Looking Ahead to 2030
A New Global Decade of Road Safety Action in Portugal, the EU and Africa
Autoridade Nacional de Segurança Rodoviária

Portugal’s Road Safety Strategy

Ana Tomaz, VP
National Road Safety Authority, Portugal
Looking Ahead to 2030, A New Global Decade of Road Safety Action in Portugal, the EU and Africa

Autoridade Nacional de Segurança Rodoviária

road accidents and road fatalities

World Wide Problem

≈ 1,35M deaths per year
≈ 3,700 deaths per day
≈ 50M injuries per year

WHO: next 15 years...
≈ 500M fatalities and serious injuries

Public Health Problem

#1 cause of death between 5-24 years old
#3 cause of death between 5-40 years old
Up to 3% GDP, more than $500bi

source: WHO; iRAP; OCDE
Looking Ahead to 2030, A New Global Decade of Road Safety Action in Portugal, the EU and Africa
Autoridade Nacional de Segurança Rodoviária

Road accidents and road fatalities

- A disproportionate risk

- Risk of Road Fatalities of LIC = 3 x HIC

- Less than 25% of the countries (48) had a decrease on road fatalities

- 17% of LMIC (23) had a decrease on road fatalities

- 54% VRU
Looking Ahead to 2030, A New Global Decade of Road Safety Action in Portugal, the EU and Africa
Autoridade Nacional de Segurança Rodoviária

Road accidents and road fatalities

Fatalities per million inhabitants (2016)

Road Safety Performance Targets

United Nations Road Safety Week

2021 - 2030

Looking Ahead to 2030, A New Global Decade of Road Safety Action in Portugal, the EU and Afirca
Autoridade Nacional de Segurança Rodoviária

United Nations Road Safety Week
Streets for Life #Love30
Looking Ahead to 2030, A New Global Decade of Road Safety Action in Portugal, the EU and Africa

Autoridade Nacional de Segurança Rodoviária

In 2020:

≈ 18,800 deaths (2% of world)
≈ 360 deaths per week
-36% compared to 2010

Source: Europe Comission

Portugal: -83% in the last 25 years
-43% compared to 2010

Fatalities per million inhabitants
Looking Ahead to 2030, A New Global Decade of Road Safety Action in Portugal, the EU and Africa

Autoridade Nacional de Segurança Rodoviária

Portuguese infrastructure evolution

Road fatalities (Portugal)

1975
1985
1995
2005
2020
2050

1st generation
2nd generation
3rd generation
4th generation
5th generation

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

Safe System
CASE vehicles

ZERO
- Congestion
- Emissions
- Road fatalities

Road fatalities

2.676
1.875
2.085
1.094
390

NRP85
NRP2000
NRSP2008
PENSE2020
5G

20th century
21st century

+ demand
A25 – Aveiro / VFormoso
Saving:
• 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
Looking Ahead to 2030, A New Global Decade of Road Safety Action in Portugal, the EU and Africa

Autoridade Nacional de Segurança Rodoviária

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

Investment in +3.200 km of roads with higher quality and safety

33,682 M€

390 VM

2,085 VM

Fonte: OECD, UTAO, IP e ANSR

Cumulative investment at 2019 prices

Fatalities (24h)
Investment in SAFER ROADS benefits

RCB: 1:8

Investment in road infrastructure

Economic and social savings

Lives saving

There is no better investment than investing in road safety: it saves lives and has a very high economic and social return.
Looking Ahead to 2030, A New Global Decade of Road Safety Action in Portugal, the EU and Africa

Autoridade Nacional de Segurança Rodoviária

SAFE vehicles
SAFE road users
SAFE roads and roadsides
SAFE speeds
Post Crash Care

SOLUTIONS FOUND IN 5 PILLARS

Road users are fallible and will always make mistake
Human body has physical limits for energy exchange in crashes
Road safety is a shared responsibility
Well design system to ensure the physical limits of human body
System that eliminates of fatalities and serious injuries
System that absorbs the road users mistake

TARGET ZERO

safe system
safety principles
Looking Ahead to 2030, A New Global Decade of Road Safety Action in Portugal, the EU and Africa
Autoridade Nacional de Segurança Rodoviária

The Portuguese road safety strategy 2021-2030

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
Looking Ahead to 2030, A New Global Decade of Road Safety Action in Portugal, the EU and Africa

Autoridade Nacional de Segurança Rodoviária

**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 1st Action Plan
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;
• A 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 methodology

• Apply **Top down approach**

• Set **Final Targets** but also **Intermediate Targets** through Safety Performance Indicators (SPI)

• Use **Data driven** and **Evidence based safety management framework** – data driven problem identification and countermeasure and interventions packages (safe system interventions) at institutional level and operational level

• Define **Baseline Scenario and its forecast for 2030 “as is” scenario**

• Define **Baseline year** – follow the EU official position 2019

• **Predict the aggregated effect of the interventions on the targets** and compare with the forecast of the baseline scenario – Effect of the Road Safety Plan
Looking Ahead to 2030, A New Global Decade of Road Safety Action in Portugal, the EU and Africa

Autoridade Nacional de Segurança Rodoviária

the Portuguese road safety strategy 2021-2030
key areas of interventions

• To address the **main issues** identified

• **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, Byciclists and Car occupants**

• Behaviour: **Speeding, drink driving, Distraction, Fatigue**

• Post Crash Care
What do we need and what it is missing to successfully implement Vision Zero 2030?

- Creating the conditions to a data driven road safety management
- Explicit commitment, support, accountability and agreements
- With no good data and no support and commitment of stakeholder we cannot define and calculate the SPI and we cannot build up this Road Safety Strategy
- Strengthening the Institutional Management Functions - Effective and efficient coordination
- Strong institutional cooperation
- Vertical coordination mainly with municipalities
**Looking Ahead to 2030, A New Global Decade of Road Safety Action in Portugal, the EU and Africa**

**Autoridade Nacional de Segurança Rodoviária**

### Management Structure

#### Sponsor ANSR
- Rui Ribeiro
- Ana Tomaz

#### Executive Committee
- Ana Tomaz
- Carlos Lopes
- Fred Wegman
- João Cardoso

#### Advisory Board
- TBD

#### Project Manager
- Paula Amador

#### Expert Board
- **Executive**
  - Álvaro Seco / Academy
  - Ana Basios / Traffic and Road Design
  - André Lourenço / New Technologies
  - António Marques da Silva / Emergency
  - António Pereira Leal / Inspection / Control
  - António Reis / Driver Training
  - Armando Teles Fortes / Road Safety
  - Carlos Almeida Roque / Road Signaling and Safety
  - Carlos Montemor / Farm Vehicles
  - Duarte Nuno Caldeira / Rescue
  - Fernando Barbosa / Human Factors
  - Filipe Moura / Soft Mobility
  - Frederico Vaz / Mobility and Innovation
  - Henrique Machado Jorge / Road Safety
  - Inês Gonçalves / Work Safety
  - João Dias / Vehicles
  - João Figueiredo / Mobility and Innovation
  - José Carlos Sousa / Education

#### Non-Executive
- José Lisboa Santos / Infrastructure
- José Manuel Caetano / Soft Mobility
- Luís Reis / New Technologies
- Luis Teles Fortes / Road Safety
- Manuel Marinho / Motorcycling
- Margarida Coelho / Smart Mobility
- Mario Alves / NGO
- Mário Dias / Alcohol and Drugs
- Miguel Gaspar / Municipalities
- Miguel Rodrigues / Electronic and Software Systems
- Paula Teles / Mobility
- Rosa Félix / Soft Mobility
- Sandra Mouta / Human Factors
- Sandra Nascimento / Child Safety
- Sofia Barros / Publicity and Communication
- Susana Paulino / Training
- Tiago Farías / Public Transport
Share your contribution

www.visaozero2030.pt

140+ CONTRIBUTIONS RECEIVED
Looking Ahead to 2030, A New Global Decade of Road Safety Action in Portugal, the EU and Africa

Autoridade Nacional de Segurança Rodoviária

**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 life

Future is ZERO
ANA TOMAZ
VICE PRESIDENT

Tel: +351 967124851
Email: ana.tomaz@ansr.pt
Website: www.ansr.pt
@AnaToma71513190