

# PORTUGAL



Population: 10 675 572

Income group: High

Gross national income per capita: US\$ 21 830

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Authority for Road Safety
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2008–2015)
Fatality reduction target	6.2 deaths per 100 000 population (32%)

## SAFER ROADS AND MOBILITY

<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Parts of network
<b>Policies to promote walking or cycling</b>	Subnational
<b>Policies to encourage investment in public transport</b>	Subnational
<b>Policies to separate road users to protect VRUs</b>	Subnational

## SAFER VEHICLES

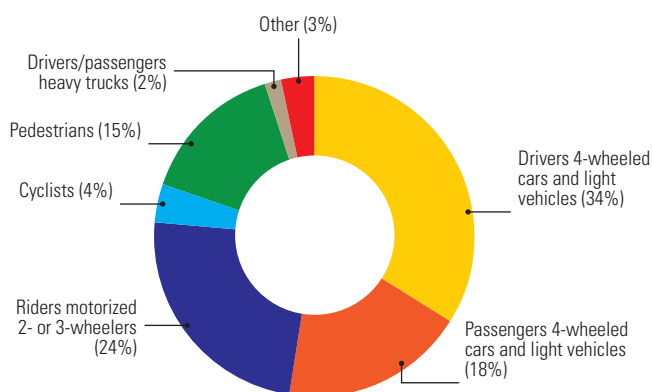
<b>Total registered vehicles (2010)</b>	8 730 885
Cars and 4-wheeled light vehicles	7 367 328
Motorized 2- and 3-wheelers	491 385
Heavy trucks	422 582
Buses	20 944
Other	428 646
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	741 <sup>a</sup> , 81%M, 19%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Police records. Defined as died at scene.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, National Authority for Road Safety.

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.049 g/dl
BAC limit – young or novice drivers	0.049 g/dl
BAC limit – professional/commercial drivers	0.049 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	31% <sup>b</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	94% Drivers <sup>c</sup> 94% Passengers <sup>c</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	86% Front seats <sup>d</sup> 28% Rear seats <sup>d</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>b</sup> 2010, National Institute of Legal Medicine.

<sup>c</sup> 2010, National Authority for Road Safety.

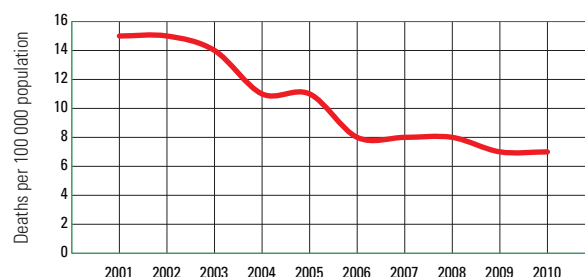
<sup>d</sup> 2004, Road Safety Prevention Association.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	3% <sup>a</sup>
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	Yes

<sup>a</sup> 1995, National Institute of Rehabilitation.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Authority for Road Safety.

Further data on each country can be found in the statistical annex.