European Commission

European Road Safety Observatory

National Road Safety Profile - Portugal

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

Contract: This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2019-100/SI2.822066 with Vias institute (BE) and SWOV Institute for Road Safety Research (NL).

Version 2.0, February 21, 2023

Author: Annelies Schoeters (Vias institute)

Disclaimer

1 Highlights

Road safety outcomes

- In 2020 a total of 536 people were killed in reported traffic accidents in Portugal.
- Portugal is 19th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Portugal shows a relatively high proportion of fatalities on urban roads.

Road safety performance indicators

- Portugal has the highest self-reported helmet wearing rate for cyclists compared to other European countries.
- The Portuguese road infrastructure is characterized by relatively low road density. Its quality is perceived as very high compared to other EU countries.

Road safety policy and measures

- Enforcement of motor cycle helmet legislation is more widely perceived as effective in comparison to other countries.

2 Road Safety Outcomes[1]

2.1 General risk in traffic

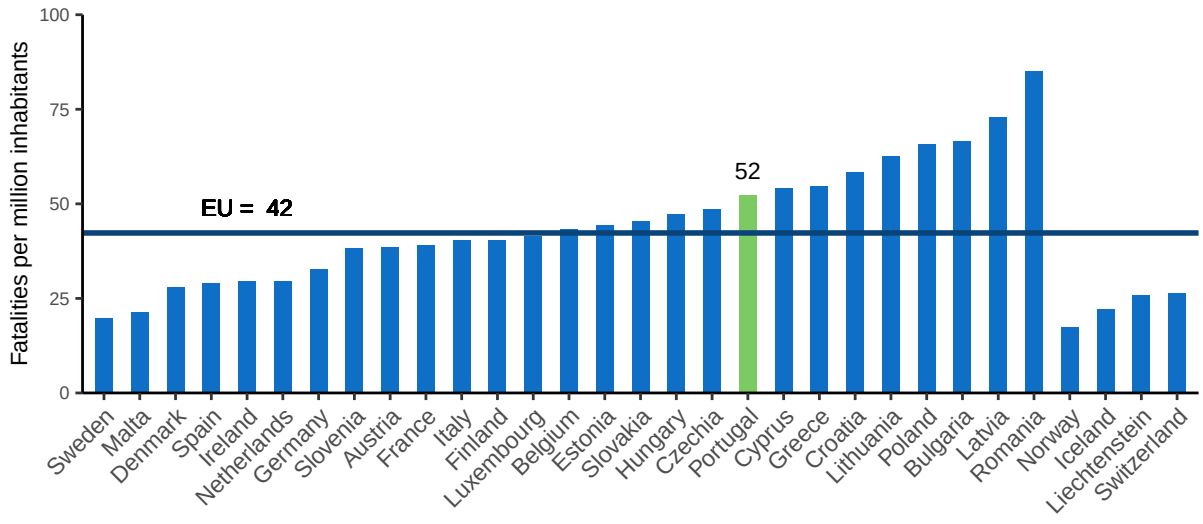
In Portugal, a total of 536 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 52 road fatalities per million inhabitants, which is above the EU average. During the first decade of this century the mortality rate in Portugal has decreased significantly and became closer to the EU average.

The number of fatalities in Portugal has decreased sharply between 2011 and 2016 and increased again in 2017 and 2018. Over the past ten years fatalities have dropped by 43%, which is more than the overall EU trend. The number of serious injuries declined by 24%. In most EU countries the numbers of fatalities and serious injuries fell between 2019 and 2020. The COVID pandemic and the associated restrictions in mobility undoubtedly led to a reduction in the number of casualties though the extent to which this was the case is not known.

Table 1. Number of road fatalities and serious injuries (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
Fatalities	937	536	-43%	29611	18834	-36%
Serious injuries	2,475	1,877	-24%	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT



[1] Since 2018 accident data includes not only NUTSI Continente (Mainland) but also the other two NUTSI regions, Açores and Madeira.

Figure 2. Number of road fatalities (2010-2020). Source: CARE

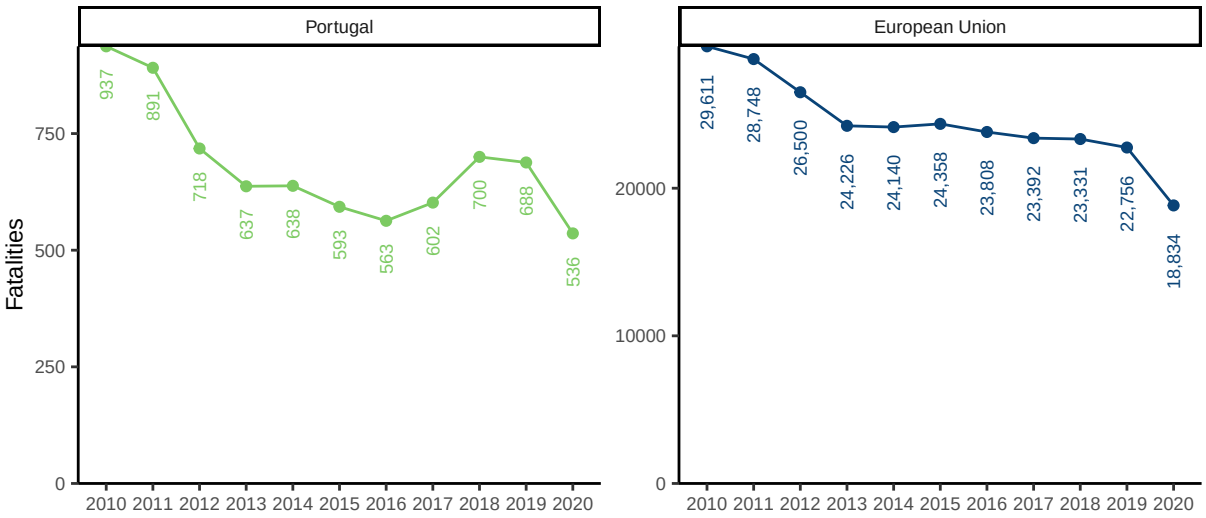


Figure 3. Number of serious injuries (2010-2020). Source: CARE

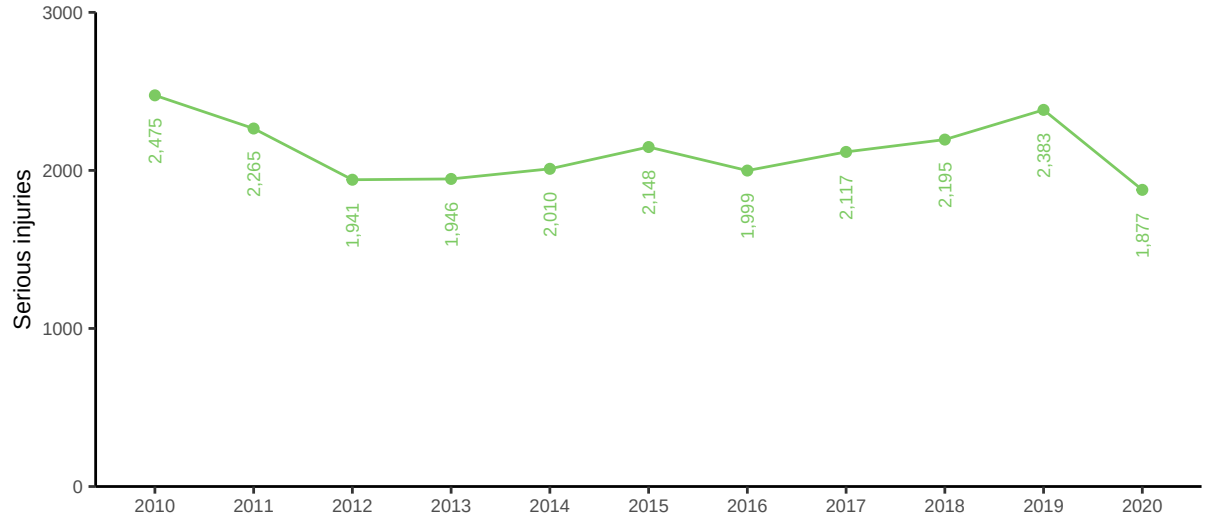
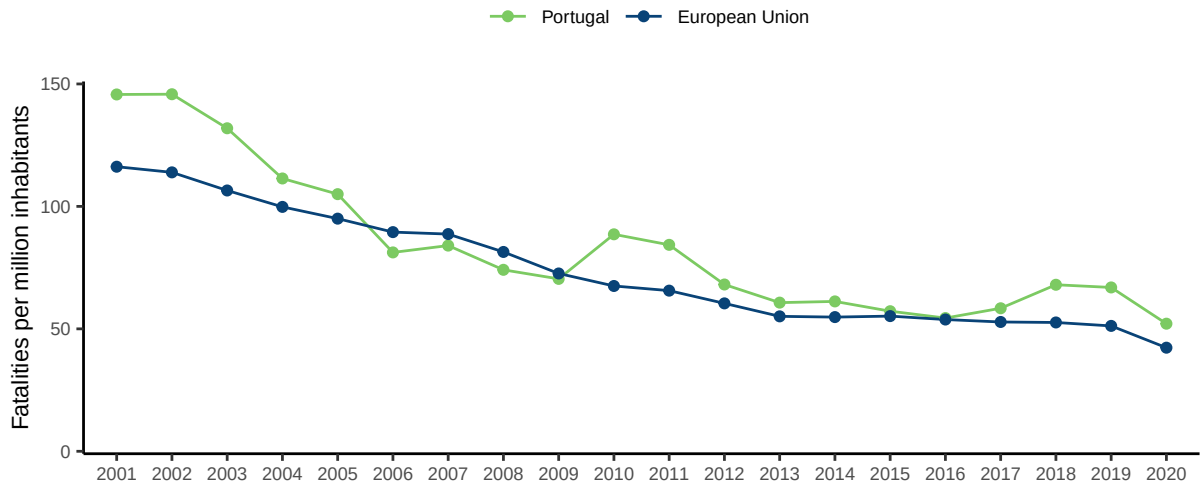


Figure 4. Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT



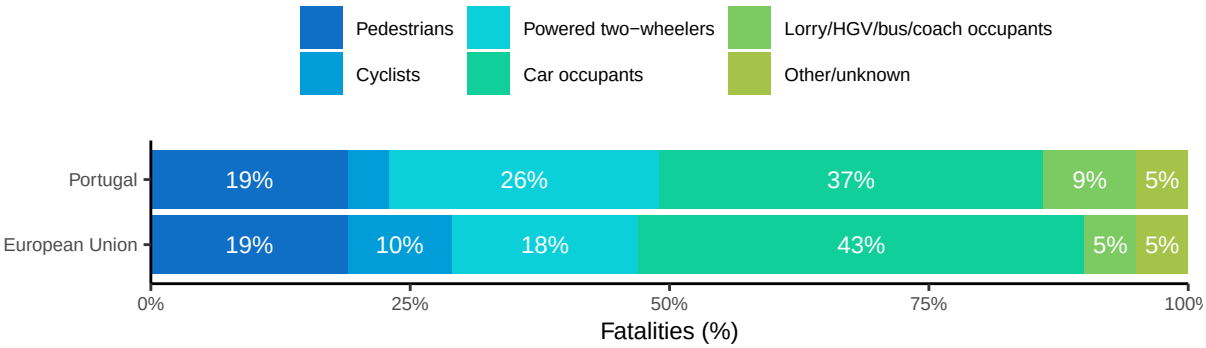
2.2 Transport modes[2]

In 2020, car occupants represent only 37% of road fatalities in Portugal, which is less than the EU average (43%). The share of cyclists is also smaller than in the European Union. Powered two-wheelers on the other hand account for 26% of fatalities, which is more than in the European Union as a whole (18%).

Over time there has been a decrease in the number of fatalities in Portugal for all modes, also in urban areas. The number of serious injuries on the other hand, increased for cyclists, powered two-wheelers and occupants of heavy goods vehicles. The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Portugal has decreased by 23% which is similar as in the European Union.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Portugal that were fatally injured, about half were involved in a crash with a car, and 27% were involved in a crash with a lorry or heavy goods vehicle.

Figure 5. Number of road fatalities by transport mode (2020). Source: CARE



[2]For more details about the categories used in this subsection, please see section 6.2 Definitions.

Table 2. Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	184	135	-27%	5,793	4,328	-25%
Cyclists	37	24	-35%	2,023	1,971	-3%
Powered two-wheelers	184	153	-17%	5,057	3,940	-22%
Car occupants	318	224	-30%	13,309	9,597	-28%
Lorries, under 3.5t	71	52	-27%	898	732	-18%
Heavy goods vehicles	14	8	/	590	378	-36%
Bus/coach occupants	1	10	/	102	88	-14%
Other/unknown	41	36	/	1,116	837	/
Total	*849*	*641*	*-24%*	*28,286*	*21,640*	*-23%*

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Pedestrians	429	389	-9%
Cyclists	76	118	+55%
Powered two-wheelers	523	622	+19%
Car occupants	880	754	-14%
Lorries, under 3.5t	215	161	-25%
Heavy goods vehicles	26	20	-23%
Bus/coach occupants	7	8	/
Other/unknown	70	79	/
Total	*2,227*	*2,152*	*-3%*

Table 4. Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Crashes involving buses or coaches	8	6	/	258	173	-33%
Crashes involving cars	159	97	-39%	5,507	4,306	-22%
Crashes involving lorries or heavy goods vehicles	68	58	-15%	1,721	1,321	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	151	110	-27%	3,944	3,079	-22%
Cyclists	22	16	-27%	1,113	1,125	+1%
Powered two-wheelers	119	96	-19%	2,200	1,562	-29%
Car occupants	113	89	-21%	2,883	2,109	-27%
Lorries, under 3.5t	25	16	-36%	149	137	-8%
Heavy goods vehicles	3	3	/	82	36	-56%
Bus/coach occupants	0	10	/	24	36	+50%
Other/unknown	23	21	/	219	254	/
Total	*456*	*360*	*-21%*	*10,803*	*8,406*	*-22%*

Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Cyclists	8	4	/	299	400	+34%
Powered two-wheelers	79	69	-13%	1,746	1,429	-18%
Car occupants	165	116	-30%	5,905	4,187	-29%
Lorries, under 3.5t	38	24	-37%	365	271	-26%
Heavy goods vehicles	10	6	/	241	143	-41%
Bus/coach occupants	1	10	/	40	33	-18%
Other/unknown	32	28	/	327	309	/
Total	*333*	*257*	*-23%*	*8,923*	*6,772*	*-24%*

2.3 Age

The distribution of road fatalities across age groups in Portugal is similar to that for the European Union. Over the past ten years, the trend in the number of fatalities was downward for all age groups except for the people aged 85 and older. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole. The number of serious injuries on the other hand increased over the same period for the age groups of people aged 50 and older.

Figure 6. Number of road fatalities by age group (2020). Source: CARE

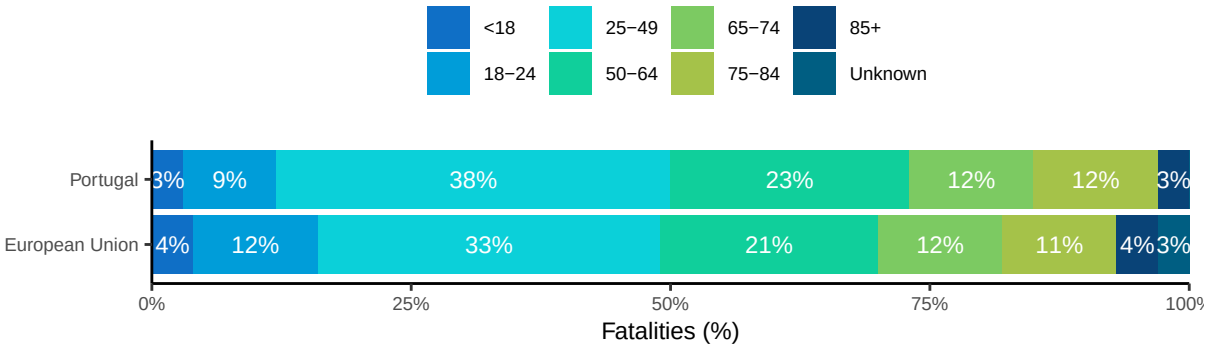


Table 7. Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	26	20	-23%	1,503	918	-39%
18-24	86	64	-26%	4,398	2,589	-41%
25-49	318	220	-31%	10,457	7,311	-30%
50-64	171	131	-23%	5,273	4,605	-13%
65-74	109	87	-20%	2,730	2,627	-4%
75-84	109	88	-19%	2,775	2,414	-13%
85+	27	30	+11%	882	1,075	+22%
Unknown	2	1	/	738	360	/
Total	*849*	*641*	*-24%*	*28,286*	*21,640*	*-23%*

Table 8. Average number of serious injuries by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<18	207	142	-31%
18-24	342	291	-15%
25-49	924	880	-5%
50-64	375	432	+15%
65-74	207	216	+4%
75-84	136	141	+4%
85+	35	47	+34%
Unknown	0	2	/
Total	*2,227*	*2,152*	*-3%*

2.4 Gender

The high proportion of males among total road fatalities in Portugal (82%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 7. Number of road fatalities by gender (2020). Source: CARE

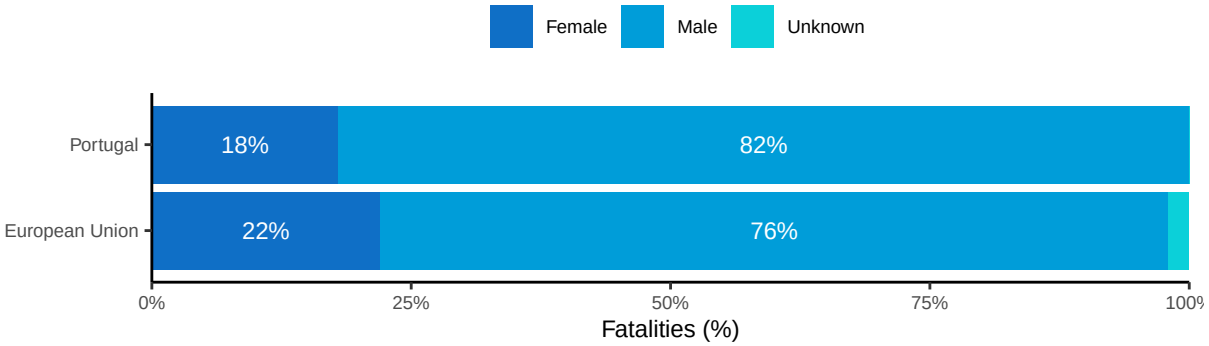


Table 9. Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Female	190	141	-26%	6,655	4,960	-25%
Male	658	500	-24%	21,519	16,659	-23%
Unknown	1	0	/	1,310	254	/
Total	*849*	*641*	*-24%*	*28,286*	*21,640*	*-23%*

Table 10. Average number of serious injuries by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Female	636	554	-13%
Male	1,590	1,596	+0%
Unknown	1	1	/
Total	*2,227*	*2,152*	*-3%*

2.5 Area

Contrary to the EU average, the majority of road fatalities in Portugal occurred on urban roads (57%). The percentage of fatalities that occur on rural roads in Portugal (32%) is much smaller than the EU average (51%). Over the past ten years there was a downward trend in the number of fatalities on all road types. Compared to the EU average, fatalities on motorways decreased

more significantly in Portugal. The number of serious injuries dropped on motorways and rural roads but increased on urban roads.

Figure 8. Number of road fatalities by road type (2020). Source: CARE

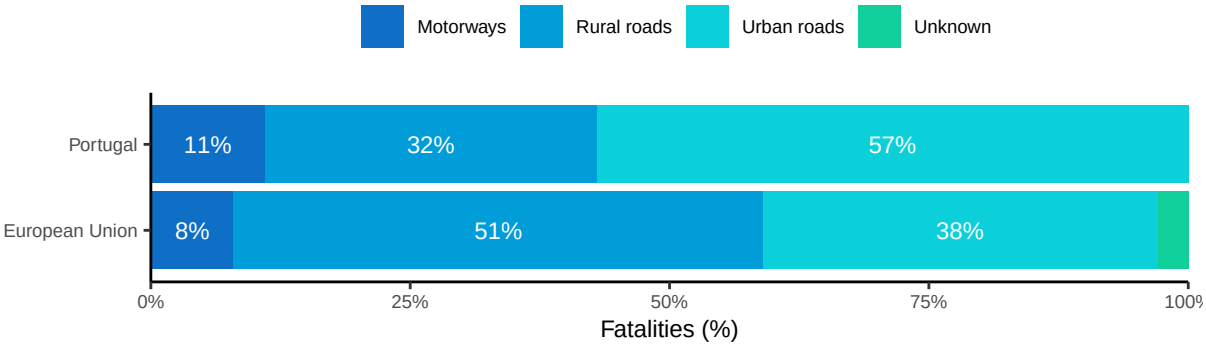


Table 11. Average number of road fatalities by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Motorway	84	61	-27%	2,072	1,812	-13%
Rural	308	221	-28%	15,280	11,430	-25%
Urban	456	360	-21%	10,803	8,406	-22%
Unknown	/	/	/	908	543	/
Total	*849*	*641*	*-24%*	*28,286*	*21,640*	*-23%*

Table 12. Average number of serious injuries by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Motorway	164	130	-21%
Rural	716	613	-14%
Urban	1348	1408	+4%
Unknown	/	/	/
Total	*2227*	*2152*	*-3%*

2.6 Time [3]

The distribution of fatalities by day of the week and time of the day is very similar to that for the European Union, with the majority of fatalities occurring in the daytime during the working week. Furthermore, both Portugal and the European Union show a more favourable trend regarding night-time fatalities (both during the week and at weekends).

[3] For more details about the time periods used in this subsection, please see section 6.2 Definitions.

Figure 9. Number of road fatalities by period of time (2020). Source: CARE

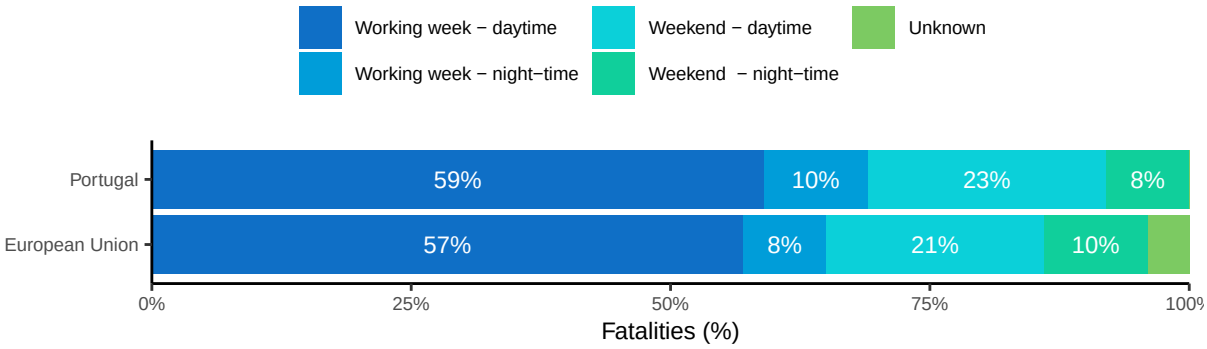


Table 13. Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Working week - daytime	460	371	-19%	15,495	12,506	-19%
Working week - night-time	69	47	-32%	2,573	1,848	-28%
Weekend - daytime	218	161	-26%	6,383	4,974	-22%
Weekend - night-time	102	63	-38%	3,549	2,327	-34%
Unknown	/	/	/	4,226	562	/
Total	*849*	*641*	*-24%*	*28,286*	*21,640*	*-23%*

2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Portugal, as well as for the European Union as a whole. Regarding light conditions, one third of fatalities occur when it is dark.

Figure 10. Number of road fatalities by surface conditions (2020). Source: CARE

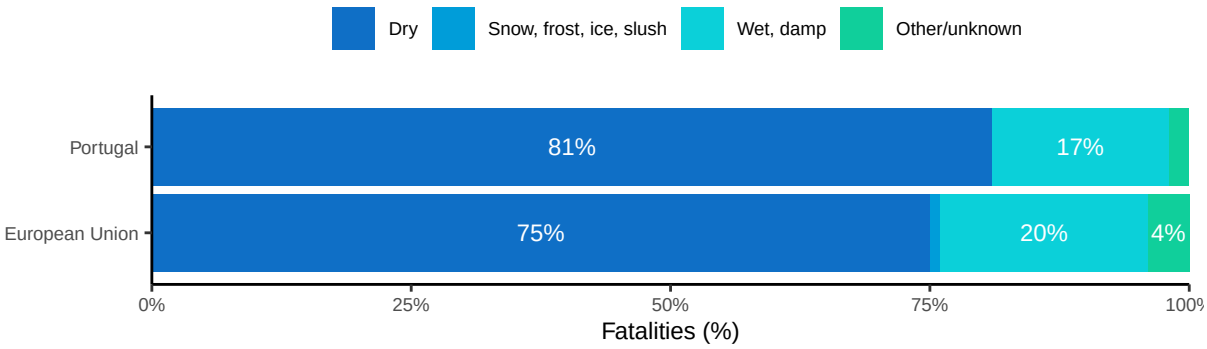


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Dry	612	519	-15%	21,101	16,582	-21%
Snow, frost, ice, slush	1	1	/	988	362	-63%
Wet, damp	223	110	-51%	5,638	4,328	-23%
Other/unknown	11	11	/	2,486	580	/
Total	*849*	*641*	*-24%*	*28,286*	*21,640*	*-23%*

Figure 11. Number of road fatalities by light conditions (2020). Source: CARE

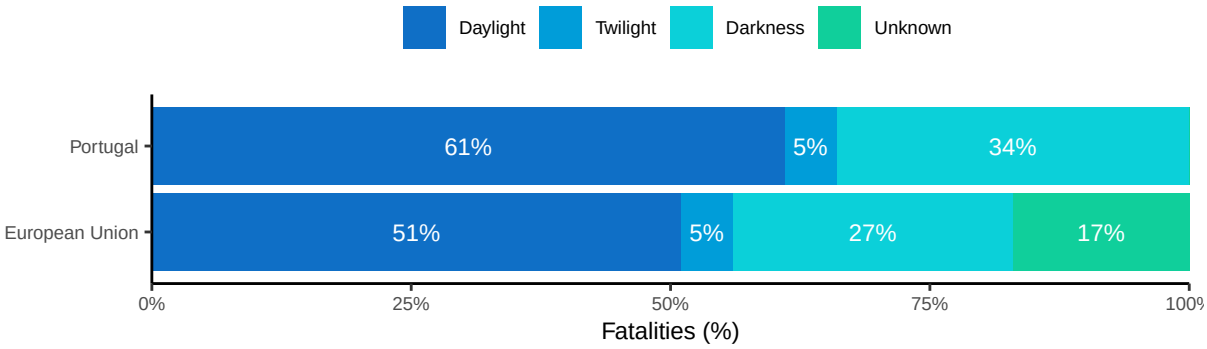


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Darkness	318	225	-29%	8,922	6,275	-30%
Daylight	487	391	-20%	13,717	11,235	-18%
Twilight	43	25	-42%	1,499	1,156	-23%
Unknown	0	0	/	5,326	3,729	/
Total	*849*	*641*	*-24%*	*28,286*	*21,640*	*-23%*

3 Road safety performance indicators

3.1 Behaviour of road users

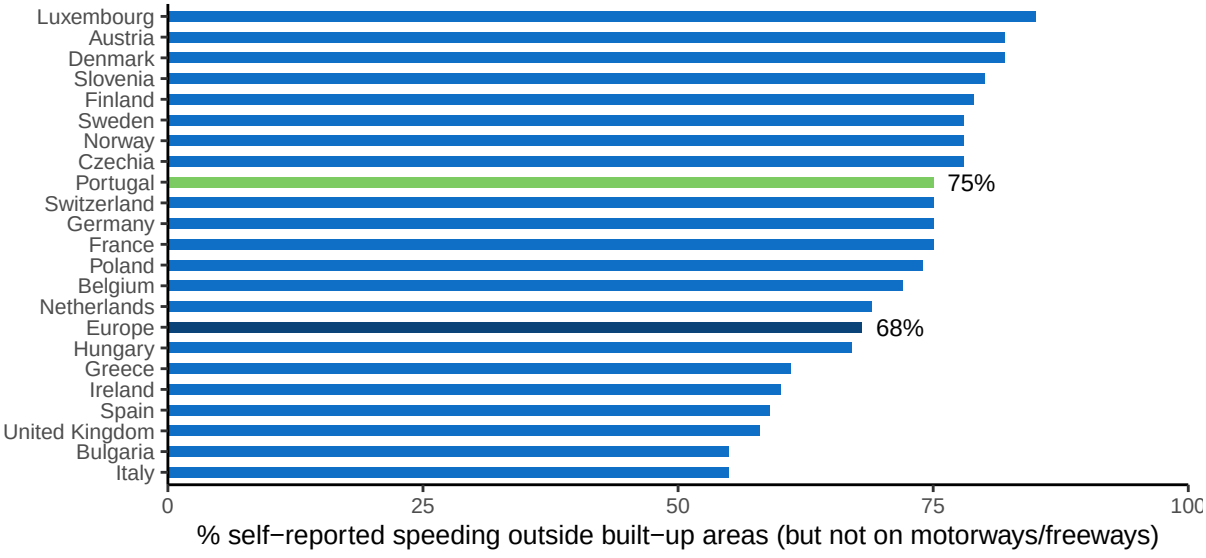
Most of the road safety performance indicators regarding behaviour that are currently available are based on self-reported behaviour. Portugal performs worse than the European average in relation to speeding, drink-driving, distracted driving and wearing a seatbelt in the back. On the other hand, Portugal has the best score in Europe for the use of a helmet among cyclists.

New road safety performance indicators based on roadside observations, have been estimated in the framework of the EU Baseline-project. The values should be available from early 2023 via this link[4]. For Portugal the KPIs regarding behaviour in traffic that are produced in the Baseline-project are:

- Speeding: % of vehicles travelling within the speed limit;
- Use of seatbelts and child restraint systems: % of vehicle occupants using the safety belt or child restraint system correctly;
- Use of protective helmets: % of riders of powered two-wheelers and bicycles wearing a protective helmet;
- Driving under the influence: % of drivers driving within the legal limit for blood alcohol content (BAC);
- Distraction: % of drivers not using a handheld mobile device.

3.1.1 Speeding

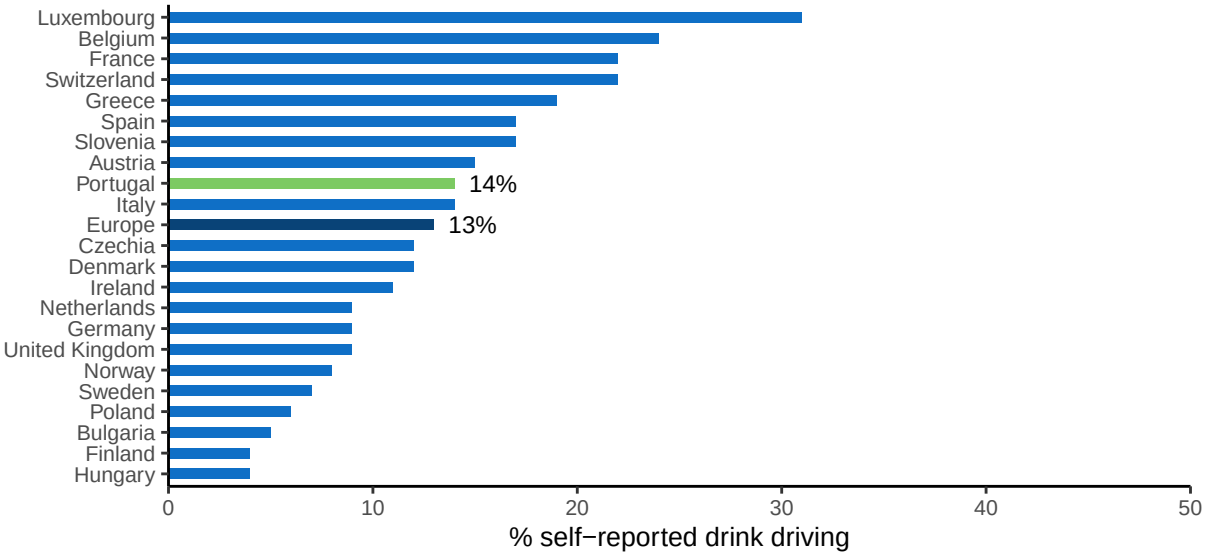
Figure 12. Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



[4] https://baseline.vias.be/

3.1.2 Driving under the influence

Figure 13. Percentage of car drivers that say they have driven at least once in the last 30 days when they may have been over the legal limit for drinking and driving. Source: ESRA (2018)



3.1.3 Use of protective systems

Figure 14. Percentage of car passengers that say they drove at least once in the last 30 days without wearing a seat belt in the rear seat. Source: ESRA (2018)

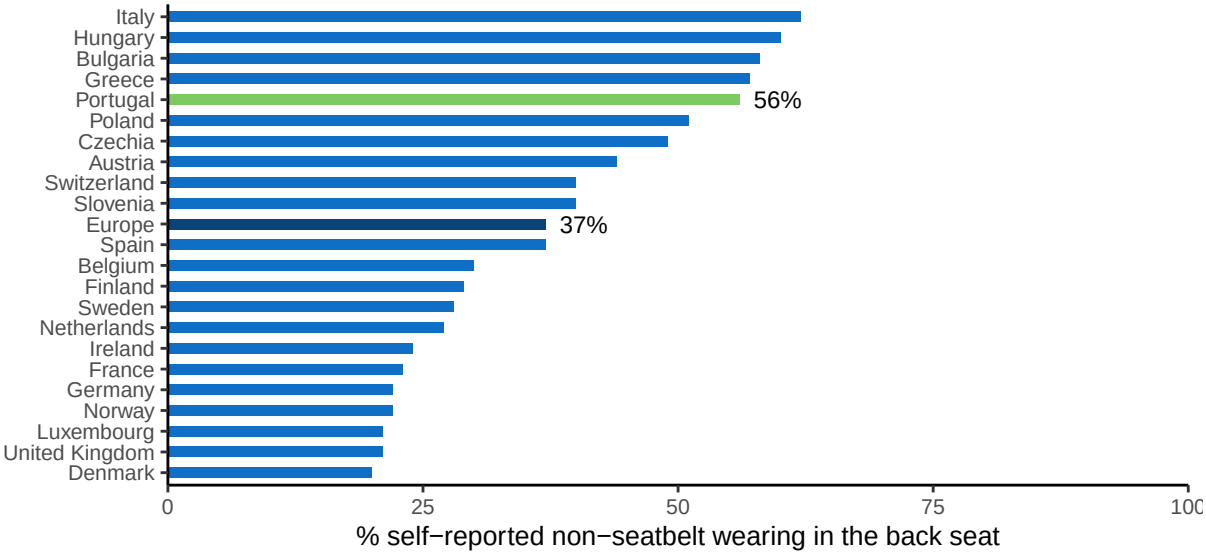
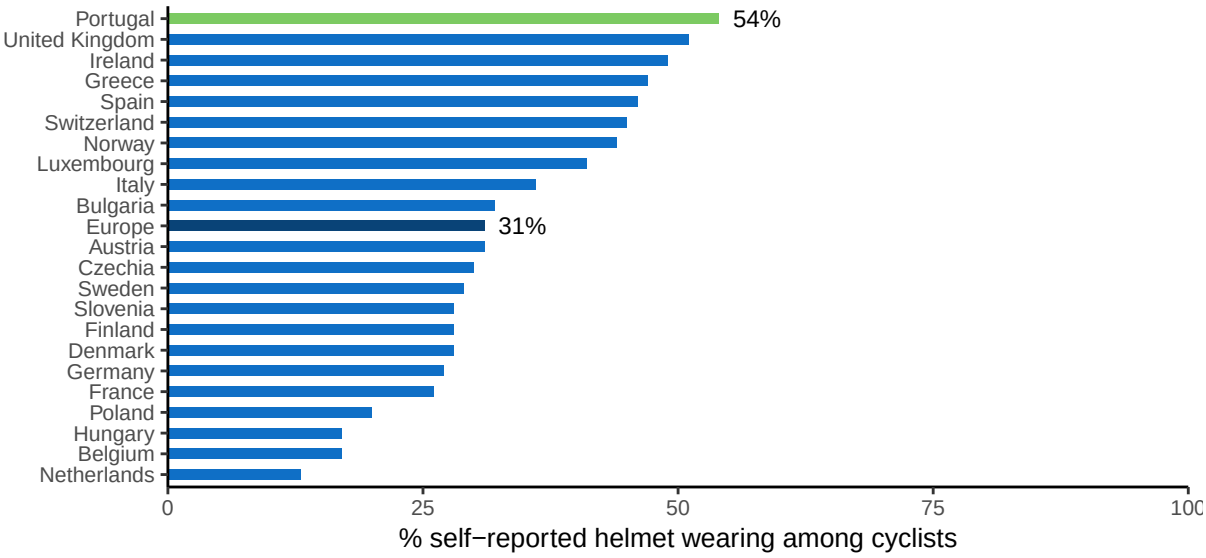
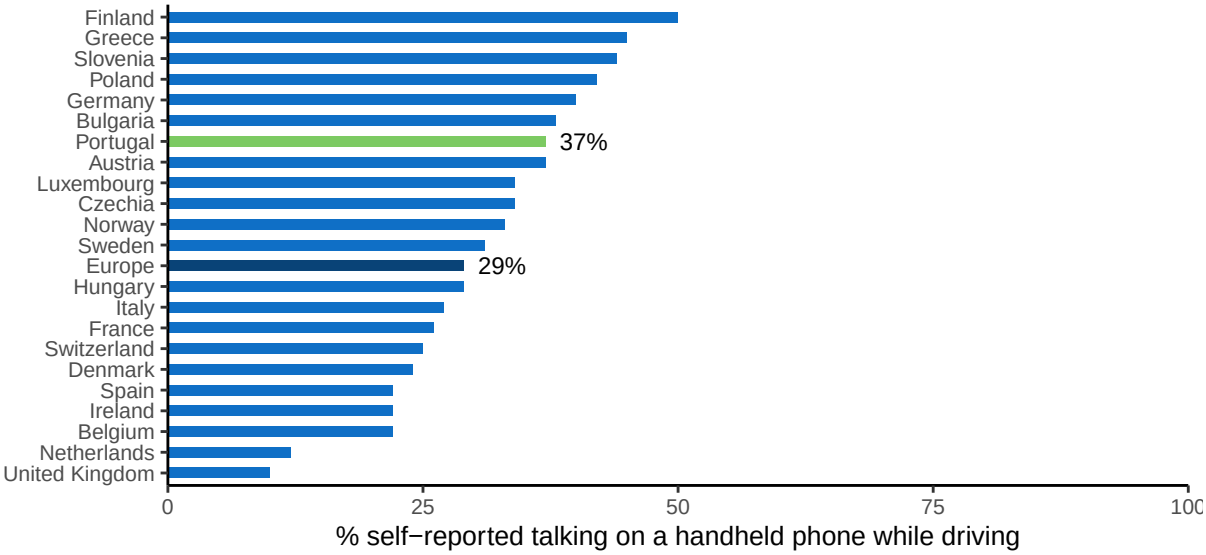


Figure 15. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



3.1.4 Distraction

Figure 16. Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)



3.2 Infrastructure

The overall road network in Portugal shows relatively low road density in comparison with the EU average. Motorway density on the other hand is much higher compared to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Portugal, a score of 6 (on a value scale from 1 to 7) is given, which is one of the highest scores.

In the framework of the EU Baseline-project a new road safety performance indicator related to road infrastructure is estimated. The KPI is defined as the percentage of distance driven

over roads with a safety rating above an agreed threshold. The values should be available from early 2023 via this link[5].

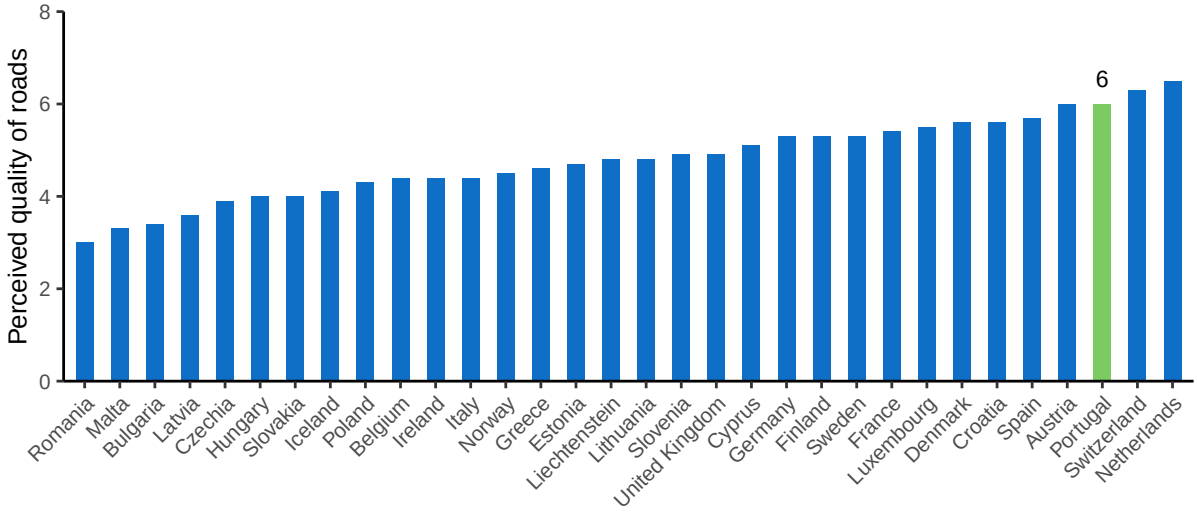
3.2.1 Road density

Table 16. Road density. Source: EUROSTAT (2020)

	Portugal	European Union
Motorways	33 km road/1000 km²	15 km road/1000 km²
Total	155 km road/1000 km²	918 km road/1000 km²

3.2.2 Road quality

Figure 17. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2019)



3.3 Vehicle fleet

The size of the Portuguese vehicle fleet, expressed per 100 inhabitants, is slightly smaller compared to the EU average. Regarding the age of the vehicles, Portuguese passenger cars appear to slightly older than the EU average.

In the framework of the EU Baseline-project a new road safety performance indicator related to vehicle safety is estimated. The KPI is defined as the percentage of passenger cars with a Euro NCAP safety rating equal or above a certain threshold. The values should be available from early 2023 via this link[6].

[5] https://baseline.vias.be/
[6] https://baseline.vias.be/

Table 17. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Portugal	European Union
All vehicles (except trailers and motorcycles)	55	64
Total utility vehicles	1	9
Lorries	1	7
Road tractors	0	1
Passenger cars	54	56
Motor coaches, buses and trolley buses	0	0

Table 18. Age of registered passenger cars. Source: EUROSTAT (2020)

	Portugal	European Union
Percentage of total number of passenger cars		
Less than 2 years	7%	11%
From 2 to 5 years	13%	15%
From 5 to 10 years	16%	20%
From 10 to 20 years	43%	41%
Over 20 years	22%	12%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Portugal generally reflects the situation in the majority of EU countries with one exception. The maximum speed on motorways is 120 km/h which is lower than in most countries (130 km/h).

Table 19. National road safety legislation. Source: WHO (2018)

	Portugal	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	90 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
Motorways	120 km/h	No limit: 1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.5 g/l	0 g/l: 3; 0.2 g/l: 3; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.2 g/l	0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.2 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 150 cm	Up to 150 cm: 12; Up to 140 cm: 1; Up to 135 cm: 12; Up to 10 yrs: 1
Children in front seat of passenger cars	Prohibited under 12 yrs or 135 cm	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Prohibited under 7 yrs	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 19; No: 8
Standard referred to and / or specified	Yes	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Portugal scores above the EU average for almost all legislation surveyed. Furthermore, the self-reported frequency of alcohol checks is just above the European average.

Table 20. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Portugal	European average
Speed legislation	7	6.8
Drink-driving legislation	7	7
Seatbelt legislation	8	7
Child restraint system legislation	8	7
Motorcycle helmet legislation	9	8

Figure 18. Percentage of car drivers that say they have been checked by the police for using alcohol at least once over the past 12 months. Source: ESRA (2018)

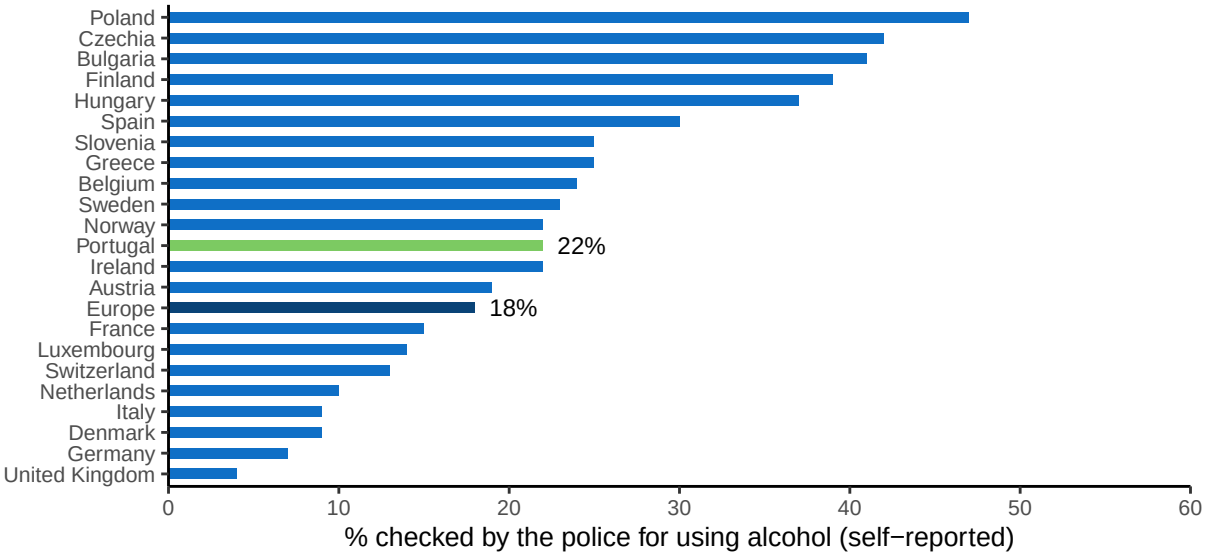
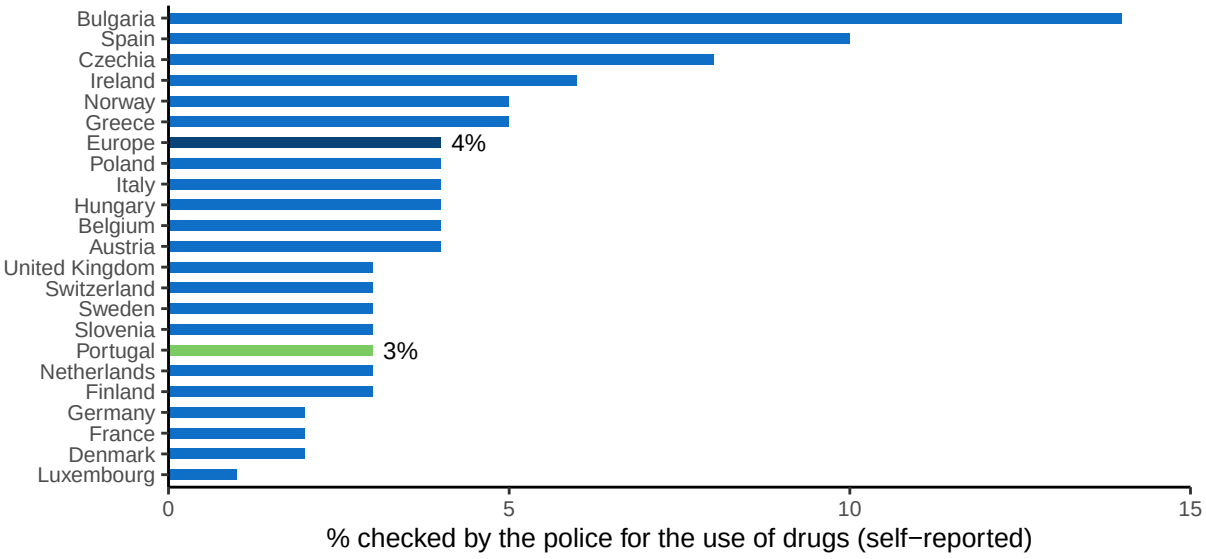


Figure 19. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 21. Infrastructure-related policy. Source: WHO (2018)

	Portugal	EU countries
Audits or star rating required for new road infrastructure	Partial	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	No	Yes: 21 No: 6
Policies & investment in urban public transport	Yes	Yes: 24 No: 3
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 22. Policy related to post-crash care. Source: WHO (2018)

	Portugal	EU countries
Trauma registry	National	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	No	Yes: 9 No: 18
Provider training and certification - Prehospital providers - Formal certification pathway	Yes	Yes: 19 No: 6
Provider training and certification - Nurses - Post graduate courses in emergency and trauma care	Yes	Yes: 21 No: 5
Provider training and certification - Specialist doctors - Emergency medicine	Yes	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Portugal is a little higher than the EU average, and its population is mainly settled in cities. Its GDP per capita is below that of the European Union, and the percentage of GDP that is dedicated to road spending is much lower (0.2%) than the EU average.

Table 23. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Portugal
Population-related data (2021)		
Population (2021)	447218763	10298252
Population density (inhabitants/km²)	106	112
% Children (0-14)	15%	13%
% Adults (15-64)	64%	64%
% Elderly (65+)	21%	22%
Urbanization (2021)		
% living in cities	39%	47%
% living in suburbs and towns	35%	29%
% living in rural areas	26%	24%
Economic data		
GDP per capita (EUR, 2021)	32438.4	20825.9
Unemployment rate (2021)	7%	7%
% GDP dedicated to road spending (2013)	0.7%	0.2%

5.2 Structure of road safety management

Table 24. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Autoridade Nacional de Segurança Rodoviária (ANSR)
	Instituto Superior das Ciências do Trabalho e da Empresa (ISCTE)
	Conselho de Segurança Rodoviária (CSR) [Road Safety Council]
	Public Security Police
	Provincial Governments
Monitoring of the road safety development	Autoridade Nacional de Segurança Rodoviária (ANSR)
	Instituto Superior das Ciências do Trabalho e da Empresa (ISCTE)
Improvements in road infrastructure	Infrastructure Portugal (under the ministry of Economy)
Improvement in vehicles	IMTT Instituto da Mobilidade e Transporte Terrestre
	ACAP Associação do Comércio Automóvelem Portugal
	National Association of Companies Trade and Auto Repair ANECRA
Improvement in road user education	Ministry of Education
	ANSR
	IPJ – Instituto Português da Juventude
	PRP – Prevenção Rodoviária Portuguesa
	IMTT Instituto da Mobilidade e Transportes Terrestres
Publicity campaigns	ANSR
Enforcement of traffic laws	Instituto da Droga e da Toxicodependência
	DirecçãoGeral da Saúde
	Instituto Nacional de Medicina Legal

Table 25. National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2021-2031	https://visaozero2030.pt/

5.3 Attitudes

Table 26. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving. Source: ESRA (2018)

	Portugal	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	12%	12%	12/22
I will do my best to respect speed limits in the next 30 days	72%	71%	14/22
Drink-driving			
I often drive after drinking alcohol	3%	2%	5/22
I will do my best not to drive after drinking alcohol in the next 30 days	76%	76%	15/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	5%	3%	3/22
I often check my messages on the mobile phone while driving	2%	4%	20/22
I will do my best not to use my mobile phone while driving in the next 30 days	75%	74%	13/22

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries.

Date of extraction: 4th of October, 2022. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom)

https://www.esranet.eu/en/

ETSC (European Transport Safety Council)

Car safety data was retrieved from https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf

Data about speeding was retrieved from https://www.etsc.eu/pinflash36

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: https://stats.oecd.org/

Date of extraction: 11th of October 2022

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries.

https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

World Economic Forum

Data is retrieved from https://www.theglobaleconomy.com/rankings/roads_quality/

Date of extraction: 11th of October 2022

6.2 Definitions

Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section "Road safety outcomes", we provide EU averages and aggregated figures based on the most recent figures available (2020). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2020 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

Fatalities

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

Lorry, under 3.5 tonnes

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child's carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

Powered two-wheelers

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

Working week – Daytime

Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m.

Tuesday 10 p.m. to Wednesday 5.59 a.m.

Wednesday 10 p.m. to Thursday 5.59 a.m.

Thursday 10 p.m. to Friday 5.59 a.m.

Weekend - Daytime

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend - Night-time

Friday 10 p.m. to Saturday 5.59 a.m.

Saturday 10 p.m. to Sunday 5.59 a.m.

Sunday 10 p.m. to Monday 5.59 a.m.