

Looking Ahead to 2030

A New Global Decade of Road Safety Action in Portugal, the EU and Africa

Autoridade Nacional de Segurança Rodoviária



20 May 2021  
Lisbon, Portugal

# Portugal's Road Safety Strategy

# road accidents and road fatalities

## World Wide Problem

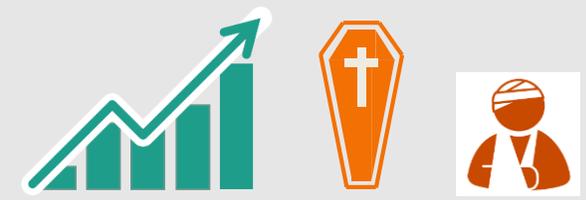


≈ **1,35M** deaths per year

≈ **3,700** deaths per day



≈ **50M** injuries per year



WHO: next 15 years...

≈ **500M** fatalities and serious injuries

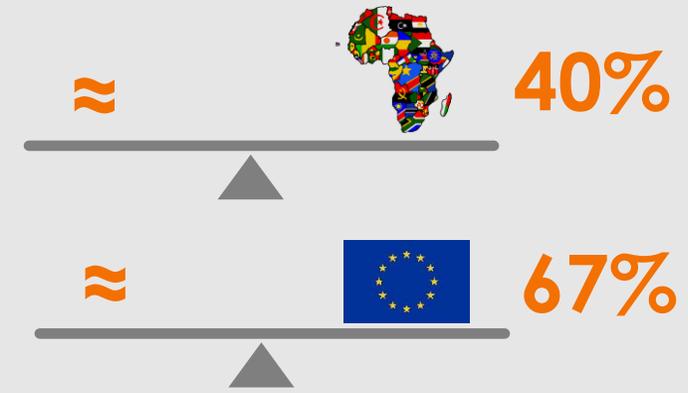
## Public Health Problem

**#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**



# road accidents and road fatalities

## ■ A disproportionate risk



PROGRESS FAR  
FROM UNIFORM

PROGRESS FAR  
FROM ENOUGH

## ■ Risk of Road Fatalities of $LIC=3xHIC$

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

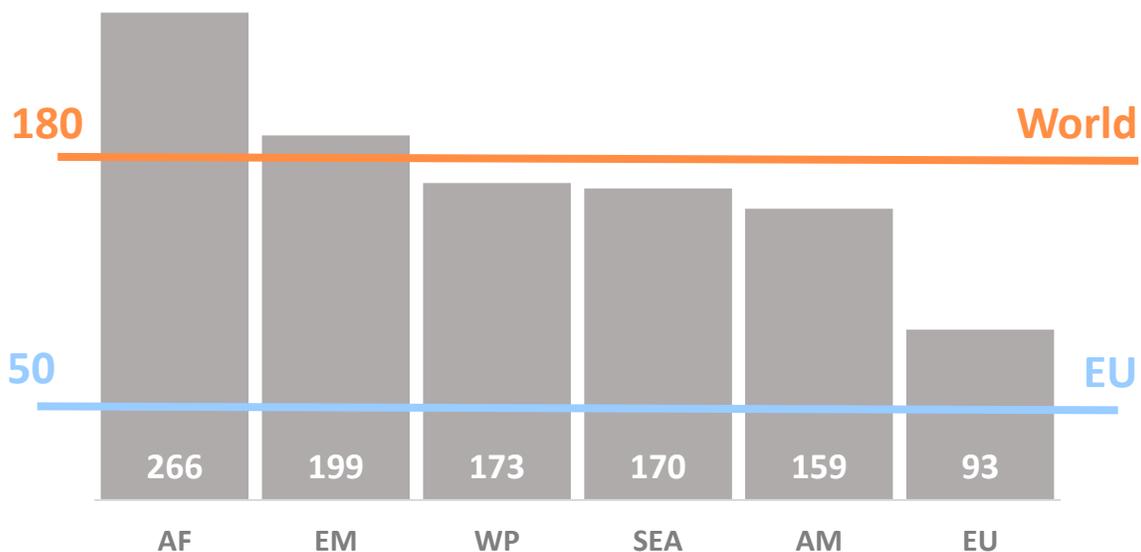
■ 17% of LMIC (23) had a decrease on road fatalities

■ 54% VRU



# road accidents and road fatalities

## Fatalities per million inhabitants (2016)



AF Africa  
EM Eastern Mediterranean  
WP Western Pacific  
SEA South-East Asia  
AM Americas  
EU Europe

## Road Safety Performance Targets

**TARGET 3 2030**

Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.

**TARGET 4 2030**

Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.

## United Nations Road Safety Week



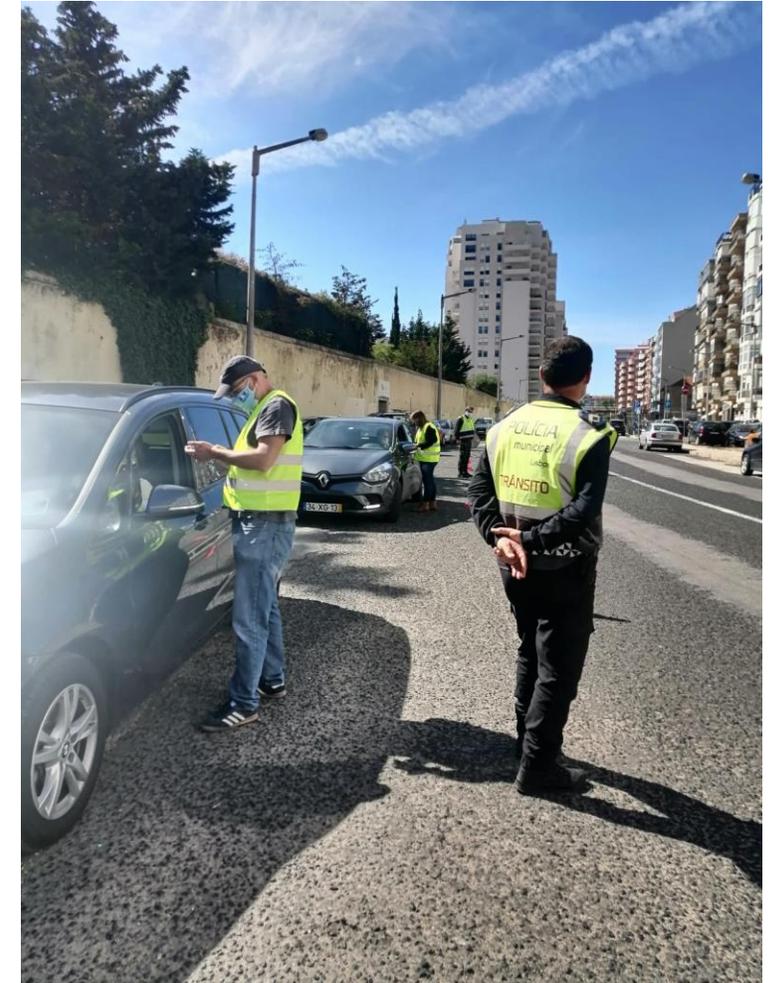
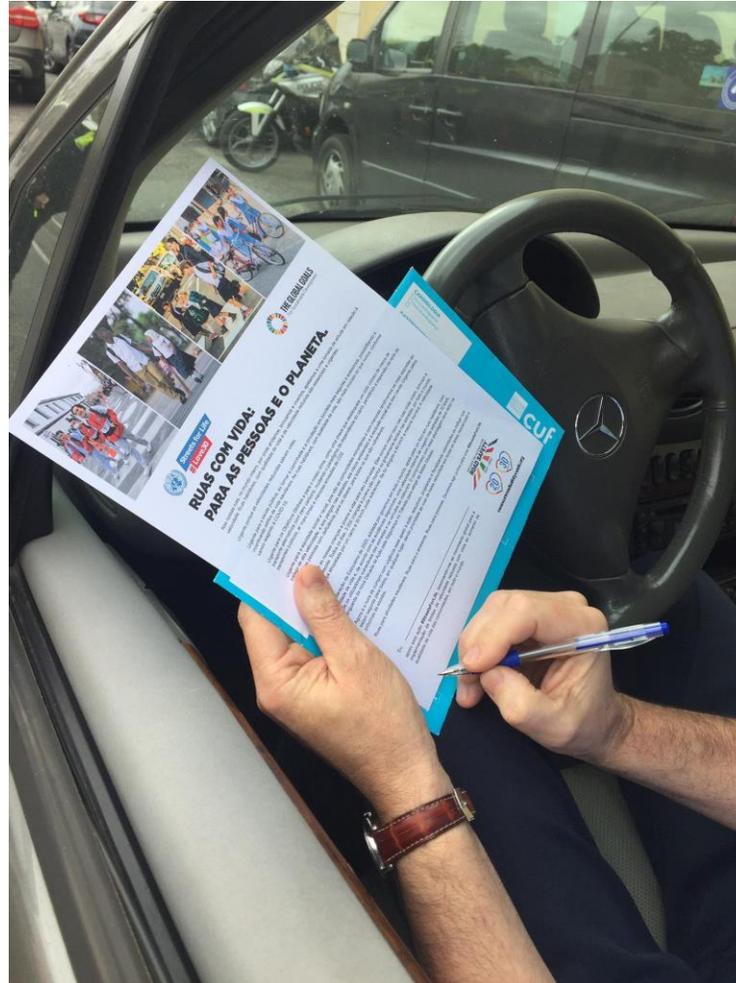
## DECADE OF ACTION FOR ROAD SAFETY





United Nations  
#Love30  
www.love30.org

# United Nations Road Safety Week Streets for Life #Love30

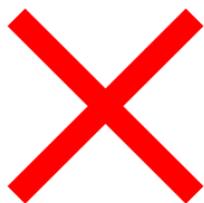


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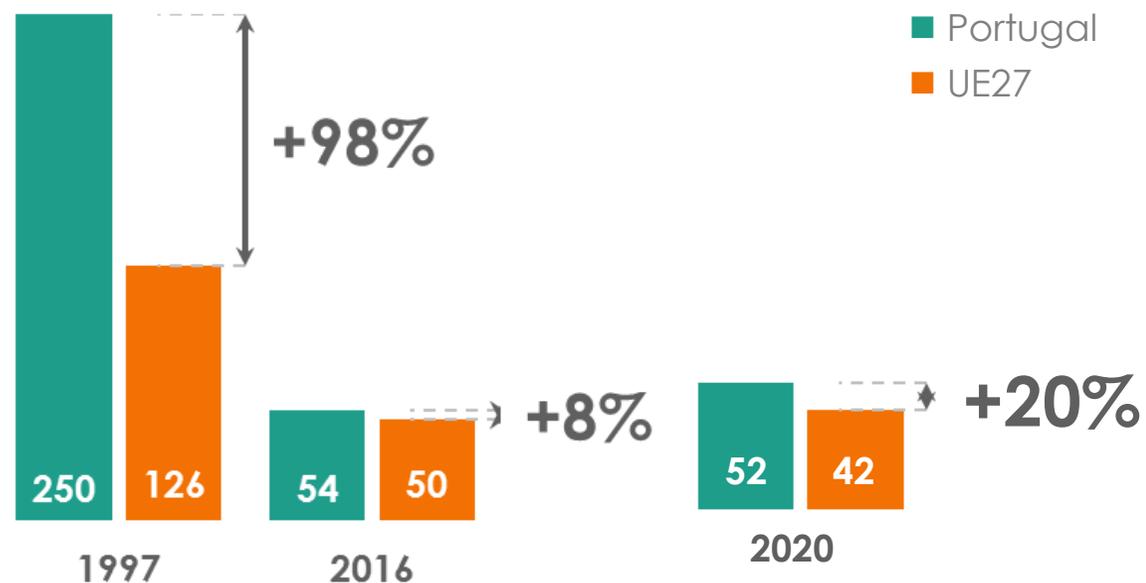
# European Union and Portugal

In **2020**:


 ≈ **18.800** deaths (2% of world)  
 ≈ **360** deaths per week  
**-36%** compared to **2010**



fatalities per million inhabitants

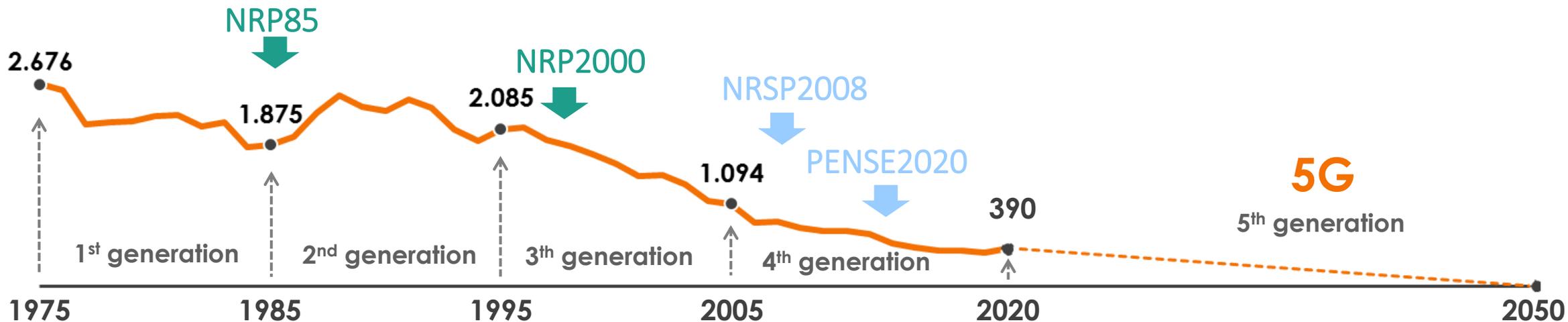


Portugal:

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

2020: preliminar data

# 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

**ZERO**

- Congestion
- Emissions
- Road fatalities

Safe CASE vehicles  
System

+ demand

— Road fatalities (Portugal)

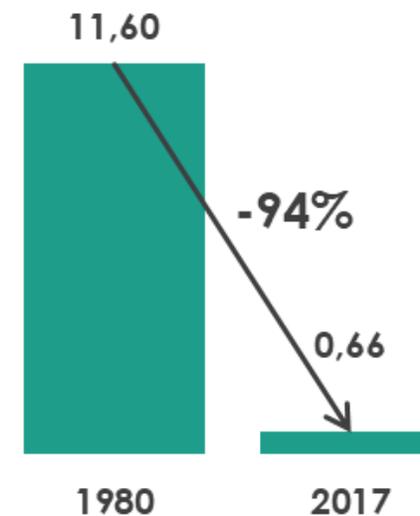
# Safe roads that save lives

## A25 – Aveiro / VFormoso Saving:

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

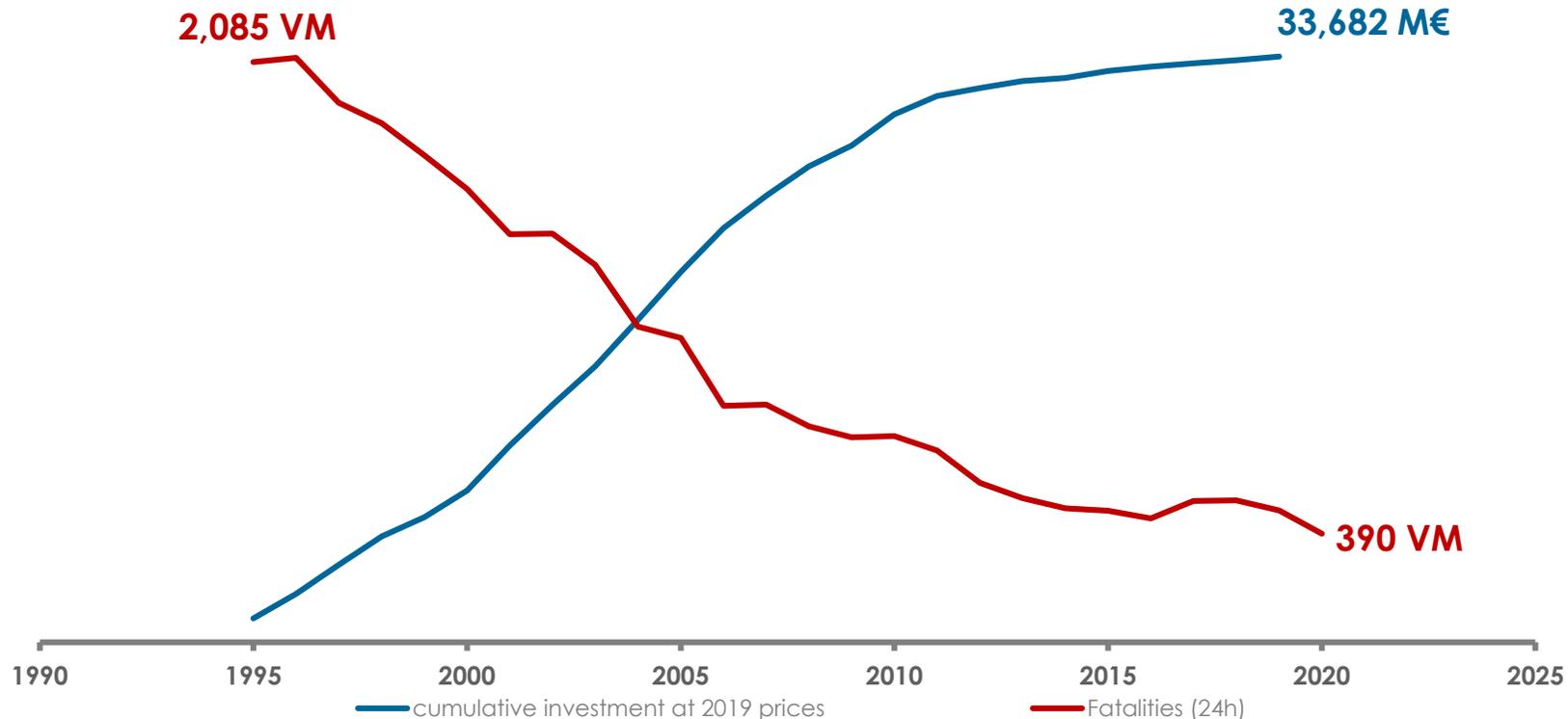
## A4 – Túnel do Marão Savings

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



# investing in SAFER ROADS

investment vs road fatalities



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

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# Investment in SAFER ROADS

benefits

**RCB: 1:8**

**Portugal**

**33.682 M€**



Investment in road infrastructure

**167.494 M€**



Economic and social savings

**+27.305**

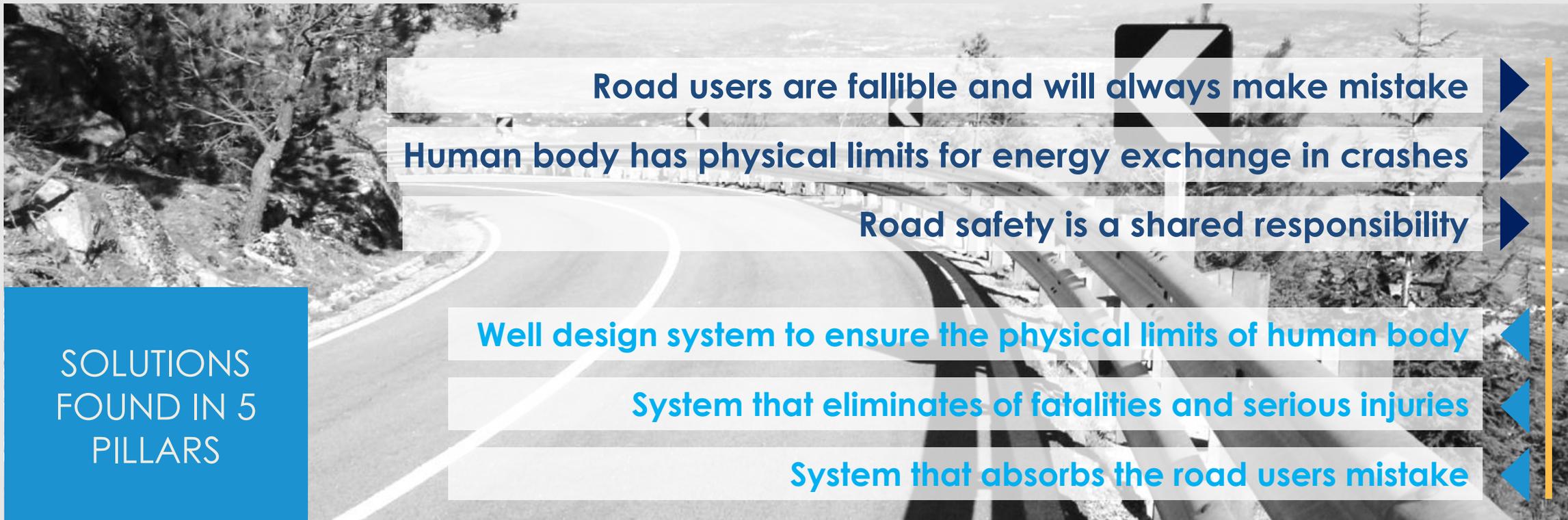


Lives saving

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

# safe system

safety principles



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

SOLUTIONS  
FOUND IN 5  
PILLARS

**SAFE** vehicles

**SAFE** road users

**SAFE** roads and roadsides

**SAFE** speeds      Post Crash Care



**TARGET  
ZERO**

# The Portuguese road safety strategy 2021-2030

[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

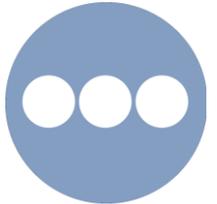
# the Portuguese road safety strategy 2021-2030

## stages

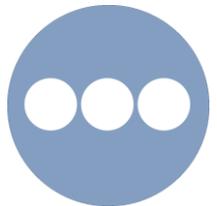
**STAGE 1 - Guiding Principles of the National Road Safety Strategy: Vision Zero 2030**



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



**STAGE 3 - Vision Zero Strategy 2030 and 1<sup>st</sup> 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

# the Portuguese road safety strategy 2021-2030

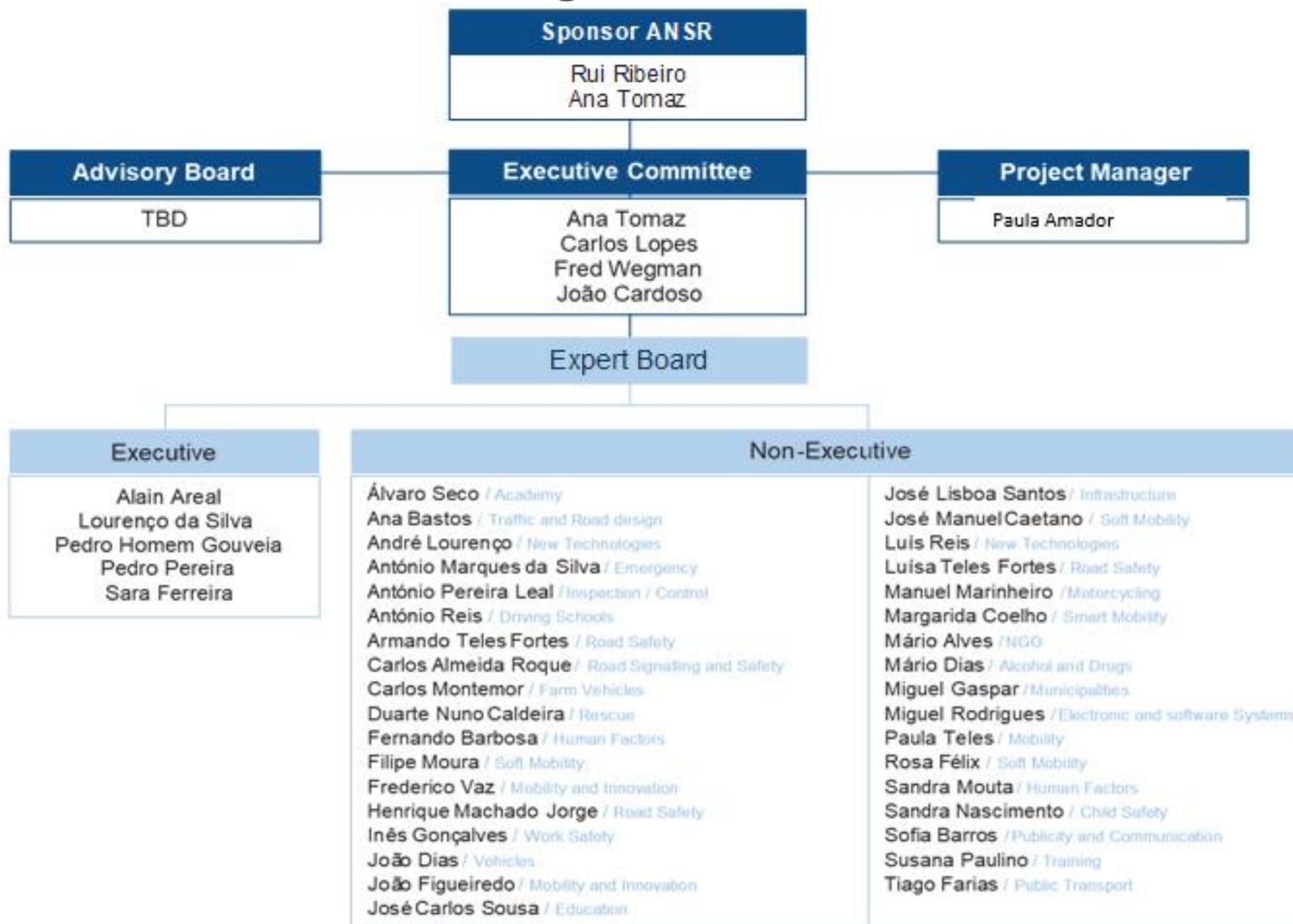
## key areas of interventions

- 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, Bicyclists 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 Zero2030?

- 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

# the Portuguese road safety strategy 2021-2030 management structure



# Share your contribution

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



**140+**  
**CONTRIBUTIONS  
RECEIVED**

# the mobility model of the future

Future is  
ZERO

- 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



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