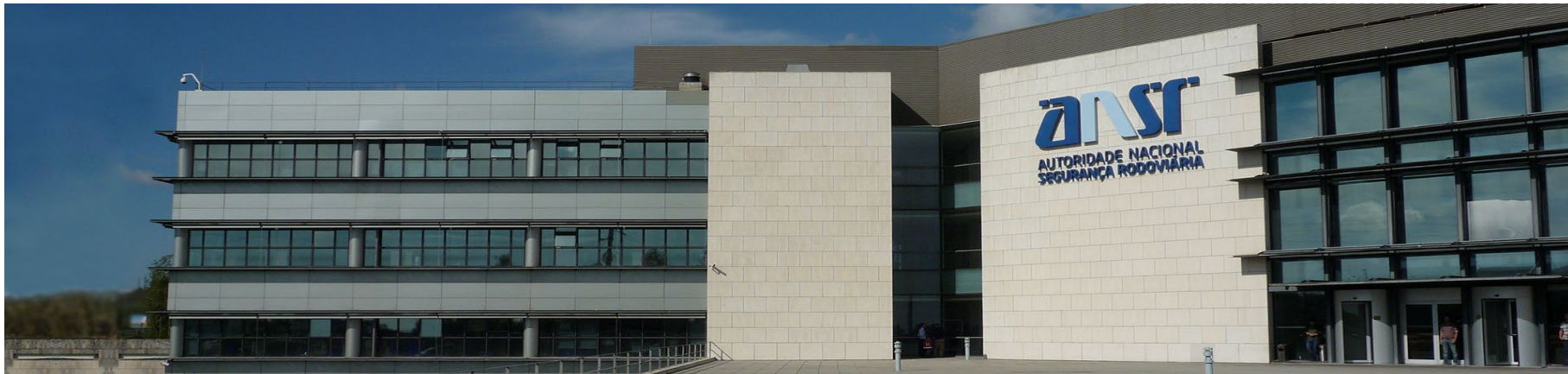


# ROAD SAFETY IN PORTUGAL



*Rui Ribeiro*

*Jul 23*

Senhora Subsecretary of state  
the presence of

Your text here

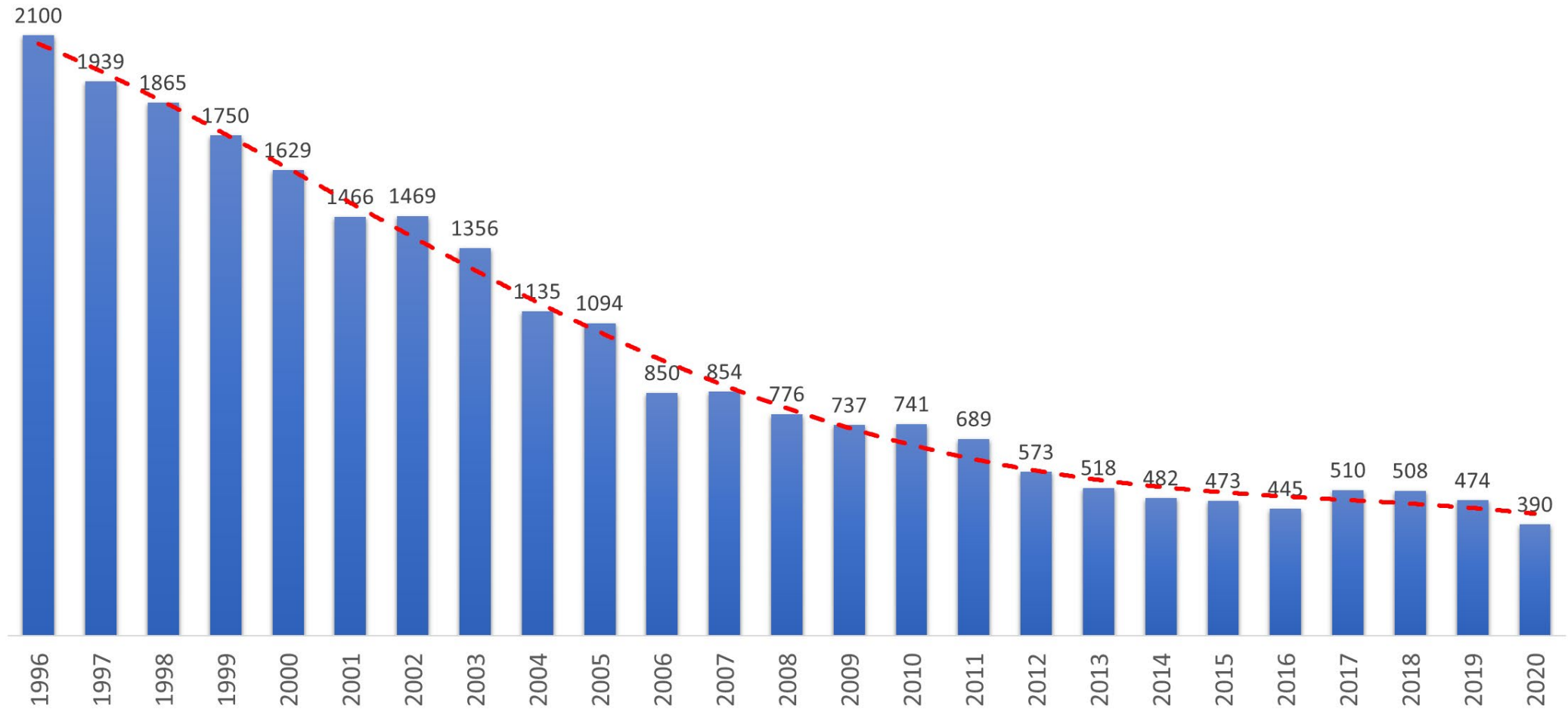
# Autoridade Nacional de Segurança Rodoviária (ANSR)

National Road Safety Authority  
*Ministry of Home Affairs*

*[www.ansr.pt](http://www.ansr.pt)*

# Where we came from

# The last 25 years - Deaths / year



# 1995 vs 2021

Victims

2085



390

82%

Victims / million inhab

271

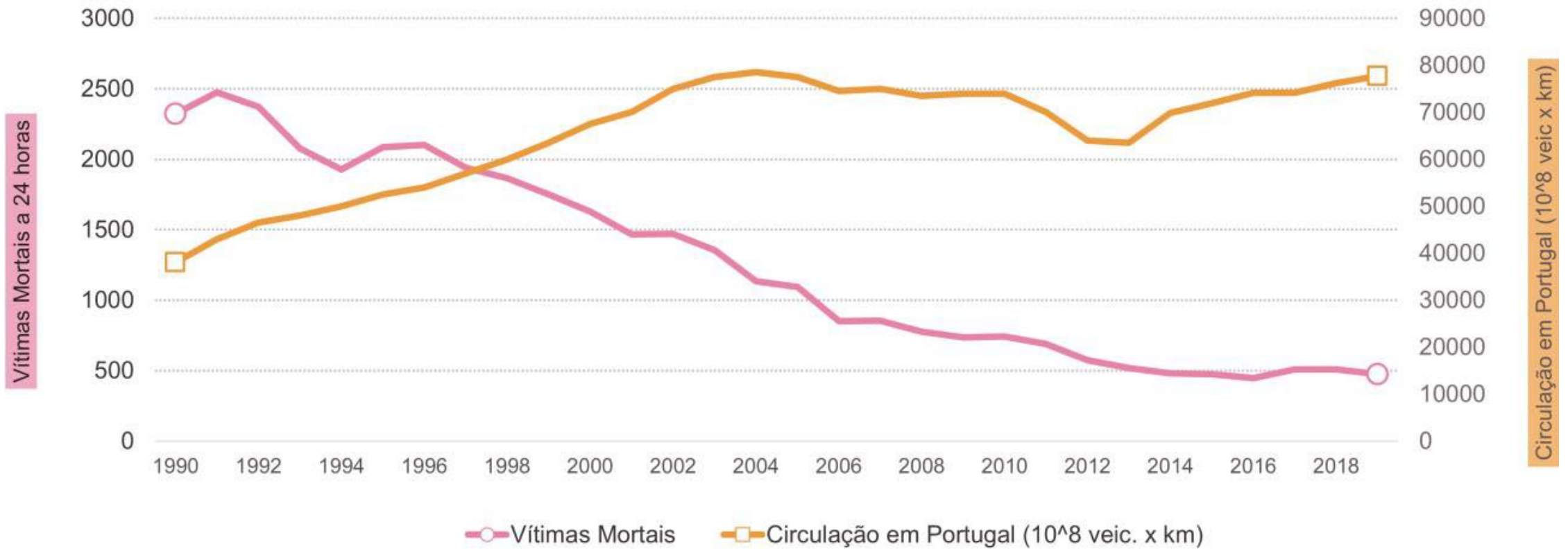


52

81%

**-43 %** compared to 2010

# The last 25 years - Deaths / (Vehicle\*Km)



# 1995 vs 2021

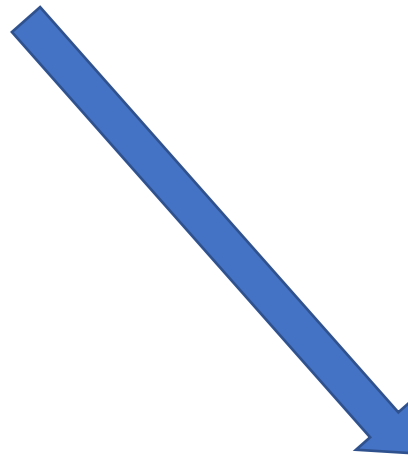
Victims  75%

Victims / million Km  90%



# The last 25 years - Social & Economic Costs

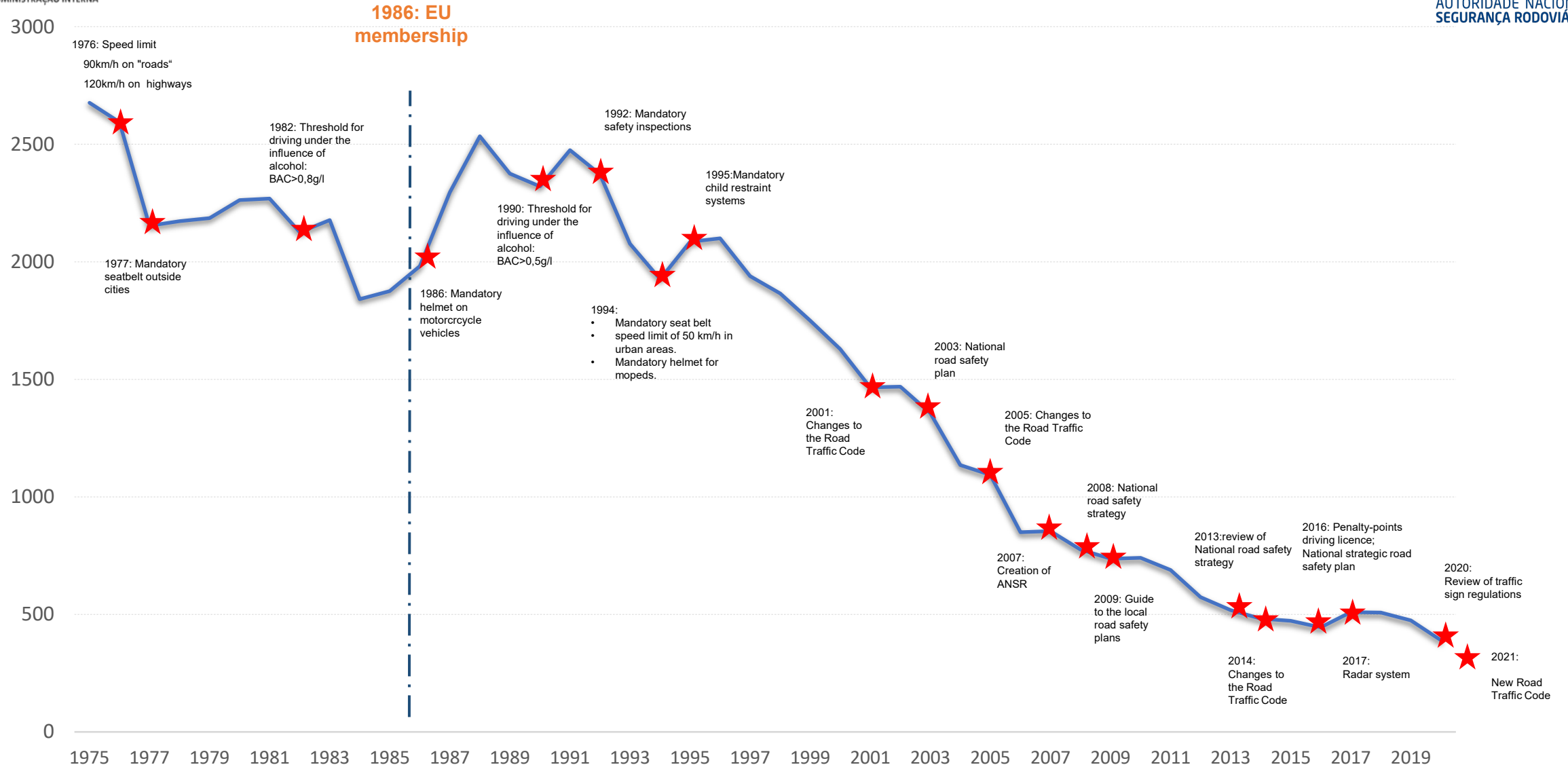
7 % of GDP



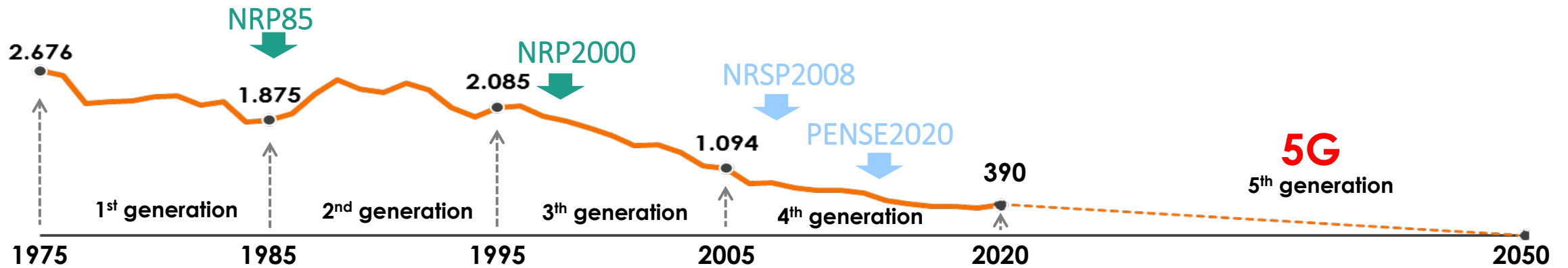
3 % of GDP



# How ?



# Portuguese infrastructure evolution



## accessibility

Roads that connect destinations

## mobility

Roads that connect destinations with less time

## safety

Roads that connect destinations with less time and with safety

## Self Explaining Forgiving roads

Roads that prevent driver errors and minimize their consequences



Smart Roads  
Roads that cars can read



Safe System



CASE vehicles

# ZERO

- Congestion
- Emissions
- Road fatalities

## A25 – Aveiro / V. Formoso

Savings:

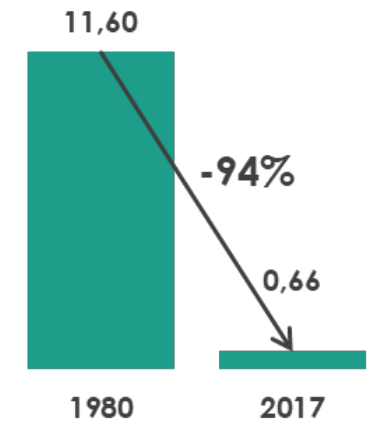
- **220** Lives
- **300 M€** in Social and Economic Costs



## A4 – Túnel do Marão

Savings:

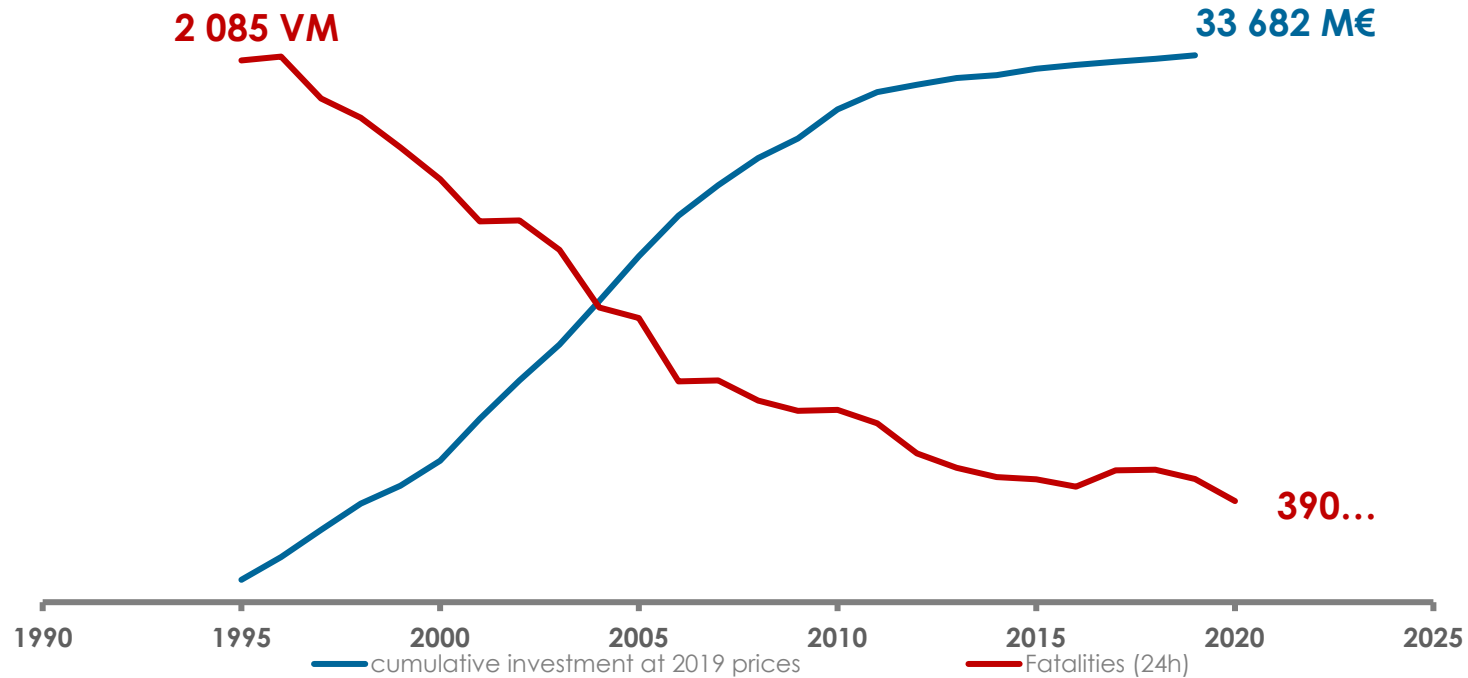
- **160** Lives (including low-cost measure in 2005)
- **200 M€** in Social and Economic Costs



# Investing in safer roads

1995  
7% GDP

2019  
3% GDP



Fonte: OECD, UTAO, IP e ANSR

a strong correlation between investment in road infrastructures and the reduction of road deaths

Investment in **+3.200 km** of roads with higher quality and safety  
**+80%** reduction in road fatalities

# Investing in safer roads



**There is no better investment than investing in road safety:  
it saves lives and has a very high economic and social return**



# The Portuguese road safety strategy 2021-2030



A plan to reduce 50% of fatalities and serious injuries by 2030

Zero: the only acceptable number for fatalities



# Safe System

Road users are fallible and will always make mistakes



Human body has physical limits for energy exchange in crashes



Road safety is a shared responsibility



SOLUTIONS  
BASED IN 5  
PILLARS

Well designed system to ensure the physical limits of human body



System that eliminates all fatalities and serious injuries



System that absorbs the road user's mistakes



**SAFE** vehicles

**SAFE** road users

**SAFE** roads and roadsides

**SAFE** speeds

Post Crash Care



**TARGET  
ZERO**



[www.visaozero2030.pt](http://www.visaozero2030.pt)

Based on the Safe System approach

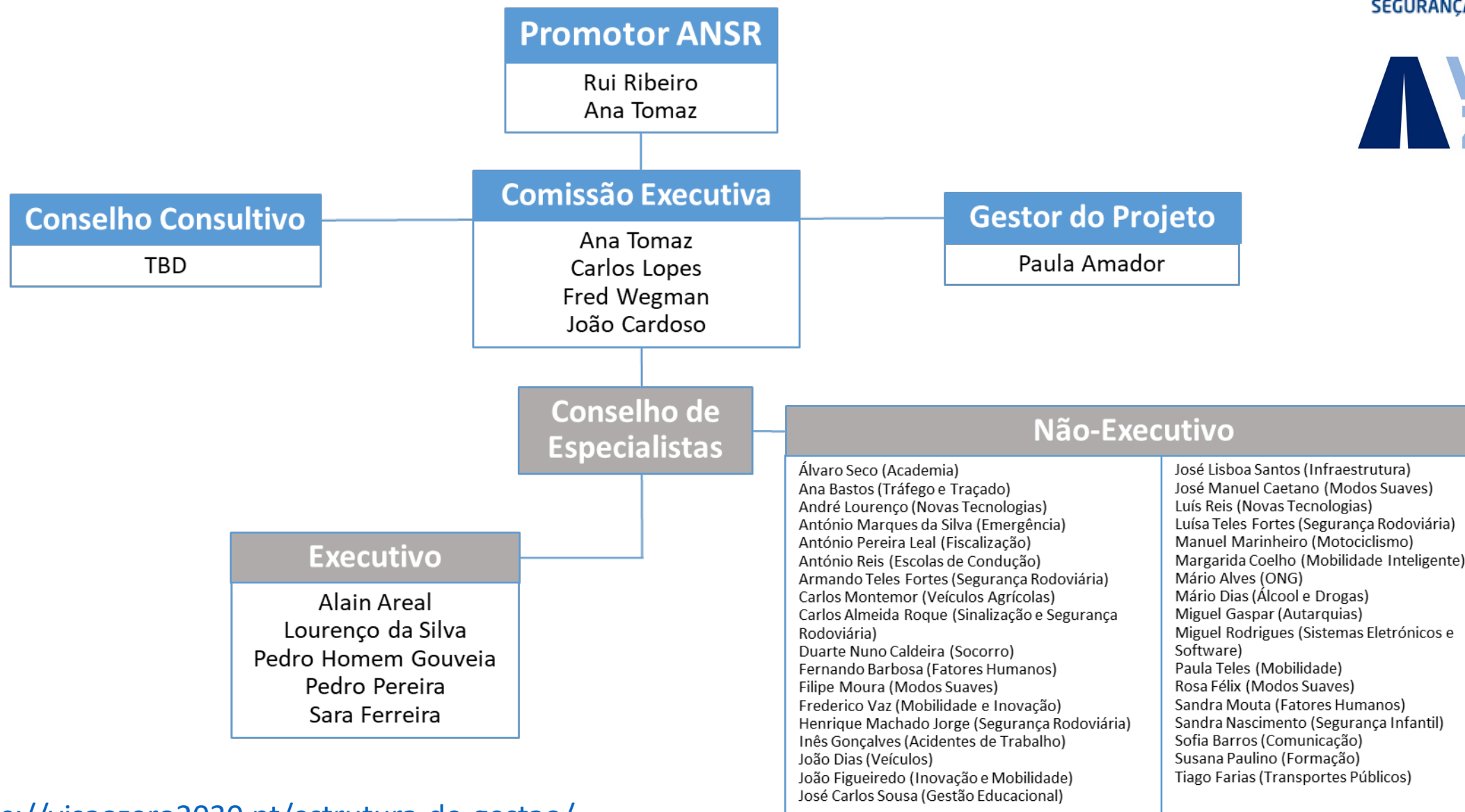
In line with:

- UN SDG
- Second Decade of Action for Road Safety 2021-2030
- Stockholm Declaration
- EU's targets

10-year strategy  
biennial action plans



# VISÃO ZERO 2030: Estrutura de Gestão



[www.visaozero2030.pt](http://www.visaozero2030.pt)



**225+**  
Participações

CONTRIBUTIONS @ 07.2022

# The Portuguese road safety strategy 2021-2030

## principles

The development of Vision Zero 2030 will guarantee these 5 principles:

- The **technical quality** of the strategy and action plans;
- High rate of participation with a **wide range of contributions**;
- **Involvement** of the **key players**, the **main public** and **private sector** entities as well as **civil society**;
- The inclusion of **future challenges** and **alignment** with other **public policies**;
- **Credibility** and **feasibility**.

# The Portuguese road safety strategy 2021-2030

## Key areas

- **Alignment with the five pillars of the Safe System approach:**  
safe roads, safe speeds, safe vehicles, safe road use and post crash response
- **Geographical:** Rural and Urban roads
  - **Rural:** Car occupants and Motorcyclists
  - **Urban:** Pedestrians, PTW, Cyclists and Car occupants
- **Behaviour:** Speeding, drink driving, Distraction, Fatigue
- **Post Crash Care**

**STAGE 1 - Guiding Principles of the National Road Safety Strategy: Vision Zero 2030**



**STAGE 2 - "Technical-scientific" reports for the new strategy**



**STAGE 3 - Vision Zero Strategy 2030 and Action Plan 2021-2022**





# the mobility model of the future

- CLEAN MOBILITY
- SUSTAINABLE MOBILITY
- CONNECTED AND AUTOMATED MOBILITY



- **SAFE MOBILITY** - safe mobility system, with safe, self-explaining, tolerant, inclusive infrastructures, for all, that not only serve people, but protect people's lives



*Rui Ribeiro, President*

[rui.ribeiro@ansr.pt](mailto:rui.ribeiro@ansr.pt)

*[www.ansr.pt](http://www.ansr.pt)*