



**National Experiences on
road safety management**

PORTUGAL

GOVERNMENT STRUCTURE AND KEY PLAYERS



1- National Level

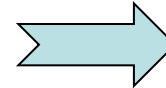
2- Sub-national Level

3- Non-governmental organizations

National Level

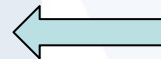


The Autoridade Nacional de Segurança Rodoviária (ANSR), or the National Authority for Road Safety, is the government agency within the Ministry of Internal Affairs responsible for assisting the Government in planning and coordinating road safety policies in Portugal.



Road Safety Council

Estradas de Portugal (EP) or the Portuguese Roads



The Instituto da Mobilidade e dos Transportes (IMT) or the Institute for Mobility and Transport, which is under the Ministry of Transports and Public Works, is tasked with regulating the development, construction and maintenance of the Portuguese road system.

National Level

**National Authority
for Road Safety**

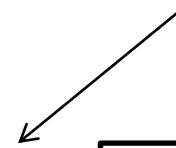


- Enforcement
- Road safety data collecting

POLICE



**Institute for
Mobility and
Transport**



**Public Security Police
(PSP)**

Urban areas

**National Republican Guard
(GNR)**

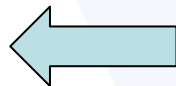
Outside urban areas

Sub-national Level

Metropolitan Authorities of Lisbon and Porto are two recently-established institutions holding responsibility, within the Metropolitan areas, for:

- Strategic planning of the transport system, in order to promote modal integration;
- Planning and programming of road and railway infrastructure within the city.

Municipal or private companies may enforce some traffic rules, mainly regarding parking offenses



Municipalities are responsible for managing, maintaining and regulating local roads within built-up areas and Municipal Roads between them. Municipalities are also tasked with signaling roads that are managed by them and have the possibility, either by their enforcement personnel, or by the municipal police (in the municipalities that have it) to enforce road traffic law in the roads they manage.

Non-governmental organizations

Non-governmental organizations are highly active in organizing and promoting road safety initiatives in Portugal. One of the most active and prominent road safety non-governmental organizations is **Prevenção Rodoviária Portuguesa (PRP), or the Portuguese Road Safety Association**. This non-profit organization aims to act as an impartial source of information on road safety, and to advocate for road safety policy initiatives grounded in research. PRP organizes road safety education programs, as well as national public awareness campaigns and international seminars to increase awareness of and discussion about factors that contribute to road safety. PRP is also the main organization tasked with the responsibility of driver formation when, within the traffic offenses administrative prosecution, the driver is given the possibility of following a formation program as an alternative to an effective driving ban. A number of smaller non-governmental organizations, research universities and insurance companies also have a vested interest in road safety in Portugal, and conduct similar activities to further road safety goals.



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ROAD SAFETY PROGRAMS AND INITIATIVES

- **National Plan for Road Accident Prevention, in 2003**
- **National Road Safety Strategy 2008-2015**

National Plan for Road Accident Prevention



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This plan set long-term targets for the country, and placed an emphasis on educating the public on the importance of safe practices on the road.

The program activities ended in 2005 and the final evaluation ended in 2009 - when a new program was established -, at which point all of the original goals of the program had been achieved or surpassed.

National Plan for Road Accident Prevention



Underlining the main initiatives undertaken under the scope of this plan we should refer:

- Treatment and reduction of blackspots, implementation of traffic calming measures and construction of new roads, especially motorways;
- Road Code update regarding new traffic rules and penalties;
- Regular awareness campaigns on television, radio and press, focused on specific targets and issues;
- Increased enforcement of laws regarding speeding, drinking and driving, and use of seat belts and child restraint systems;
- Improved safety features on vehicles;
- Advances in post-impact care.

National Road Safety Strategy 2008-2015



This new program established ambitious but decidedly achievable goals.

Quantitative goals: 78 and 62 Road Deaths per million inhabitants at the end of 2011 and 2015 respectively;

Qualitative goal: to place Portugal among the ten EU countries with the lowest road deaths rates

... and established the following **seven strategic targets:**

- ✓ Improvement of driver behaviour;
- ✓ Protection of the vulnerable road users;
- ✓ Increase of road safety in built-up areas;
- ✓ Reduction of the main risk behaviours;
- ✓ Safer infrastructures and better mobility;
- ✓ Promotion of vehicle safety;
- ✓ Improvement in the assistance, treatment and follow-up of injured road users.

National Road Safety Strategy 2008-2015



Thirteen operational objectives were also established, such as the Implementation of the enforcement recommendations of the European Commission and the **improvement of driving education, driving tests and driver update**, and each was assigned to a working group composed of public and private entities. These working groups then defined 131 key actions that would be subject to regular monitoring and evaluation.

National Road Safety Strategy 2008-2015



At the moment some of the quantitative objectives have been surpassed, but the main quantitative and qualitative objectives have not been achieved, and the identification of the reasons for the relative unsuccessful implementation of the NRSS are now being analyzed following the planned and carried out revision of the program in 2013.

National Road Safety Strategy 2008-2015



Performance Evaluation

Road accident problems, namely its recent evolution pace and the performance “within built-up areas”, both enlightened by the accurate determination of “fatalities at 30 days”, characterize negatively the NRSS first phase of implementation from the statistical point of view.

National Road Safety Strategy 2008-2015



On the other hand, the NRSS identified success factors - and of any courageous strategy of prevention and road safety focused on the results - were not fulfilled:

- ❖ Political involvement and commitment of senior officials;
- ❖ Effective capacity of coordination of the whole process by ANSR;
- ❖ Full and permanent operation of the Piloting Group;
- ❖ Implementation of the external audit process (monitoring and evaluation);
- ❖ This first period of the NRSS was also characterized by a decrease in investment in communication campaigns and in behavioral and attitudinal studies of the road transport system users.

National Road Safety Strategy 2008-2015



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Even though it wasn't possible to achieve both primary quantitative and qualitative goals, over the decade covered by this programs, Portugal had an constant annual significant reduction in road fatalities and a very significant reduction in **on spot road fatalities, from 2003 to 2013, of more than 60%.**

Thank you