



## Structure and Culture

### Basic Data

**Table 1: Basic data of Portugal in relation to the EU average**

Basic data of Portugal	EU average
- Population: 10,34 million inhabitants (2016) [2]	18,2 million (2016)
- Area: 92.090 km <sup>2</sup> (2015) [2] (Water 0,67%) (2015)[4]	159.678 km <sup>2</sup> (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015)[3]:	(2015)
- Average winter temperature (Nov. to April): 13,7°C	5,1°C
- Average summer temperature (May to Oct.): 19,9°C	16,6°C
- Annual precipitation level: 725,8 mm	691,5mm
- Exposure <sup>1</sup> : 288.960 million passenger km (2014)[2]	168.260 million vehicle km (2015)
- 0,57 vehicles per person (2015)[2]	0,57 (2015)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

Portugal has a Mediterranean climate.

### Country characteristics

**Table 2: Characteristics of Portugal in comparison to the EU average**

Characteristics of Portugal	EU average
- Population density: 112,3 inhabitants/km <sup>2</sup> (2015) [2]	114 inhabitants/km <sup>2</sup> (2015)
- Population composition (2015) [2]: 14,4% children (0-14 years) 65,3% adults (15-64 years) 20,3% elderly (65 years and over)	15,6% children 65,6% adults 18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €17.361 (2015) [2]	€27.198 (2015)
- 64,6% of population lives inside urban area (2015)[4]	72,6% (2015)
- Special characteristics [4]: mountainous north	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

<sup>1</sup>No data available for traffic. exposure is measured by billion passenger kilometres instead.

## Structure of road safety management

The objectives of the National Road Safety Strategy were established from the joint analysis based on the joint study of the recent developments in pattern of fatalities in Portugal and its constraints, how numbers progressed countries that in 1999 and 2003 had indicators similar to those reached by Portugal in 2006 and the behavioral studies of drivers and the population at large carried out in the past few years by ISCTE.

The following key actors are responsible for Road Safety (RS) policy making:

**Table 3: Key actors per function in Portugal**

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Autoridade Nacional de Segurança Rodoviária (ANSR) - Instituto Superior das Ciências do Trabalho e da Empresa (ISCTE) - Conselho de Segurança Rodoviária (CSR) [Road Safety Council] - Public Security Police - Provincial Governments
2. Monitoring of the RS development in the country	- Autoridade Nacional de Segurança Rodoviária (ANSR) - Instituto Superior das Ciências do Trabalho e da Empresa (ISCTE)
3. Improvements in road infrastructure	- Infrastructure Portugal (under the ministry of Economy)
4. Vehicle improvement	- IMTT - Instituto da Mobilidade e Transporte Terrestre - ACAP - Associação do Comércio Automóvel em Portugal - National Association of Companies Trade and Auto Repair - ANECRA
5. Improvement in road user education	- Ministry of Education - ANSR - IPJ – Instituto Português da Juventude - PRP – Prevenção Rodoviária Portuguesa - IMTT - Instituto da Mobilidade e Transportes Terrestres
6. Publicity campaigns	- ANSR
7. Enforcement of road traffic laws	- Instituto da Droga e da Toxicodependência - Direcção Geral da Saúde - Instituto Nacional de Medicina Legal
8. Other relevant actors	

Sources: national sources

The years 2008–2015 have been established as temporal framework for implementing a National Road Safety Strategy.



Portuguese drivers are less supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.

## Attitudes towards risk taking

- Portuguese drivers are less supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.
- The perceived probability of being checked is slightly lower than the ESRA-average.

**Table 4: Road safety attitudes and behaviour of drivers**

	Portugal	ESRA average
<b>Self-reported driving behaviour</b>	<b>% of drivers that show behaviour at least once</b>	
In the past 12 months, as a road user, how often did you drive without respecting a safe distance to the car in front?	62%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	46%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	72%	68%
<b>Supporting stricter legislation</b>	<b>% of drivers that disagree with the following</b>	
What do you think about the current traffic rules and penalties in your country for each of the following themes? <b>The penalties are too severe: for speeding</b>	48%	61%
What do you think about the current traffic rules and penalties in your country for each of the following themes? <b>The penalties are too severe: alcohol</b>	78%	87%
Do you support the following measure?: <b>Zero tolerance for alcohol (0,0‰) for all drivers</b>	45%	41%
<b>Perceived probability of being checked</b>	<b>% of drivers with answers in following categories</b>	
In the past 12 months, have you been stopped by the police for a check? <b>(once or more)</b>	46%	31%
On a typical journey, how likely is it that you (as a driver) will be checked by the police for respecting the speed limits (including checks by police car with a camera and/or GoSafe cameras)? <b>(Very (big) chance)</b>	35%	37%
In the past 12 months, have you been checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? <b>(once or more)</b>	19%	19%

Source: ESRA 2016

## 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

The new National Road Safety Strategy, "PENSE 2016-2020" has been developed. A target of reducing fatalities by 56% in 2020 has been set.

## Programmes and measures

### National strategic plans and targets

- The new National Road Safety Strategy, "PENSE 2016-2020" has been developed.
- Targets (referred to 2010):

**Table 5: Road safety targets for Portugal**

Year	Fatalities	Serious injuries (MAIS3+)
2020	41 per million population -56%	178 per million population -22%

Source: IRTAD, 2017

- Priority topics:  
New strategic targets have been defined, following the five pillars of the "Decade of Action for Road Safety" plan, 13 operational objectives and an action plan, including 107 measures.

(Source: IRTAD, 2017)

### Road infrastructure

**Table 6: Description of the road categories and their characteristics in Portugal**

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	90
Motorways	100/120

Source: EC DG-Move, 2017

- Special rules for: no information
- Guidelines and strategic plans for infrastructure are available in Portugal.

**Table 7: Obligatory parts of infrastructure management in Portugal and other EU countries**

Obligatory parts in Portugal:	EU countries with obligation
Safety impact assessment: no	32%
Road safety audits: no	81%
Road safety inspections: no	89%
High risk site treatment: yes	74%

Source: IRTAD, 2015

- Recent activities of road infrastructure improvement have been addressing: no information

High risk site treatment is obligatory in Portugal.

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

## Traffic laws and regulations

**Table 8: Description of the regulations in Portugal in relation to the most common regulations in other EU countries**

Regulations in Portugal [1]	Most common in EU (% of countries)
Allowed BAC <sup>2</sup> levels:	
- General population: 0,5‰	0,5‰ (61%)
- Novice drivers: 0,2‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,2‰	0,2‰ (36%) and 0,0‰ (36%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: not obligatory	Not obligatory (46%)

Sources: EC DG-Move, 2017

## Enforcement

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

Issue	Score for Portugal	Most common in EU (% of countries)
Speed legislation enforcement	7	7 (43%)
Seat-belt law enforcement	8	7 (25%) and 8 (25%)
Child restraint law enforcement	8	8 (39%)
Helmet legislation enforcement	9	9 (50%)
Drink-driving law enforcement	7	8 (43%)

Source: WHO, 2015

Effectiveness of enforcement in Portugal is at the level of most EU countries.

<sup>2</sup> Blood Alcohol Concentration

Portugal has compulsory road safety education at primary schools and voluntary education at secondary schools.

## Road User Education and Training

**Table 10: Road user education and training in Portugal compared to the situation in other EU countries**

Education and training in Portugal	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory	Compulsory (71%)
- Secondary school: voluntary	Compulsory (43%)
- Other groups: no information.	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (82%)
- Motorised two wheeler: 16 for AM and A1 categories; 18 for A2 category; 20/24 for A category	16 years for low categories (68%) and 18 years for higher categories (64%)
- Buses and coaches: 21 years	21 years (89%)
- Lorries and trucks: 18 years	21 years (71%)

Sources: [1] ROSE25, 2005; [2] national sources; [3] EC website

## Public Campaigns

**Table 11: Public campaigns in Portugal compared to the situation in other EU countries**

Campaigns in Portugal	Most common issues in EU (% of countries)
Organisation:	
- ANSR	
- ACA-M	
- Police Authorities (GNR and PSP)	
- Local Authorities	
- Directorate of Health	
- NGOs	
Main themes:	
- Drink-driving	Drink-driving (96%)
- Speeding	Speeding (86%)
- Fatigue	Seat-belt (79%)
- Young drivers	
- "The pilgrimage to Fatima"	

Sources: [1] IRTAD, 2017; [2] ETSC, 2011; [3] national sources

## Vehicles and technology (national developments)

**Table 12: Developments of vehicles and technology in Portugal, compared to the situation in other EU countries**

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: 4-2-2-1-1-1 years etc.	Every 12 months (39%)
Motorcycles: not mandatory	Every 24 months (32%)
Buses or coaches: every year for 7 years, thereafter every 6 months	Every 12 months (61%)
Lorries or trucks: every year for 7 years, thereafter every 6 months	Every 12 months (68%)

Sources: EC website, national sources

Mandatory inspection periods in Portugal are somewhat shorter for older buses/coaches and lorries/trucks than the most common periods in the EU.

The number of speed tickets per population in Portugal is much lower than the EU average.

## Road Safety Performance Indicators

### Speed

**Table 13: Number of speed tickets per population in Portugal versus the EU average**

Measure	2006	2014	Average annual change	EU average (2014)
Number of speed tickets/1.000 population	9	25	13,6%	94

Sources: [1] ETSC, 2010; [2] ETSC, 2015

**Table 14: Percentage of speed offenders per road type in Portugal compared to the EU average**

Road type	2004	2012	Average annual change	EU average
Motorways	54%	45%	-2,3%	n/a
Rural roads	82%	n/a	-	n/a
Urban roads	38%	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

**Table 15: Mean speed per road type in Portugal compared to the EU average**

Road type	2004	2012	Average annual change	EU average
Motorways	121 km/h	118 km/h	-0,3%	n/a
Rural roads	106 km/h	n/a	-	n/a
Urban roads	45 km/h	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

### Alcohol

**Table 16: Road side surveys for drink-driving in Portugal compared to the EU average**

Measure	2006	2013	Average annual change	EU average (2013)
Amount of tests/1.000 population	48	149	17,6%	201,6
% tested over the limit	7,3%	3,8%*	-15,1%	2,1%

Sources: [1] ETSC, 2010; [2] ETSC, 2015

\*Data from 2010

The amount of alcohol tests per population in 2013 was almost three times higher than that of 2006.



The vehicle fleet in Portugal is much older than the EU average.

## Vehicles

**Table 17: State of the vehicle fleet in Portugal compared to the EU average**

Vehicles	EU average
<b>Cars per age group (2014) [1]:</b>	<b>Passenger cars (2014)</b>
- <2 years: 5,2%	<2 years: 9,2%
- 2 to 5 years: 10,5%	2 to 5 years: 12,8%
- 5 to 10 years: 21,7%	5 to 10 years: 27,4%
- >10 years: 62,7%	>10 years: 50,2%
<b>EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:</b>	
- 5 stars: 54,2%	5 stars: 52,5%
- 4 stars: 3,5%	4 stars: 4,5%
- 3 stars: 2,7%	3 stars: 2,9%
- 2 stars: 0,4%	2 stars: 0,5%
- not tested: 39,1%	not tested: 39,6% <sup>3</sup>

Source: [1] EUROSTAT, 2017; [2] ETSC, 2016

## Protective systems

**Table 18: Protective system use in Portugal versus the average in EU**

Protective systems	EU average <sup>4</sup>
<b>Daytime seat-belt wearing in cars and vans (2013) [1]:</b>	<b>(2016)</b>
- 96% front	not available
- no information on % driver	91,6% driver
- no information on % front passenger	92,4% front passenger
- 77% rear	70,9% rear
- 94% child restraint systems	not available
<b>Helmet use (2010) [2]:</b>	
- 94% motorcycle drivers	
- 94% motorcycle passengers	not available
- no information on % cyclists	

Sources: [1] IRTAD, 2017; [2] WHO, 2013

Helmet wearing rate is very high in Portugal; seat-belt wearing rates are also higher than the EU average.

<sup>3</sup> Based on data of 25 EU countries (excl. HR, LU and MT).

<sup>4</sup> Based on data of 17 EU countries; data of AT, DE, IE, IT, LT, FI, SE (2016); data of BE, CZ, HU, LU, PL, SI (2015); data of DK, HR, UK (2014); data of PT (2013)

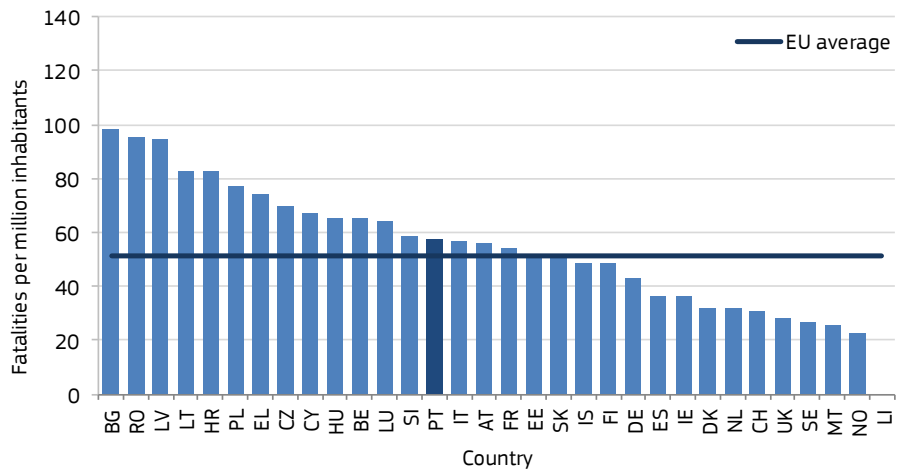
## Road Safety Outcomes

### General positioning

The fatality rate of Portugal is nearly similar to the EU average (around 57 fatalities per million population in 2015). The Portuguese fatality rate and the EU average rate have shown similar developments from 2006 to 2009 and from 2012 to 2015.

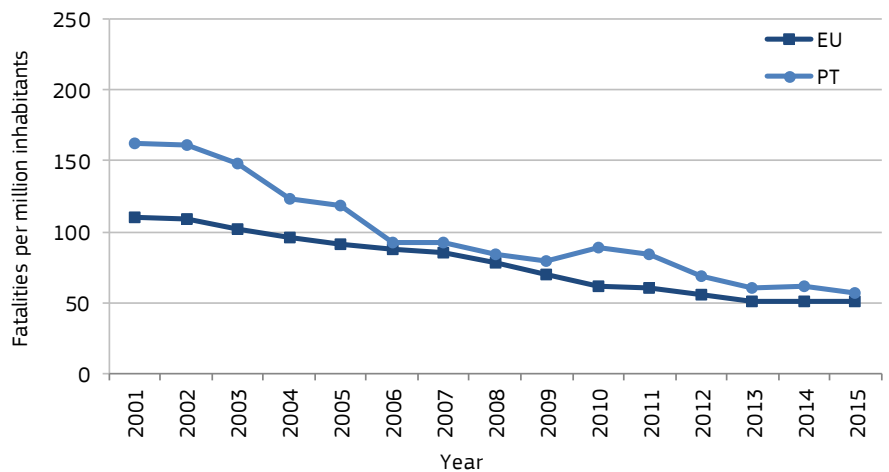
The Portuguese fatality rate and the EU average rate have shown similar developments from 2006 to 2009 and from 2012 to 2015.

**Figure 1: Fatalities per million inhabitants in 2015 with EU average**



Sources: CARE, Eurostat

**Figure 2: Development of fatalities per million inhabitants between 2001 and 2015 for Portugal and the EU average**



Sources: CARE, Eurostat

The shares of moped, lorry and truck occupant fatalities are higher than the EU average.

## Transport mode

The shares of moped, lorry and truck occupant fatalities are higher than the EU average. The average annual reduction of motorcyclist and car occupant fatalities between 2001 and 2015 were only 8% each. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 6% and 5% respectively.

**Table 19: Reported fatalities by mode of road transport in Portugal compared to the EU average**

Transport mode	2001	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	337	146	-6%	25%	21%
Car occupants	636	214	-8%	36%	46%
Motorcyclists	229	73	-8%	12%	15%
Mopeds	184	42	-11%	7%	3%
Cyclists	50	25	-5%	4%	9%
Bus/coach occupants	29	8	-9%	1%	0%
Lorries or truck occupants	166	56	-8%	9%	5%

Sources: CARE, national sources

## Age, gender and nationality

**Table 20: Reported fatalities by age, gender and nationality in Portugal versus the EU average**

Age and gender	2001	2015	Average annual change	Share in 2015	EU average (2015)
<b>Females</b>					
0-14 years	23	5	-11%	1%	1%
15 – 17 years	13	1	-18%	0%	1%
18 – 24 years	55	8	-14%	1%	3%
25 – 49 years	98	27	-9%	5%	6%
50 – 64 years	64	28	-6%	5%	4%
65+ years	103	50	-5%	8%	10%
<b>Males</b>					
0-14 years	33	9	-10%	2%	1%
15 – 17 years	42	7	-13%	1%	2%
18 – 24 years	274	40	-14%	7%	11%
25 – 49 years	528	176	-8%	30%	29%
50 – 64 years	178	114	-3%	19%	16%
65+ years	218	126	-4%	21%	17%
<b>Nationality of killed person</b>					
National	n/a	311	n/a	53%	n/a
Non-national	n/a	14	n/a	2%	n/a

Sources: CARE, national sources

Portugal has a somewhat higher share of male road fatalities than the EU average.

Fatalities in built-up areas are over-represented in Portugal.

## Location

Fatalities in built-up areas are over-represented in Portugal compared to the EU average.

**Table 21: Reported fatalities by location in Portugal compared to the EU average**

Location	2001	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	720	304	-6%	51%	37%
Rural areas	839	228	-10%	38%	54%
Motorways	112	61	-5%	10%	8%
Junctions	236	106	-6%	18%	20%

Sources: CARE, national sources

## Lighting and weather conditions

**Table 22: Reported fatalities by lighting and weather conditions in Portugal compared to the EU average**

Conditions	2001	2015	Average annual change	Share in 2015	EU average (2015)
<b>Lightning conditions</b>					
During daylight	925	353	-7%	60%	52%
During night-time	743	196	-10%	33%	31%
<b>Weather conditions</b>					
While raining	275	75	-10%	13%	9%

Sources: CARE, national sources

## Single vehicle accidents

**Table 23: Reported fatalities by type in Portugal compared to the EU average**

Accident Type	2001	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	580	189	-8%	32%	29%

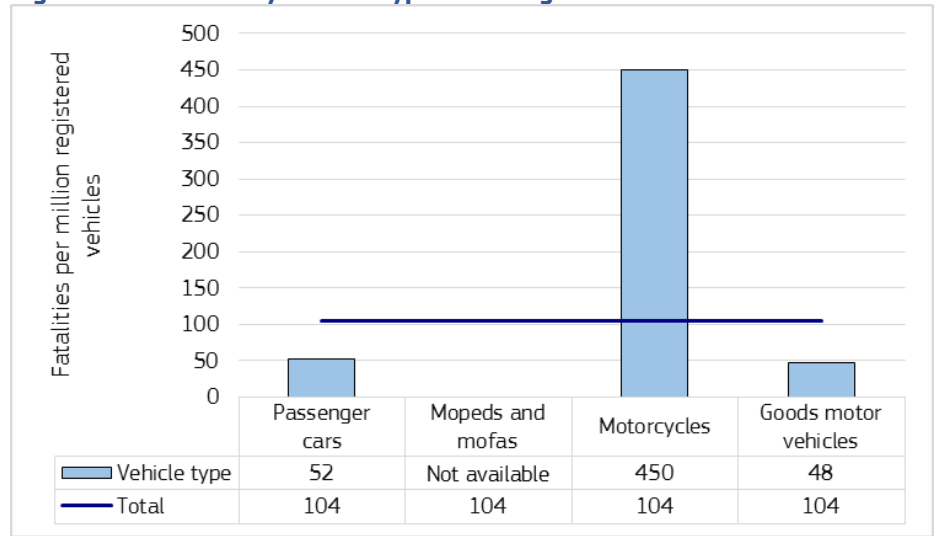
Sources: CARE, national sources

## Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

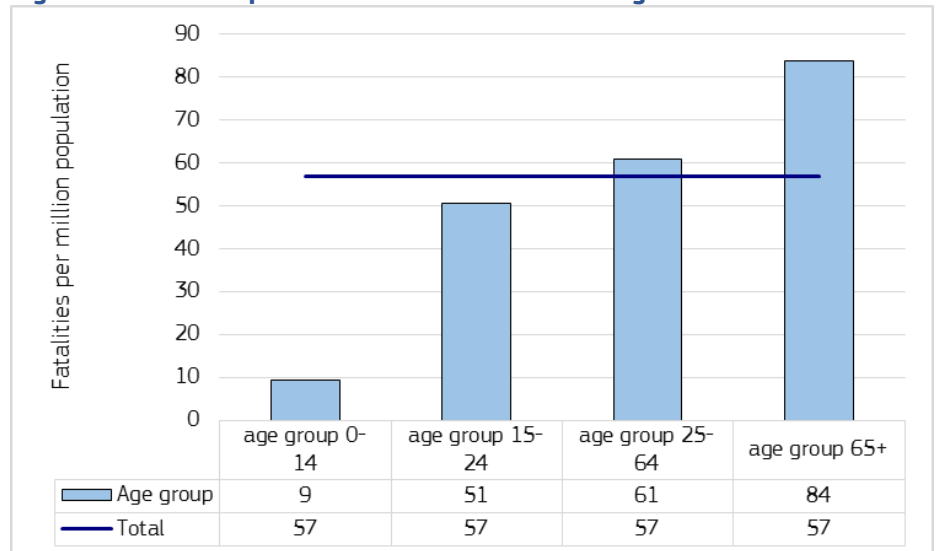
## Risk Figures

**Figure 3: Fatalities by vehicle type in Portugal in 2014**



Sources: CARE, IRTAD; Number of registered mopeds and mofas was not available, Total = all motor vehicles excluding mopeds and mofas

**Figure 4: Fatalities per million inhabitants in Portugal in 2015**



Sources: CARE, EUROSTAT

In Portugal risk is high for motorcyclists and the elderly.



## Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL<sup>5</sup> for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

**Table 24: Cost (€) per injury type in Portugal versus the EU average**

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
<b>Portugal</b>	<b>1.505.000</b>	<b>201.100</b>	<b>13.800</b>
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
<b>EU average</b>	<b>1.870.000</b>	<b>243.100</b>	<b>18.700</b>

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

The estimated costs for road accident casualties are lower in Portugal than on average in the EU.

<sup>5</sup> Value of Statistical Life

## Synthesis

### Safety position

- The fatality rate of Portugal is nearly similar to the EU average (around 57 fatalities per million population in 2015).

### Scope of problem

- In Portugal, relatively many moped riders, lorry and truck occupants died in road accidents compared to the EU average.
- Portugal has a somewhat higher share of male road fatalities than the EU average.
- Fatalities in built-up areas, during daylight and while raining are over-represented in Portugal.
- The number of speed tickets per population in Portugal is much lower than the EU average.

### Recent progress

- The Portuguese fatality rate and the EU average rate have shown similar developments from 2006 to 2009 and from 2012 to 2015.
- The percentage of speed offenders on motorways decreased between 2001 and 2004.
- The amount of alcohol tests per population in 2013 was almost three times higher than that of 2006.

### Remarkable road safety policy issues

- The new National Road Safety Strategy, "PENSE 2016-2020" has been developed. A target of reducing fatalities by 56% in 2020, compared to 2010, has been set.
- High risk site treatment is obligatory in Portugal.
- Effectiveness of enforcement in Portugal is at the level of most EU countries.
- Helmet wearing rate is very high in Portugal; seat-belt wearing rates are also higher than the EU average.
- Mandatory inspection periods in Portugal are somewhat shorter for older buses/coaches and lorries/trucks than the most common periods in the EU.

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The new National Road Safety Strategy, "PENSE 2016-2020" has been developed. A target of reducing fatalities by 56% in 2020, compared to 2010, has been set.

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## Notes

### 1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: [http://ec.europa.eu/transport/road\\_safety/pdf/statistics/cadas\\_glossary.pdf](http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf)

3. Data available in September 2017.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)<sup>1/n</sup>-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2017 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

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8. Please refer to this Report as follows:

*European Commission, Road Safety Country Overview - Portugal, European Commission, Directorate General for Transport, September 2017.*



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