

THE PORTUGUESE ROAD SAFETY STRATEGY VISION ZERO 2030[®] AND THE IMPORTANCE OF KPI

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Summary



1 – How is Portugal doing?

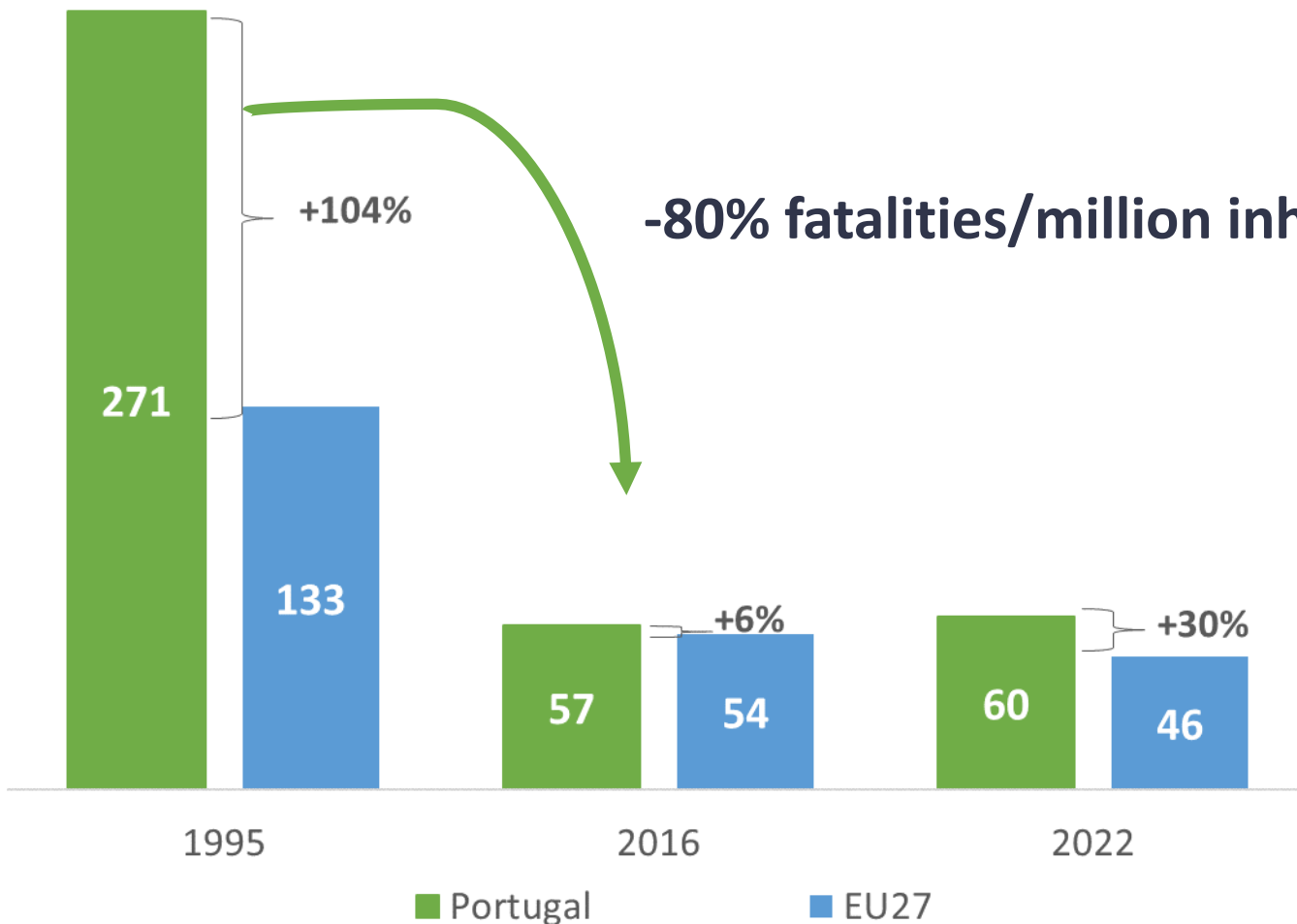
2 – The Portuguese Road Safety Strategy: goals and targets

3 - The Portuguese Road Safety Strategy: Key Interventions Areas, Vision Zero Matrix

4 – Actions Plans, Safety Performance Indicators, Programs and measures

1 – HOW IS PORTUGAL DOING?

Last three decades



Fatalities per Million Inhabitants

Last decade

3% GDP



650 fatalities/year



+2.000 serious injuries/year

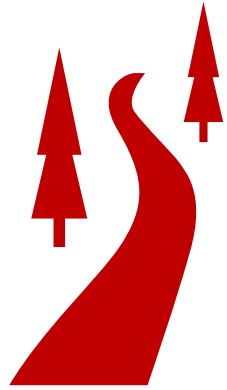
24% above EU27 in 2020

30% above EU27 in 2022

No reduction in the last 5 years of last decade

1 – HOW IS PORTUGAL DOING?

ROAD CATEGORY (2010-2019)



40% of the fatalities on National Roads, of which **19%** are National roads through villages

35% of the fatalities on urban streets

9% of the fatalities on motorways

7% of the fatalities on interurban trunk roads (IP and IC)

6% of the fatalities on municipal roads

1 – HOW IS PORTUGAL DOING?

ROAD USER (2010-2019)



45% of fatalities



22% of fatalities



15% of fatalities



4% of fatalities



7% of fatalities



2% of fatalities

1 – HOW IS PORTUGAL DOING?

ROAD USER: MAJOR TRENDS



+ 12,3%/year on Fatalities (**+30,9 %/year** National roads through villages) + 84% motorcycle fleet (2010-2019)



-2,9%/year on Fatalities (**-21,3%/year** National roads and trunk roads)



+ 1%/year on Fatalities (**-14,6 %/year** on urban roads; **+12,3%/year** on National roads and trunk roads)



- 2,2%/ year on Fatalities (**-6,8 %/ year** on urban roads)

1 – HOW IS PORTUGAL DOING?

MAIN PROBLEMS AND RISK FACTORS

INSIDE URBAN AREAS (54% Fatalities)

(35% urban streets+ 19% National roads through villages)



41% of the fatalities (pedestrians)



23% of the fatalities (car occupants)



16% of the fatalities (motorcycles)



9% of the fatalities (mopeds)



5% of the fatalities (cyclists)

OUTSIDE URBAN AREAS(46%)

(21% National roads+, 9% motorways+
7% IP+IC+ 9% other)



55% VM



15% VM



SPEEDING (1/3 FATAL CRASHES)



**DRINK AND DRIVING (20,9%
FATALITIES ⁽¹⁾)**

2 - PORTUGUESE ROAD SAFETY STRATEGY

VISION ZERO 2030



Goal for 2030: reduce the number of deaths and serious injuries by 50%

	2019	2030	2030/2019
Road Fatalities	626	313	-50%
Serious Injuries MAIS3+	2089	1044	-50%

Goal for 2050: Zero deaths and serious injuries

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2 - PORTUGUESE ROAD SAFETY STRATEGY – VISION ZERO 2030

THE RESULTS OF REDUCING FATALITIES AND SERIOUS INJURIES BY 50% BY 2030

2.250 Fat
7.550 SI



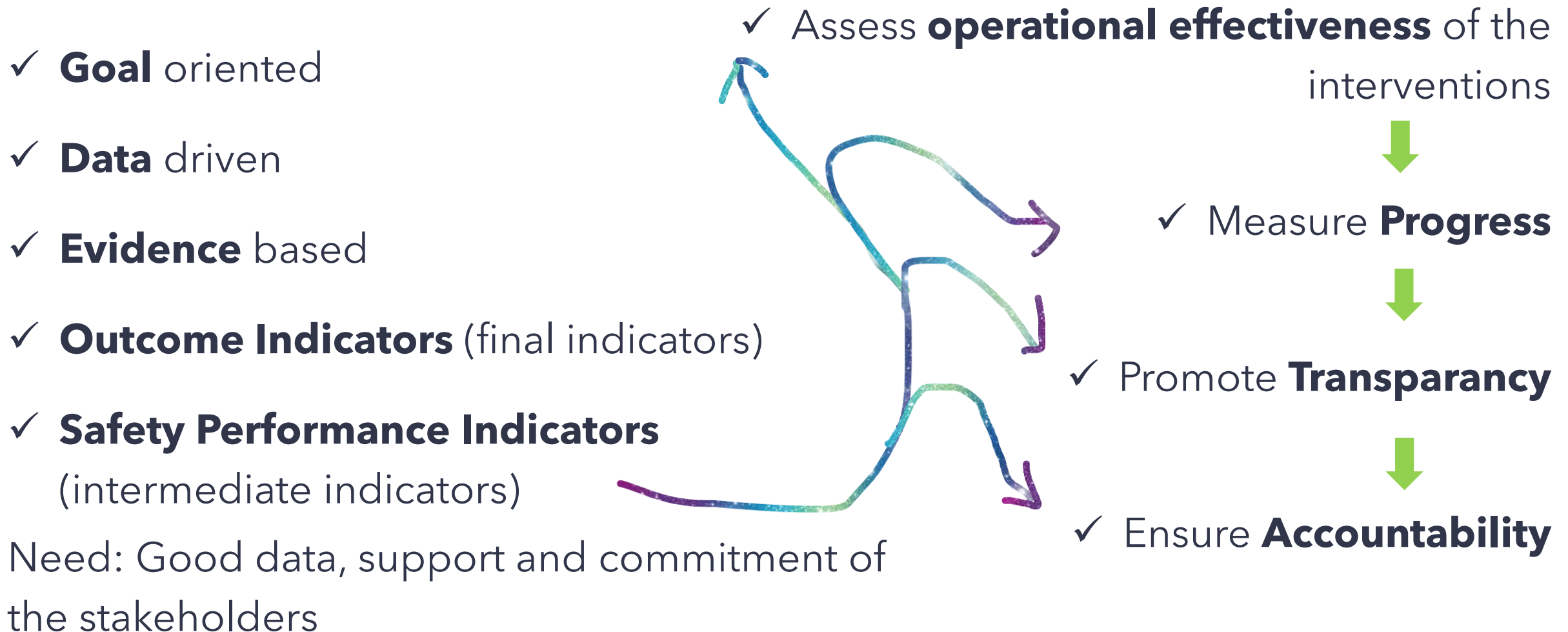
Lives saved and serious injuries to be avoided

20.000 M€



Economic and social costs to be avoided, about 2.000M€ per year

2 – PORTUGUESE ROAD SAFETY STRATEGY – VISION ZERO 2030



3 -KEY INTERVENTION AREAS

Inside Urban Areas

Post Crash Care

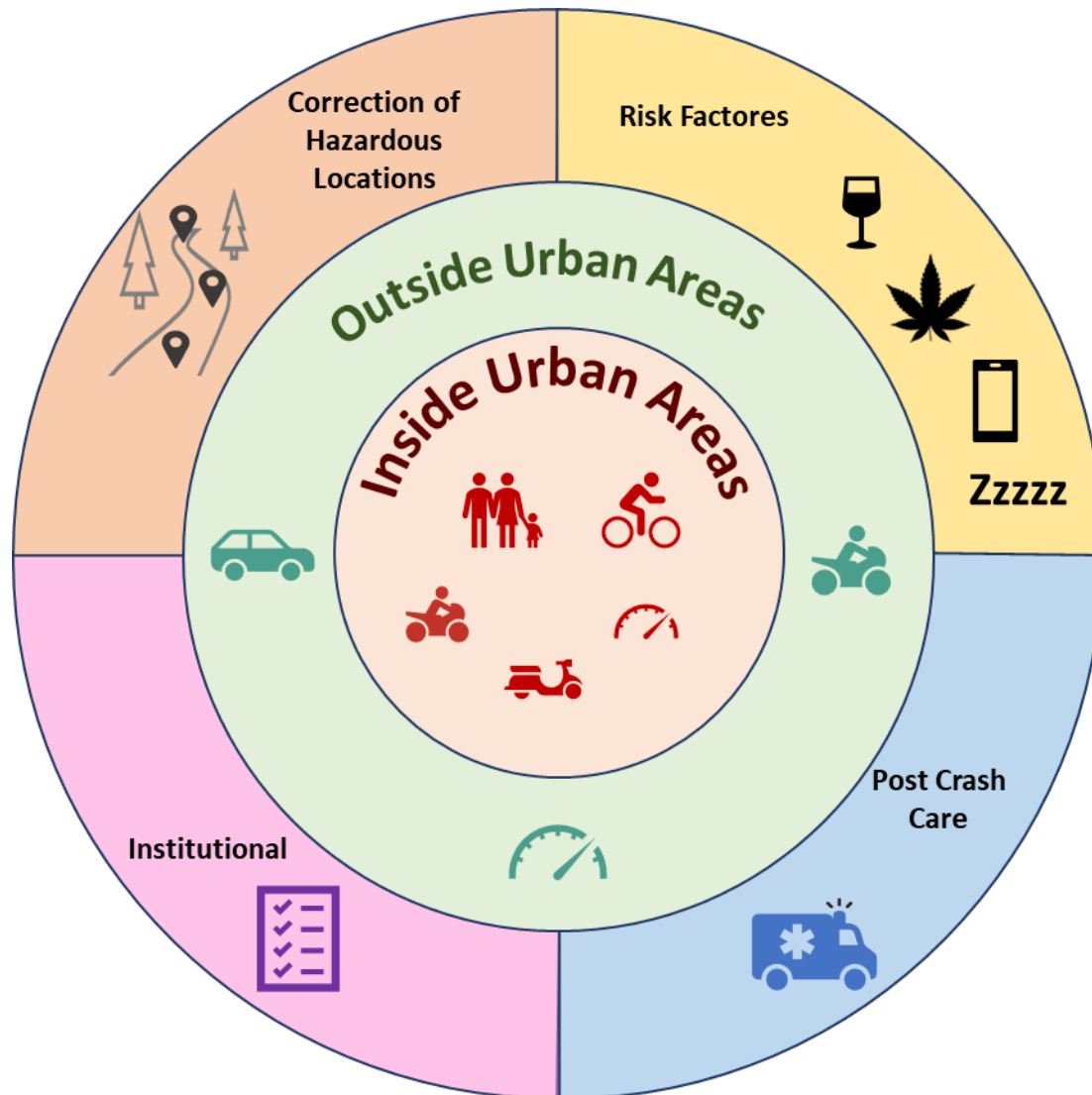
Outside Urban Areas

Institutional

Risk Factors

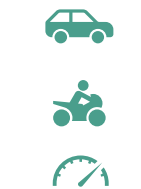
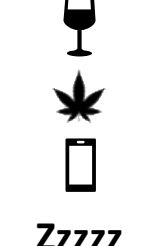
Correction of
Hazardous Locations

3 - KEY INTERVENTION AREAS



INSIDE URBAN AREAS	 Pedestrians  PTW  Cyclists  Speed
OUTSIDE URBAN AREAS	 Car Occupants  Motorcyclists  Speed
RISK FACTORS	 Drink and Driving  Drugs  Distraction  Zzzzz Fatigue
POST CRASH	 Post Crash Care
INSTITUTIONAL	 Institutional
TARGET AREAS	 Correction of Hazardous Locations

3 – VISION ZERO 2030 MATRIX

Key intervention Areas	Safe System elements for reduction road injuries				
	Safe Users	Safe Infrastructures	Safe Vehicles	Safe Speeds	Post Crash Care
Inside Urban Areas					-
Outside Urban Areas					-
Risk Factors		-		-	-
Post Crash Care	-	-	-	-	
Institutional					
Correction of Hazardous Locations	-		-		-



Pedestrians

PTW

Cyclists

Speed

Car Occupants

Motorcyclists

Speed



Drink and Driving



Roads



Distraction

Zzzzz

Fatigue



Post Crash Care



Institutional



Correction of Hazardous Locations



MATRIX

4 - ACTION PLANS



2 - 3 years



Programs and the
interventions



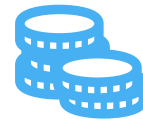
Entities in charge



Calendar



Cost Estimate



Funding Sources



Execution Indicators



Safety Performance Indicators
(KPI)

Vision Zero Pledge signed and approved by the Ministry

4 - MEASURING PROGRESS AND SUCCESS

The **SUCCESS** of the programs and measures of the Action Plans will be measured by the **Outcome Indicators**

The **Safety Performance Indicators** measure **PROGRESS**, evaluating the contribution of the executed interventions on the outcome indicators, ensuring transparency and accountability by the entities responsible for the measures.



4 - SAFETY PERFORMANCE INDICATORS

16 SAFETY PERFORMANCE INDICATORS (SPI)

SPI1 - Speed (KPI1)

SPI2A - Child Restrain Systems (KPI2)

SPI2B - Safety Belt (KPI2)

SPI3A - PTW Helmet (KPI3)

SPI3B - Cyclists Helmet (KPI3)

SPI4 - Alcohol (KPI4)

ICD5 - Distraction (KPI5)

ICD6 - Drugs (EXP KPI)

ICD7 - Fatigue

ICD8 - Vehicles (KPI6)

ICD9A-9E - Infrastructures (5)
(KPI7+EXP KPI)

ICD10 - Post crash care (KPI8)

4 - SAFETY PERFORMANCE INDICATORS

SAFE SYSTEM ELEMENT	SAFETY PERFORMANCE INDICATORS		Real 2022	Goal 2025	Goal 2030
Safe Users	SPI2A Child Safety Restraint Systems 	Percentage of children correctly using the child safety restraint system (%)			
		i) Total network	90,7	93	97
		ii) Motorways and highways	95,7	98	99
		iii) Rural roads	91,6	93	97
		iv) Urban roads	90,7	93	97

4 - SAFETY PERFORMANCE INDICATORS

SAFE SYSTEM ELEMENT	SAFETY PERFORMANCE INDICATORS		Real 2022	Goal 2025	Goal 2030
Safe Users	SPI6 Driving under the influence of Drugs 	Percentage of drivers killed in road accidents that have consumed drugs (%)			
		i) Total network	-	tbd	tbd

4 – GOVERNANCE MODEL

VISÃO ZERO 2030® PLEDGE

- ✓ Between **ANSR** and entities responsible for interventions/measures: public entities (central and local), private entities, NGO or signed by any citizen
- ✓ Approved by the Ministers in charge
- ✓ Signed at public sessions

VISÃO ZERO 2030® PLEDGE

 	Entity
	✓ Interventions ✓ Calendar ✓ Cost ✓ Funding sources ✓ Execution Indicators ✓ SPI
Approved by the government  REPÚBLICA PORTUGUESA	

4 – GOVERNANCE MODEL



MONITORING – based on SPI

- ✓ Regular reporting by the entities responsible for the interventions
- ✓ Coordination meetings with the entities responsible for the interventions
- ✓ Monitoring meetings with the entities responsible for the interventions (sharing results, adjustment of measures based on SPI, strengthening cooperation, sharing experience in implementing the measures, mutual encouragement and assistance)
- ✓ Results presentation meetings with the presence of ministers (strengthening commitment and political leadership)
- ✓ Annual public session to disseminate the results (Vision Zero 2030 Annual Report)

4 – GOVERNANCE MODEL

VISÃO ZERO 2030® CAMPAINGS

Nacional Level



- ✓ Mobilizing for Vision Zero 2030®
- ✓ Reinforce commitment
- ✓ Disseminate the Annual Monitoring Report

Local Level



- ✓ Explain the interventions to be implemented
- ✓ Clarify doubts
- ✓ Sharing knowledge
- ✓ Strengthening partnerships
- ✓ Disseminate the results
- ✓ **Community Support**

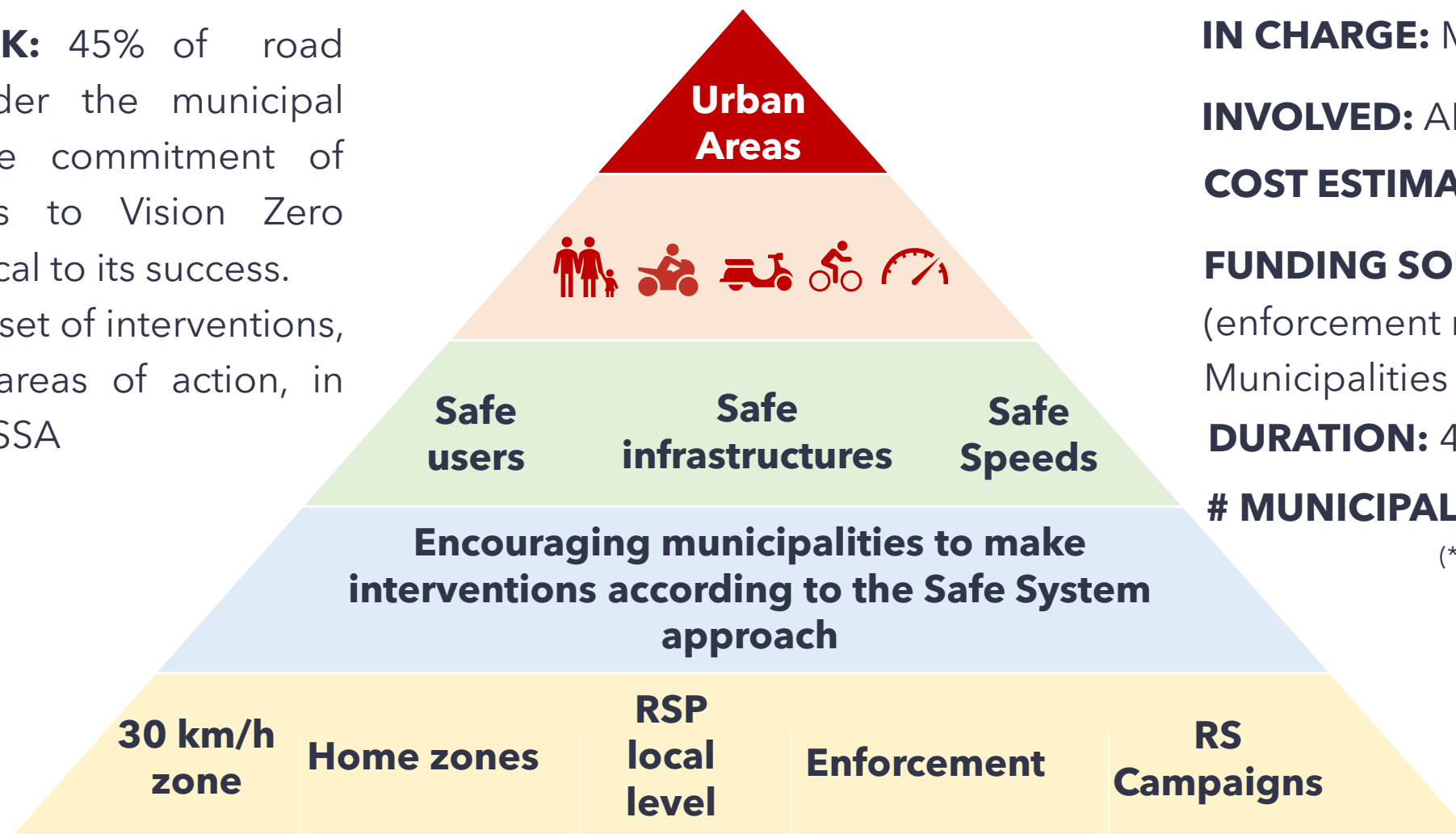
Communication and Marketing Plan

4 – Portuguese Road Safety Strategy

KEY INTERVENTION AREAS	15 PROGRAMS VISION ZERO 2030®					100 Measures
						25 Entities
						278 municipalities
Inside Urban Areas	P1 – Municipalities (6M)	P2 – Schools (8M)		P3 – Treatment of Urban Crossings(4M)		P15 – PTW (9M)
Outside Urban Areas	P4 – Separation of traffic on Rural Roads (3M)		P5 – Improving Roadsides(8M)			
Risk Factors	P6 – Alcohol and Psychotropic Substances (11M)			P7 – Distraction and Fatigue(5M)		
Post Crash Care	P8 – Post Care Response (8M)					
Institutional	P9 – Road Infrastructure Assessment, Monitoring and Supervision (5M)	P10 – Research and Auditing (3M)	P11 – Dematerialization and Data Sharing(11M)		P12 – Legislation and Technical Documentation(11M)	P13 – Speed Management(8M)
Correction of Hazardous Locations	P14 – Correction of Hazardous Locations (3M)					
(P = Programs; M = Measures)						

PROGRAM 1 - VISION ZERO MUNICIPALITIES

FRAMEWORK: 45% of road fatalities under the municipal network. The commitment of municipalities to Vision Zero 2030® is critical to its success. Implement a set of interventions, in different areas of action, in line with the SSA



IN CHARGE: Municipalities

INVOLVED: ANSR, Police

COST ESTIMATE: 60M€/year

FUNDING SOURCES: ANSR (enforcement revenues) and Municipalities

DURATION: 48 months

MUNICIPALITIES: 30 /year (*)
(*) pilot with 2 municipalities

SPI1 - % of vehicles driving within the speed limit on urban roads

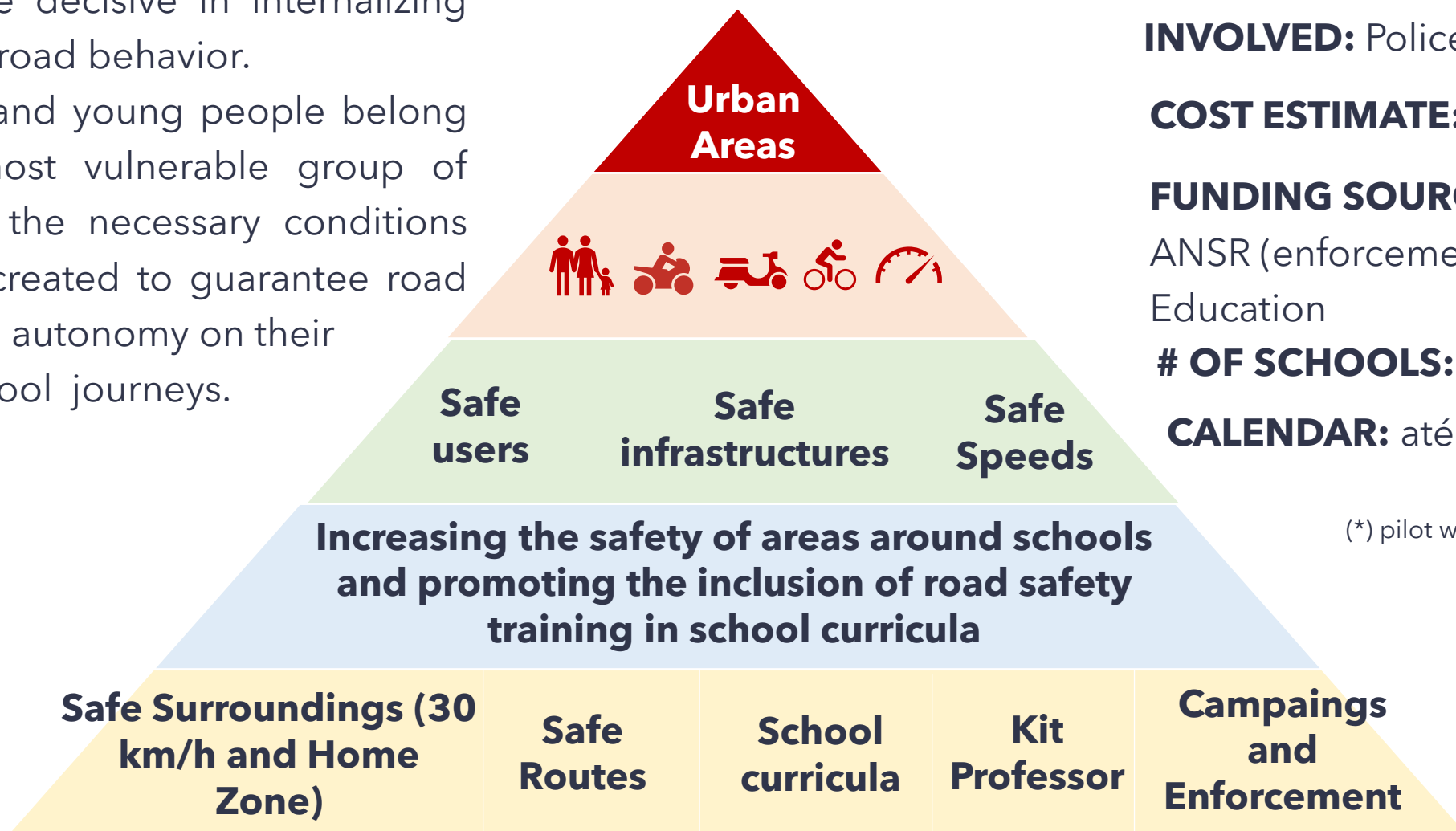
SPI9D - % of crossings for pedestrians+ cyclists, in accordance with the SSA (safe speeds) on urban roads

SPI9E - % of intersections complying with the SSA (safe speeds) on urban roads

PROGRAM 2 - VISION ZERO SCHOOLS

FRAMEWORK: The family and school are decisive in internalizing desirable road behavior.

Children and young people belong to the most vulnerable group of users, so the necessary conditions must be created to guarantee road safety and autonomy on their home-school journeys.



IN CHARGE: Education e ANSR

INVOLVED: Police

COST ESTIMATE: 10M€/year

FUNDING SOURCES: Municipalities, ANSR (enforcement revenues) and Education

OF SCHOOLS: 50/ano*

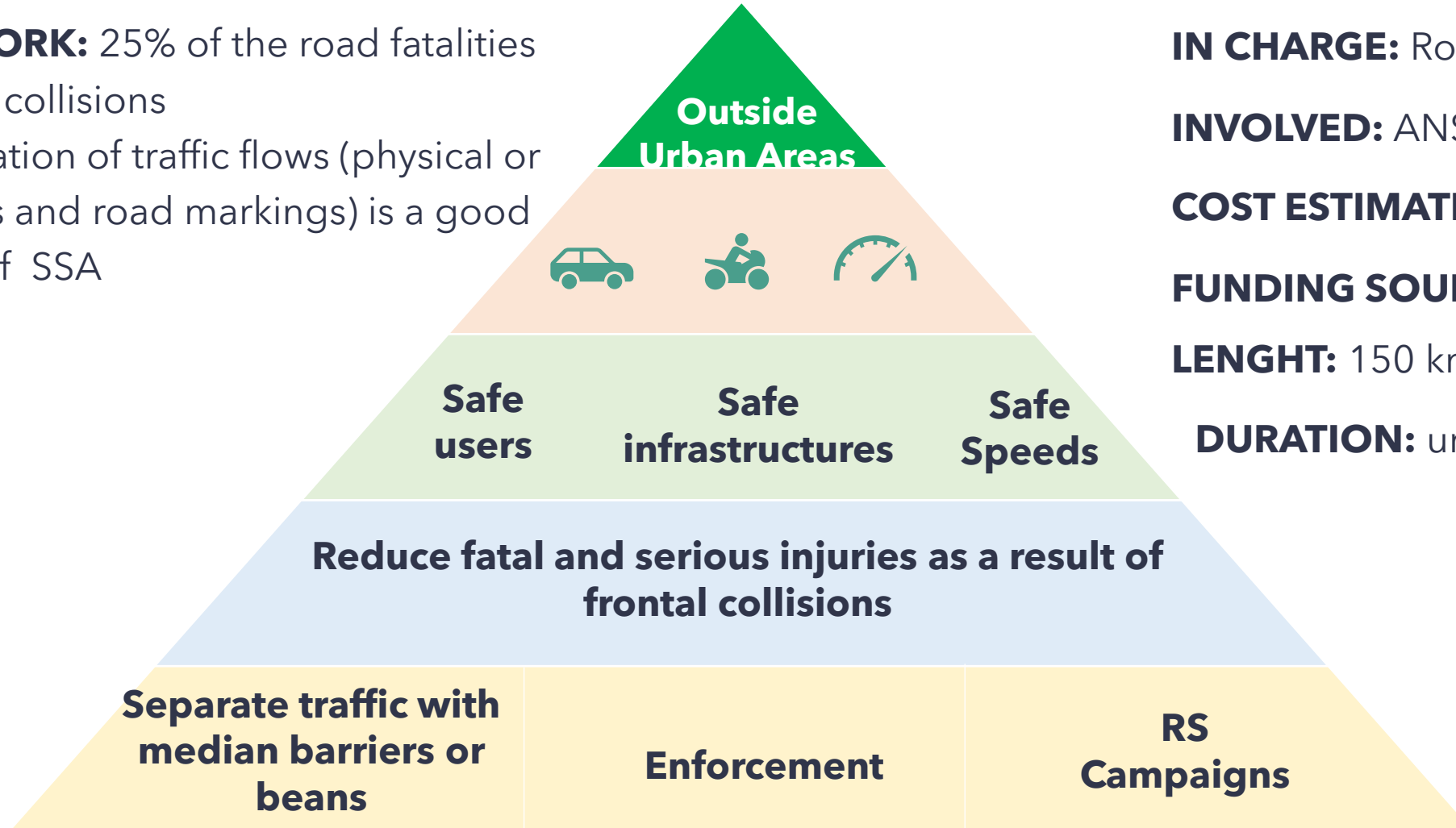
CALENDAR: até 2030

(*) pilot with 2 municipalities

PROGRAM 4 - SEPARATION OF TRAFFIC ON RURAL ROADS

FRAMEWORK: 25% of the road fatalities are frontal collisions

The separation of traffic flows (physical or with beans and road markings) is a good exemplar of SSA



IN CHARGE: Road Managers

INVOLVED: ANSR, Police

COST ESTIMATE: 30M€/year

FUNDING SOURCES: Road manager

LENGHT: 150 km/year (*)

DURATION: until 2030

SPI1 - % of vehicles driving within the speed limit on rural roads

(*) tbc

SPI9A - % of kilometers on roads with separation of directions or speed limit not exceeding 70km/h



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