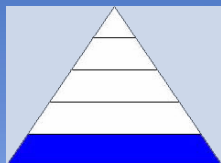
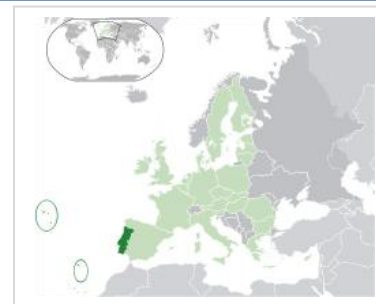


## Portugal



### Structure and Culture

- **Basic data**

**Table 1: Basic data of Portugal in relation to the European average.** (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] DG-TREN, 2005; [4] CIA)

Basic data of Portugal	European average
– Population: 10.6 million inhabitants (2010)	17.1 million (2010) <sup>[1,2]</sup>
– Area: 91 900 km <sup>2</sup> (2010) (0.7% water) (2010)	156 225 km <sup>2</sup> (2010) <sup>[1,3]</sup> 3% water (2010) <sup>[4]</sup>
– Climate and weather conditions (capital city; 2010): Average winter temperature (Nov. to April): 14°C Average summer temperature (May to Oct.): 22°C Annual precipitation level: 1029 mm	(2010) 6°C 16°C 747 mm
– Exposure: no data available on vehicle km  6.1 million vehicles (2009) (70% passenger cars, 21% light goods vehicles, 5% trucks and 3% motorcycles)	168 billion vehicle km (2010 <sup>ii</sup> ) <sup>[1]</sup> 12 million vehicles (2010 <sup>iii</sup> ) <sup>[1,2]</sup>
– 0.6 motorised vehicles per person (2009)	0.7(2010 <sup>iv</sup> ) <sup>[1,2]</sup>

- **Country characteristics**

**Table 2: Characteristics of Portugal in comparison to the European average.** (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] national sources)

Characteristics of Portugal	European average
– Population density: 116 inhabitants/km <sup>2</sup> (2010)	110 inhabitants km <sup>2</sup> (2010) <sup>[1,2,3]</sup>
– Population composition (year): 16% children (0-14 years), 68% adults (15-64 years), 16% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009 <sup>iv</sup> ) <sup>[1,2]</sup>
– Gross Domestic Product (GDP) per capita: €16 200 (2010)	€26 100 (2010) <sup>[1,2]</sup>
– 44% of population lives inside urban area (2010)	42% (2010 <sup>v</sup> ) <sup>[1,2]</sup>
– Special characteristics: Portugal has the longest bridge and the oldest motorway of Europe.	

Portugal has a mediteranian climate.



<sup>i</sup> Based on 30 European countries; data of HU = 2009.

<sup>ii</sup> Based on 15 European countries (excl. BG, CY, EE, EL, ES, HU, IT, LT, LU, LV, MT, PL, PT, RO, SK); data of CZ, IE, SE, NO (2009); data of AT, BE, DK (2008); Data of UK (2006); data of NL (2003).

<sup>iii</sup> Based on 28 European countries (excl. CY and LT); data of EL, IT, PL, PT and UK = 2009; data of BE, EE, ES, RO and NO = 2008; data of IE = 2007; data of MT and SK (2002).

<sup>iv</sup> Based on 27 European countries (excl. LT, NO, PL); data of BE, UK (2008).

<sup>v</sup> Based on 29 European countries (excl. IS).

# Road Safety Country Overview-Portugal

- **Structure of road safety management**

- Policy making is centralized in Portugal.

The following key actors are responsible for road safety management:

**Table 3:** Key actors per function in Portugal. (Source: DG-TREN, 2010; national sources).

Key functions	Key actors
1. <ul style="list-style-type: none"> <li>– Formulation of national RS strategy</li> <li>– Setting targets</li> <li>– Development of the RS programme</li> </ul>	<ul style="list-style-type: none"> <li>– Ministry of Internal Affairs: lead agency.</li> <li>– National Authority for Road Safety (ANSR; dependent of Ministry of Internal Affairs): planning and coordinating road safety policies through the development of national road safety strategies and targets.</li> </ul>
2. Monitoring of the RS development in the country	ANSR - The National Authority for Road Safety
3. Improvements in road infrastructure	<ul style="list-style-type: none"> <li>– Road Infrastructure Institute (InIR; dependent of Ministry of the Economy and Employment): supervising the management and operation of the National roads network in order to ensure the provision of a safe and efficient network of National roads.</li> <li>– Local Authorities (municipalities): responsible for local roads.</li> </ul>
4. Vehicle improvement	Mobility and Inland Transport Institute (IMTT; dependent of Ministry of the Economy and Employment): regulation, supervision, coordination and planning of inland transport.
5. Improvement in road user education	<ul style="list-style-type: none"> <li>– ANSR</li> <li>– IMTT: driving licenses, etc.</li> <li>– Local Authorities.</li> </ul>
6. Publicity campaigns	<ul style="list-style-type: none"> <li>– ANSR</li> <li>– Police Authorities (GNR and PSP)</li> <li>– Local Authorities</li> <li>– NGO's</li> </ul>
7. Enforcement of road traffic laws	<ul style="list-style-type: none"> <li>– Public Security Police (PSP)</li> <li>– National Republican Guard (GNR)</li> </ul>
8. Other relevant actors	<ul style="list-style-type: none"> <li>– Other ministries, such as the Ministry of Education, the Ministry of Health, the Ministry of Economy and the Ministry of Justice</li> <li>– Universities, insurance companies, road concessionaires;</li> <li>– NGO's and associations, such as automobile associations, the Portuguese Road Accident Prevention (PRP), the Children Safety Promotion (APSI), etc.</li> </ul>

In Portugal, road safety policy making is centralised with the Ministry of Internal Affairs as the lead agency.



# Road Safety Country Overview-Portugal

- **Attitudes towards risk taking**

- Portuguese drivers are much more in support for higher speeding penalties and also somewhat more for drink-driving penalties than drivers in other countries.
- Portuguese drivers report somewhat more often to exceed the speed limit often or more than drivers in other countries.
- Drivers in Portugal perceive a slightly higher probability of being checked on the road than drivers in other countries.

**Table 4:** Road safety attitudes and behaviour of drivers (Source: SARTRE, 2004).

	Portugal	SARTRE average
<b>Self-reported driving behaviour</b>	<b>% of drivers that show behaviour often or more</b>	
Too close following	5%	9%
Inappropriate overtaking	2%	5%
Exceeding speed limit on motorways	32%	25%
Exceeding speed limit on main inter-urban roads	19%	18%
Exceeding speed limit on country roads	15%	13%
Exceeding speed limit in built-up areas	11%	8%
<b>Support of stricter legislation</b>	<b>% of drivers that support stricter legislation</b>	
Higher penalties for speeding offences	80%	60%
Higher penalties for drink-driving offences	91%	88%
Lower BAC limits	6%	8%
<b>Perceived probability of being checked for</b>	<b>% of drivers who assume they are checked often</b>	
Speeding	23%	18%
Alcohol use	14%	9%

Portuguese drivers much more support higher penalties for speeding than drivers in other countries.

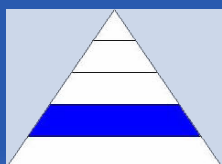
**Legend**

(comparison of country attitude in relation to average attitude of other SARTRE countries):

- 2-9% better
- 10-19% better
- ≥ 20% better
- 2-9% worse
- 10-19% worse
- ≥ 20% worse



# Road Safety Country Overview-Portugal



Portugal aims at a reduction of 25% fatalities per million population in 2015 referred to 2008.

## Programs and measures

- **National strategic plans and targets**

- In 2009, the Council of Ministers approved a new National Road Safety Strategy towards 2015.
- Targets (referred to 2006):

*Table 5: Road safety targets for Portugal.*

Year	Fatalities
2015	-31.9% fatalities Max 62/million inhabitants

- Priority topics:
  - Two-wheeled motor vehicle drivers;
  - Light vehicle drivers;
  - Pedestrians;
  - Road circulation inside urban areas;
  - Driving under the influence of alcohol or drugs;
  - Speeding;
  - Safety devices;
  - Trauma management;
  - Vehicles;
  - Road infrastructure.

(Source: national sources)

- **Road infrastructure**

*Table 6: Description of the road categories and their characteristics in Portugal (Source: TiS.PT, 2003).*

Road type	Speed limit (km/h)
Urban roads	50
Rural roads	90
Motorways	120

- Special rules for:
  - Light motorcycles (A1): no information available on speed limits
- Guidelines and strategic plans for infrastructure are available in Portugal.

*Table 7: Obligatory parts of infrastructure management in Portugal and other European countries. (Sources: national sources)*

Obligatory parts in Portugal:	European countries with obligation
Safety impact assessment: yes	-
Road safety audits: yes	50%
Road safety inspections: yes	60%
Black spot treatment: yes	47% <sup>vi</sup>

- Recent infrastructural actions have been addressing the situation for vulnerable road users.



<sup>vi</sup> Based on data of 18 countries (excl. AT, BE, CH, CZ, FI, FR, HU, IE, MT, NO, RO, SE).

# Road Safety Country Overview-Portugal

## Traffic laws and regulations

**Table 8:** Description of the regulations in Portugal in relation to the most common regulations in other European countries. (Sources: [1] DG-TREN, 2005; [2] national sources; [3] DG-TREN, 2010)

Regulations in Portugal	Most common in Europe (% of countries)
Allowed BAC level: 0.5‰; – Novice drivers: 0.5‰; – Professional drivers: 0.5‰.	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: – Hand held: prohibited – Hands free: allowed	Not allowed (97%) [2,3] -
Use of restraint systems: – Driver: obligatory – Front passenger: obligatory – Rear passenger: obligatory – Children: obligatory	Obligatory (all countries) Obligatory (all countries) Obligatory (all countries) Obligatory on all seats (73%) [2,3]
Helmet wearing: – Motor riders: obligatory – Moped riders: obligatory – Cyclists: no regulations	Obligatory (all countries) Obligatory (all countries) Recommended (25% <sup>vii</sup> ) [2,3]

## Enforcement

**Table 9:** Effectiveness of enforcement effort in Portugal according to an international respondent consensus (scale = 0-10) (Source: DG-TREN, 2010)

Issue	Score for Portugal	Most common in Europe (% of countries)
Speed legislation enforcement	8	7 (35%)
Seat-belt law enforcement	9	7 (43%) <sup>viii</sup>
Child restraint law enforcement	8	6 (27%) <sup>ix</sup>
Helmet legislation enforcement	9	9 (39%) <sup>ix</sup>

**Table 10:** Performance of enforcement effort in Portugal according to an international respondent consensus (scale = is good, is improving, needs to do more) (Source: DG-TREN, 2010)

Issue	Score for Portugal	Most common in Europe (% of countries)
Speeding	Is improving	Is improving (50%)
Drink driving	Need to do more	Is improving (79%) <sup>x</sup>
Seat belt use	Is improving	Is improving (52%) <sup>xi</sup>

Regulations in Portugal are similar to the regulations in most other European countries.

Effectiveness of enforcement is slightly lower in Portugal compared to other countries.



<sup>vii</sup> Based on data of 24 countries (excl. CH, CY, HU, LU, NO, PT).

<sup>viii</sup> Based on data of 23 countries (excl. DE, DK, IE, IS, LU, NL and UK).

<sup>ix</sup> Based on data of 22 countries (excl. DE, DK, IE, IS, LU, NL, RO and UK).

<sup>x</sup> Based on data of 24 countries (excl. BG, CH, IS, NO, PL and RO).

<sup>xi</sup> Based on data of 25 countries (excl. BG, CH, IS, NO and RO).

# Road Safety Country Overview-Portugal

## • Road user education and training

**Table 11:** Road user education and training in Portugal, compared to the situation in other European countries. (Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources)

Education and training in Portugal	Most common in Europe (% of countries)
General education programmes: <ul style="list-style-type: none"> <li>- Primary school: compulsory</li> <li>- Secondary school: voluntary</li> <li>- Other groups: no information</li> </ul>	Compulsory (65% <sup>xii</sup> ) Compulsory (50% <sup>xiii</sup> ) [1,2] -
Driving licences thresholds: <ul style="list-style-type: none"> <li>- Passenger car: 18 years</li> <li>- Motorised two wheeler: mopeds: 16 years, motorcycle: 18 years</li> <li>- Busses and coaches: 21 years</li> <li>- Lorries and trucks: light goods vehicles: 18 years, heavy goods vehicles: 21 years;</li> </ul>	18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%) 21 years (76% <sup>xiv</sup> ) 21 years (79% <sup>xv</sup> ) [2,3]

Portugal has compulsory RS education at primary schools and voluntary education at secondary schools.

## • Public campaigns

**Table 12:** Public campaigns in Portugal, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)

Campaigns in Portugal	Most common issues in Europe (% of countries)
Organisation: <ul style="list-style-type: none"> <li>- ANSR</li> <li>- Police Authorities (GNR and PSP)</li> <li>- Local Authorities</li> <li>- NGO's</li> </ul>	
Main themes: <ul style="list-style-type: none"> <li>- Drink-driving</li> <li>- Seat-belt</li> <li>- Speeding</li> </ul>	Drink-driving (83%) Seat-belt (73%) Speeding (53%)

Mandatory inspection periods in Portugal are somewhat shorter for older cars than the most common period in Europe.

## • Vehicles and technology (national developments)

**Table 13:** Developments of vehicles and technology in Portugal, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

Mandatory technical inspections	Most common in Europe (% of countries)
Passenger cars: 4-2-2-1-1-1 years etc.	Every 12 months (41%)
Motorcycles: not mandatory	Every 12 months (35%)
Busses or coaches: every year (for 7 years), thereafter every 6 months	Every 12 months (41%)
Lorries or trucks: every year (for 7 years), thereafter every 6 months	Every 12 months (41%) <sup>xvi</sup>



<sup>xii</sup> Based on data of 26 countries (excl. BG, CH, NO and RO).

<sup>xiii</sup> Based on data of 24 countries (excl. BG, CH, MT, NO, RO and SK).

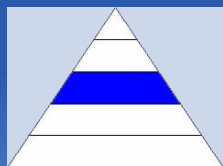
<sup>xiv</sup> Based on data of 29 countries (excl. NO).

<sup>xv</sup> Based on data of 28 countries (excl. IE and NO).

<sup>xvi</sup> Based on data of 17 countries (excl. BG, CH, CY, CZ, EE, HU, LT, MT, NO, RO, SI, SK).



# Road Safety Country Overview-Portugal



The percentage of speed offenders in Portugal has decreased on most roads between 2001-2004

The amount of alcohol tests per population increased between 2006-2008 in Portugal and the percentage of offenders decreased.



## Road Safety Performance Indicators

### • Speed

**Table 14:** Number of speed checks in Portugal versus the European average (Source: ETSC, 2010)

Measure	2006	2010	% change	European average (2008)
Number of tests/1000 population	9	Not available	Not available	90.8 <sup>xvii</sup>

**Table 15:** Percentage of speed offenders per road type in Portugal compared to the European average (Source: ETSC, 2010)

Road type	2000	2004	% change	European average
Motorways	54%	54%	-0%	Not available
Rural roads	72%	82%	-14%	Not available
Urban roads	41%	38%	-7%	Not available

**Table 16:** Mean speed per road type in Portugal compared to the European average (Source: ETSC, 2010)

Road type	2000	2004	% change	European average
Motorways	124 km/h	121 km/h	-2%	Not available
Rural roads	98 km/h	102 km/h	4%	Not available
Urban roads	47 km/h	45 km/h	-4%	Not available

### • Alcohol

**Table 17:** Road side surveys for drink-driving in Portugal compared to the European average (Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	48	63	31%	145.8 <sup>xviii</sup>
% tested over the limit	7.3%	5.9%	-19%	Not available

<sup>xvii</sup> Based on data of 21 countries (excl. BE, CH, DE, EE, IE, IS, MT, PT and UK).

<sup>xviii</sup> Based on data of 17 countries (excl. BE, BG, CH, CZ, DE, IS, LU, LV, MT, NL, RO, SK and UK.).

# Road Safety Country Overview-Portugal

The share of cars younger than 2 years and older than 10 years is somewhat higher than the European average.

Helmet wearing rate is very high in Portugal; seat-belt wearing rates are about average in front of vehicles, but lower in the rear side.

## • Vehicles

**Table 18:** State of the vehicle fleet in Portugal compared to the European average (Source: ETSC, 2009; national sources)

Vehicle fleet in Portugal	European average
Cars per age group (2000): <ul style="list-style-type: none"> <li>- 13% ≤ 2 years,</li> <li>- 16% 2 to 5 years,</li> <li>- 23% 6 to 10 years,</li> <li>- 48% &gt; 10 year.</li> </ul>	Passenger cars (2009) <sup>xi</sup> 12% ≤ 2 years, 19% 2 to 5 years, 27 % 6 to 10 years, 42% >10 years
EuroNCAP occupant protection score of cars (new cars sold in 2008): <ul style="list-style-type: none"> <li>- 5 stars: 59%</li> <li>- 4 stars: 34%</li> <li>- 3 stars: 3%</li> <li>- 2 stars: 1%</li> </ul> Average score: 31.8 (90.8% of maximum of 35). This is 0.9 points higher than the average score of EU-27.	49% 35% 6% 1% <sup>xx</sup>

## • Protective systems

**Table 19:** Protective system use in Portugal versus the average in Europe (Source: Vis & Eksler, 2008; national sources; ETSC, 2010)

Use of protective systems in Portugal	European average
Daytime seat belt wearing in cars and vans (2006): <ul style="list-style-type: none"> <li>- 86% front,</li> <li>- 86% driver</li> <li>- 86% front passenger</li> <li>- 49% rear (2007)</li> <li>- no information on % child restraint systems</li> </ul>	(2007) 85% front <sup>xxi</sup> , Not available Not available 60% rear <sup>xxii</sup> , Not available
Helmet use: <ul style="list-style-type: none"> <li>- no information on % motor rides,</li> <li>- no information on % moped riders,</li> <li>- 99% powered two wheelers,</li> <li>- no information on % cyclists</li> </ul>	Not available Not available - Not available



<sup>xi</sup> Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).

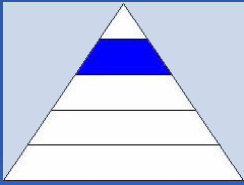
<sup>xx</sup> Based on data of 27 countries (excl. CY, IS and MT).

<sup>xxi</sup> Based on data of 25 countries (excl. AT, EL, IS, LT and RO); data of SK (2008); data of BE, CH, DK, IE, MT, NL (2006); data of HU, IT, NO, PT (2005); data of LU (2003)

<sup>xxii</sup> Based on data of 22 countries (excl. CY, EL, ES, IS, IT, LT, RO and SK); data of BE, CH, DK, IE, MT, NL (2006); data of HU, NO, PT (2005); data of LU (2003).



# Road Safety Country Overview-Portugal



The number of fatalities per inhabitants in Portugal is above the European average but the decline is going faster than average.

## Road Safety Outcomes

- General positioning

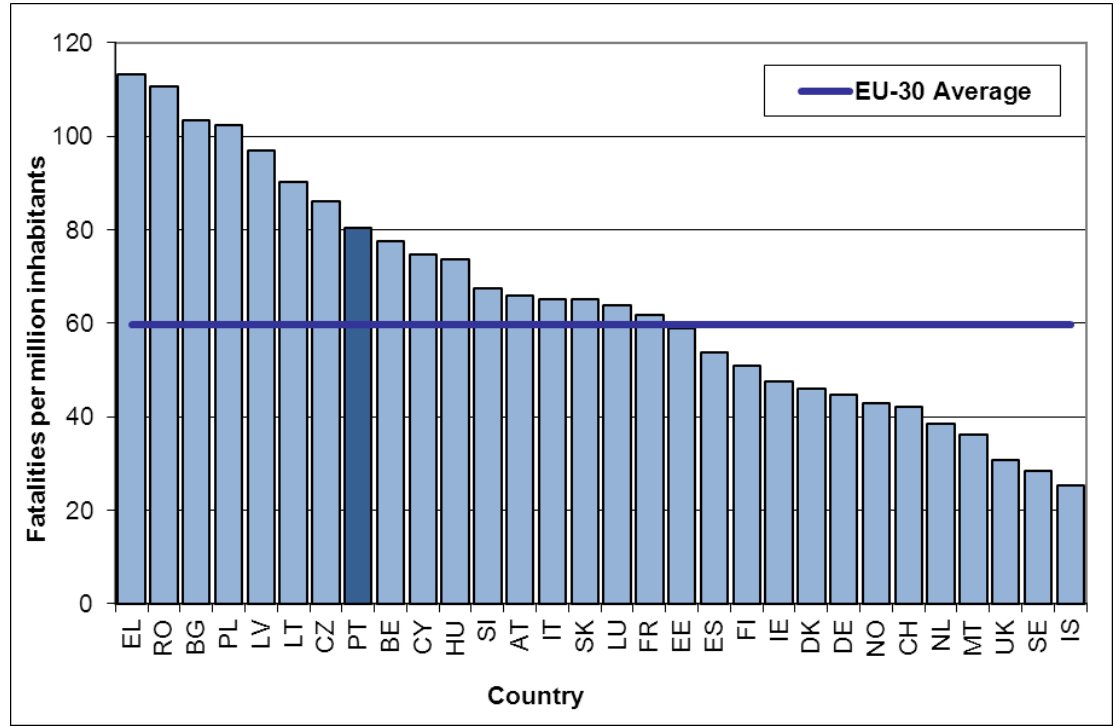


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

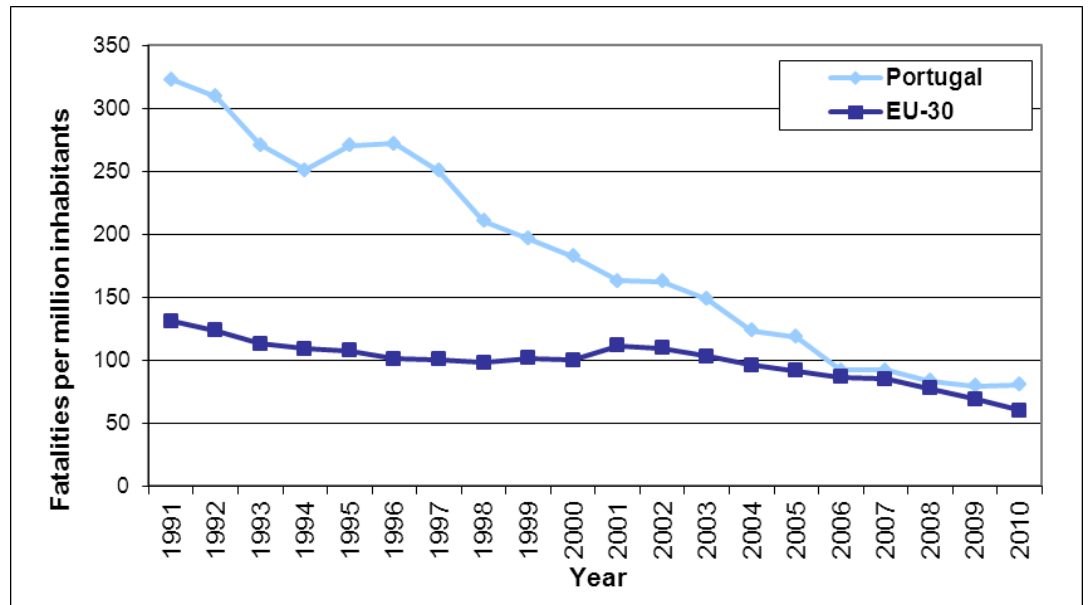


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



# Road Safety Country Overview-Portugal

In Portugal, relative many moped riders and truck occupants die in a crash.

Somewhat more middle-aged and elderly men die in Portugal than on average in Europe.

Somewhat more fatal crashes happen on rural roads than on urban roads and relative many people die in a crash on the motorway in Portugal.



## • Transport mode

**Table 20:** Reported fatalities by mode of road transport in Portugal compared to the European average of the last year available (Source: CARE, national sources).

Transport mode	2001	2009	Average annual change	% in 2009	European average (2009 <sup>xxiii</sup> )
Pedestrians	337	148	-9%	18%	18%
Car occupants	636	344	-7%	41%	47%
Motorcyclists	229	116	-8%	14%	13%
Mopeds	184	57	-13%	7%	2%
Cyclists	50	29	-5%	3%	5%
Bus/coach occupants	29	8	191%	1%	<1%
Lorries or truck occupants	133	81	-4%	10%	4%

## • Age, gender and nationality

**Table 21:** Reported fatalities by age, gender and nationality in Portugal versus the European average of the last year available (Source: CARE, national sources).

Age and gender	2001	2009	Average annual change	% in 2009	European average (2009 <sup>viii</sup> )
<b>Females</b>					24%
0-14 years	23	14	11%	2%	1%
15 – 17 years	13	6	5%	1%	1%
18 – 24 years	55	23	-7%	3%	4%
25 – 49 years	98	46	-8%	5%	7%
50 – 64 years	64	29	-7%	3%	3%
65+ years	103	57	-5%	7%	7%
<b>Males</b>					75%
0-14 years	33	8	-15%	1%	2%
15 – 17 years	42	14	5%	2%	2%
18 – 24 years	274	87	-11%	10%	13%
25 – 49 years	528	285	-7%	34%	31%
50 – 64 years	178	121	-4%	14%	12%
65+ years	218	148	-4%	18%	12%
<b>Nationality of driver or rider killed</b>					
National	n.a.	n.a.	n.a.	n.a.	Not available
Non-national	n.a.	n.a.	n.a.	n.a.	Not available

## • Location

**Table 22:** Reported fatalities by location in Portugal compared to the European average of the last year available (Source: CARE, national sources). Motorways and junctions are part of built-up and rural areas.

Location	2001	2009	Average annual change	% in 2009	European average (2009 <sup>viii</sup> )
Built-up areas	720	386	-7%	46%	33%
Rural areas	951	454	-8%	54%	49%
Motorways	112	89	-1%	11%	5%
Junctions	236	137	-5%	16%	12%

<sup>xxiii</sup> Based on data of 28 countries (excl. NO, LT); data of FR, IE, MT, SE (2008).

# Road Safety Country Overview-Portugal

- **Lighting and weather conditions**

**Table 23:** Reported fatalities by lighting and weather conditions in Portugal compared to the European average of the last year available (Source: CARE, national sources).

Conditions	2001	2009	Average annual change	% in 2009	European average (2009 <sup>xxiv</sup> )
<b>Lightning conditions</b>					
During daylight	925	478	-7%	57%	55%
During nighttime	743	312	-10%	37%	39%
<b>Weather condition</b>					
While raining	275	156	-3%	19%	10%

- **Single vehicle crashes**

**Table 23:** Reported fatalities by type in Portugal compared to the European average of the last year available (Source: CARE, national sources).

Crash type	2001	2009	Average annual change	% in 2009	European average (2009 <sup>xxv</sup> )
Single vehicle crash	903	437	-8%	52%	40%

- **Under-reporting of casualties**

- Fatalities: 100% (2009). This amount is suspected since adequate alternative registration systems are missing for a check.
- Hospitalised: no information.

(Source: CARE)

Single vehicle crash fatalities are over-represented in Portugal.



<sup>xxiv</sup> Based on 25 countries (excl. IE, IT, LT, NO, SI); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

<sup>xxv</sup> Based on 27 countries (excl. IE, LT, NO); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

# Road Safety Country Overview-Portugal

- Risk figures

The risk of fatalities is highest among the elderly in Portugal.

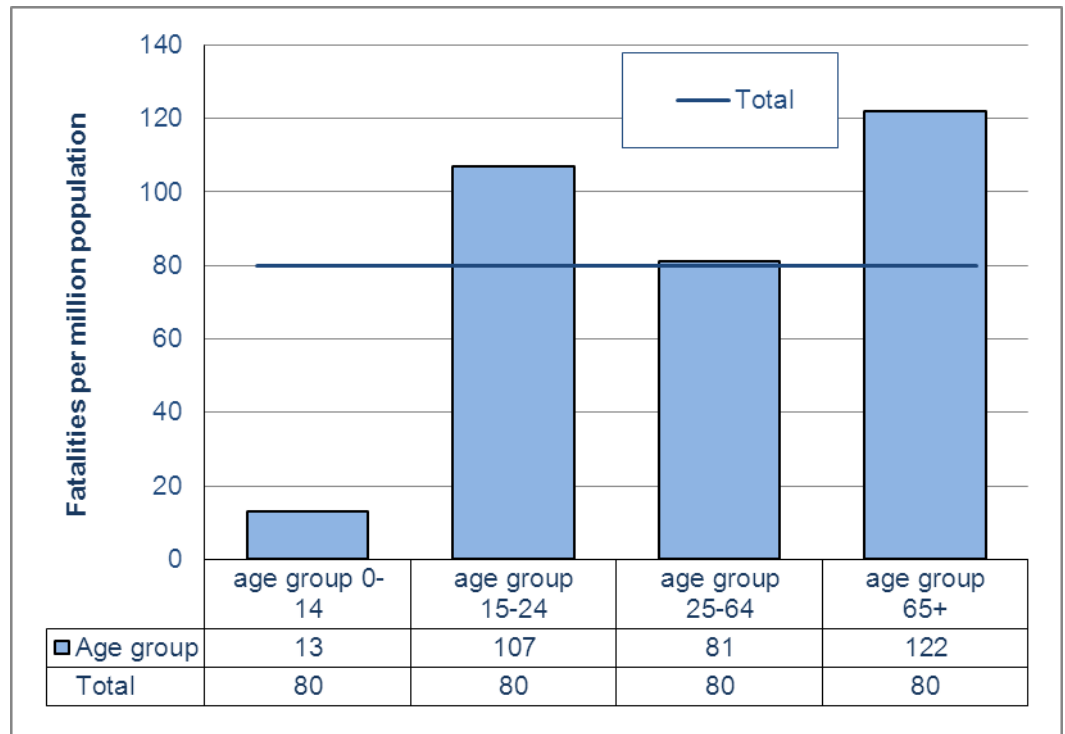
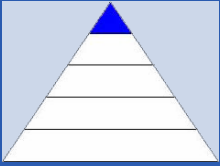


Figure 3: Fatalities by number of inhabitants in Portugal in 2009 (Sources: CARE, OECD/ITF, 2011).



# Road Safety Country Overview-Portugal



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The estimated costs for severe road traffic injuries is lower in Portugal than on average in Europe.

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## Social Cost

- Total costs of road crashes: no information
- Percentage of GDP: no information

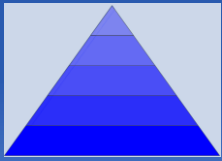
**Table 24:** Cost (in million Euro) per injury type in Portugal versus the European average (Source: Bickel et al., 2006).

Injury type	Value	European average <sup>xxvi</sup>
Fatal	0.80	1.28
Hospitalised	0.11	0.18
Slightly injured	0.07	0.02



<sup>xxvi</sup> Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK).

# Road Safety Country Overview-Portugal



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In Portugal relative many crashes happen on motorways and as single vehicle crash, but infrastructural actions are mainly directed at vulnerable road users.

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## Synthesis

- **Safety position**

- Portugal is one of the average performing countries in Europe, but the second worst performing among the older Member States, with 80 fatalities per million inhabitants on 2010 (EU average is 60).

- **Scope of problem**

- In Portugal, relative many moped riders and truck occupants die in a crash.
- Somewhat more middle-aged and elderly men die in Portugal than on average in Europe. Elderly have the highest risk to die in road traffic.
- Somewhat more fatal crashes happen on rural roads than on urban roads and relative many people die in a crash on the motorway in Portugal.
- Single vehicle crash fatalities are over-represented in Portugal.
- Speeding is reported slightly more often than in other European countries. Effectiveness of enforcement is slightly lower than the European average.
- Rear seat-belt wearing rates are lower than the European average.

- **Recent progress**

- A strong decreasing trend was observed in the last 20 years, with a 49% decrease between 2001-2010.
- The percentage of speed offenders in Portugal has decreased on most roads between 2001 and 2004.
- The amount of alcohol tests per population increased between 2006-2008 in Portugal and the percentage of offenders decreased.

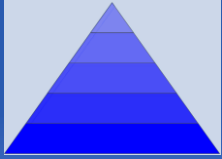
- **Remarkable road safety policy issues**

- Infrastructural actions in Portugal are mainly directed at improving road safety for vulnerable road users.
- Mandatory inspection periods in Portugal are somewhat shorter than the most common period in Europe.





# Road Safety Country Overview-Portugal



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