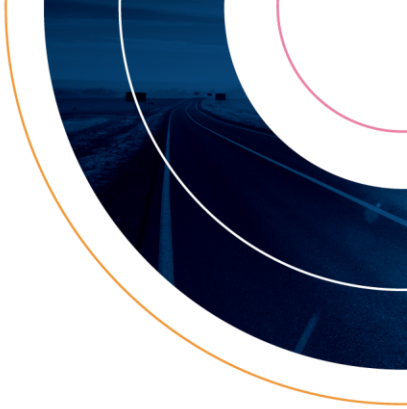
GUIDING PRINCIPLES OF THE NATIONAL ROAD **SAFETY STRATEGY**

VISÃO ZERO 2030

FRAMEWORK DOCUMENT

ANSR
AUTORIDADE NACIONAL SEGURANÇA RODOVIÁRIA

December 2020



EXECUTIVE SUMMARY

The present document - **Guiding Principles of the National Road Safety Strategy** - represents the first stage of the development of Vision Zero 2030.

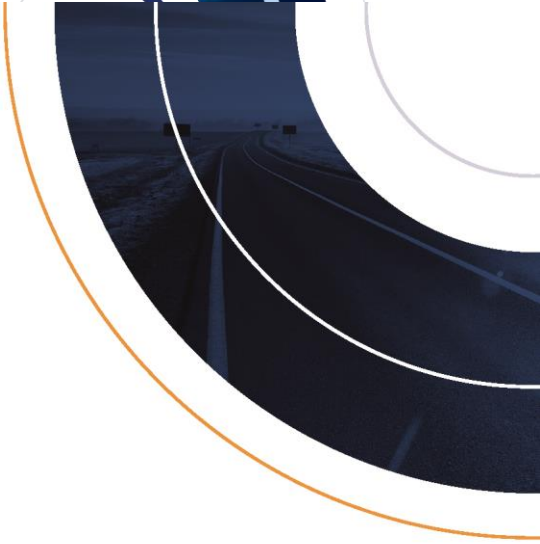
A description of the current world, European and national framework for the fight against road accidents is made in order to align the proposed general approach for the national road safety strategy with the international commitments and common visions for this area and also with the experience acquired in the implementation of previous strategic documents of the National Road Safety Authority (ANSR), in perfect alignment with the international agreements on good practices and strategic references towards the development of next stages.

This documents includes:

- The framework for Road Safety Management in Portugal;
- A set of world, European and national strategic terms of reference that serve as the basis for this work, framing these political contexts with the goals and commitments made, such as:
  - Safe System school of thought
  - Stockholm declaration results
  - UN's Decade of action for Road Safety 2021-2030
  - UN's Sustainable Development Goals
  - EU strategic documents, namely the EU Road Safety Policy Framework 2021-2030
  - Other European reference documents including other countries national strategies
  - Other national goal setting documents such as the Action Program for Adaptation to Climate Change, the Roadmap for Carbon Neutrality 2050, and the National Strategy for Active Cycling Mobility 2020-2030
- The analysis / assessment of the process of elaboration, implementation and monitoring of the PENSE2020, on the strategic side, enhancing an analysis that allows the identification of improvement processes in the implementation of the new strategy;
- The latest road accident data analysing the global evolution of road accidents in Europe, Portugal's position in relation to other European Union countries and the presentation of the economic and social costs of accidents:
- The new approach of Road Safety: The Safe System as an element to be integrated in the combat of road accidents and towards Vision Zero;
- The methodology defined for the elaboration of the Vision Zero 2030.

This document was developed by ANSR in collaboration with the Executive Board of Experts of Vision Zero 2030 and an international consultant with wide experience in the design of road safety strategies in Europe.

FRAMEWORK
VISION ZERO
2030



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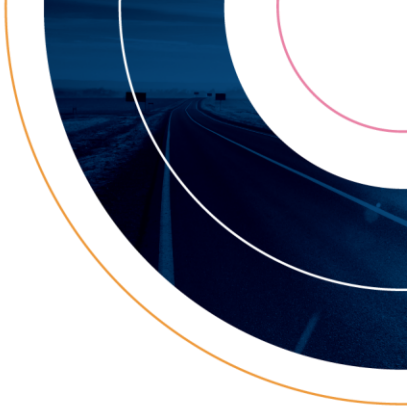

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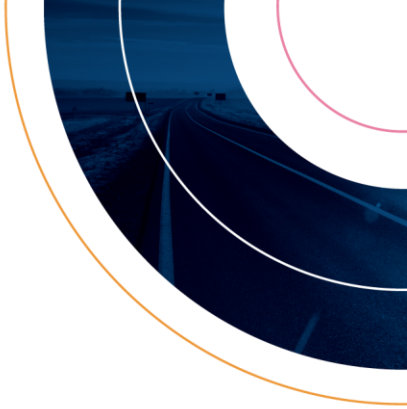

1/ INTRODUCTION

The new National Road Safety Strategy - **Vision Zero 2030** - will establish the long-term vision of road safety policy in Portugal, set the targets and define the corresponding strategic and operational objectives, which will be implemented through biennial action plans that converge in a 10-year strategy.

Vision Zero 2030 is the title of the new National Road Safety Strategy as the long-term goal of road safety policy, aligned with the European Union (EU) and the United Nations (UN), will be the closest possible approach to zero fatalities and serious injuries in road transport by 2050.

The first stage of the development of Vision Zero 2030 consists in describing the current world, European and national framework for combating road accidents in order to aligning the proposed general approach of the national road safety strategy with international commitments and common visions in this area and with the experience gained in the implementation of the previous strategic documents developed by the National Road Safety Authority (ANSR).

Since road safety is a shared responsibility and it is also intended to be a commitment assumed by all, in this first phase, in which the guidelines of the new strategy are defined, a period has been granted to receive contributions from all civil society, and from all entities, public and private, with responsibility for road safety, which will be analysed in the next phase.

2/ ROAD SAFETY MANAGEMENT

2.1 INSTITUTIONAL FRAMEWORK

2.1.1 International Best Practices

In line with international best practice and referring to the World Bank document: Implementing the Recommendations of the World Report on Road Traffic Prevention [1], the first of the six recommendations establishing the strategic initiatives needed to improve national road safety performance, and which will be discussed in more detail in chapter 3.1, is *identify a lead agency in government to guide the national road safety effort*.

According to this document, political leadership is crucial to improving road safety. Without strong and structured political support this battle is very difficult to win. The Government must chart the course of the Road Safety Strategy, assuming and taking responsibility for the political choice made. This is fundamental because the different Ministries involved have competencies in different political areas, which implies aligning the policies and guarantee the necessary resources to implement the different interventions. Based on the experiences of many countries in the world, political involvement in the design of the Road Safety Strategy is recommended to create a political commitment to road safety. This political involvement is relevant at the national level, but also at the regional and local levels.

In this sense, implementing the recommendations of the World Report [1] [2] requires the development of capacities at global, regional and national levels, to create the resources and tools necessary to pursue initiatives on a scale capable of significantly and sustainably reducing road traffic fatalities and injuries in low- and middle-income countries.

The World Report [1] [2] highlights the fundamental role of the lead agency in ensuring the effective and efficient functioning of the road safety management system. Responsible and accountable road safety leadership at country, state, provincial and city levels is vital to success. In the absence of such leadership with a sustained focus on results, efforts aimed at improving, for example, program coordination, decentralization and promotion will often be illusory and unsustainable.

Likewise, action plans prepared without a designated agency mandated to lead their implementation and a realistic and sustainable funding base are likely to remain paper plans and make no positive impact on results.

At the national level, implementation requires an integrated framework that addresses the recommendations of the World Report as a whole and ensures that institution-building initiatives are properly sequenced and adjusted to each country's absorption and learning capacity.

The chapter 3 of the same document [1] – Managing for Results – presents the Road Safety Management System, and refers that: it places an emphasis on the production of road safety and recognizes that safety is produced just like other goods and services. The production process is seen as a management system with three levels: institutional management (1), which

produces interventions (2), which in turn produce results (3). In everyday life the debate on road safety focuses only on interventions, the application of the management system opens the discussion to the important and often neglected issues of the competencies of the various departments and responsibility for results.

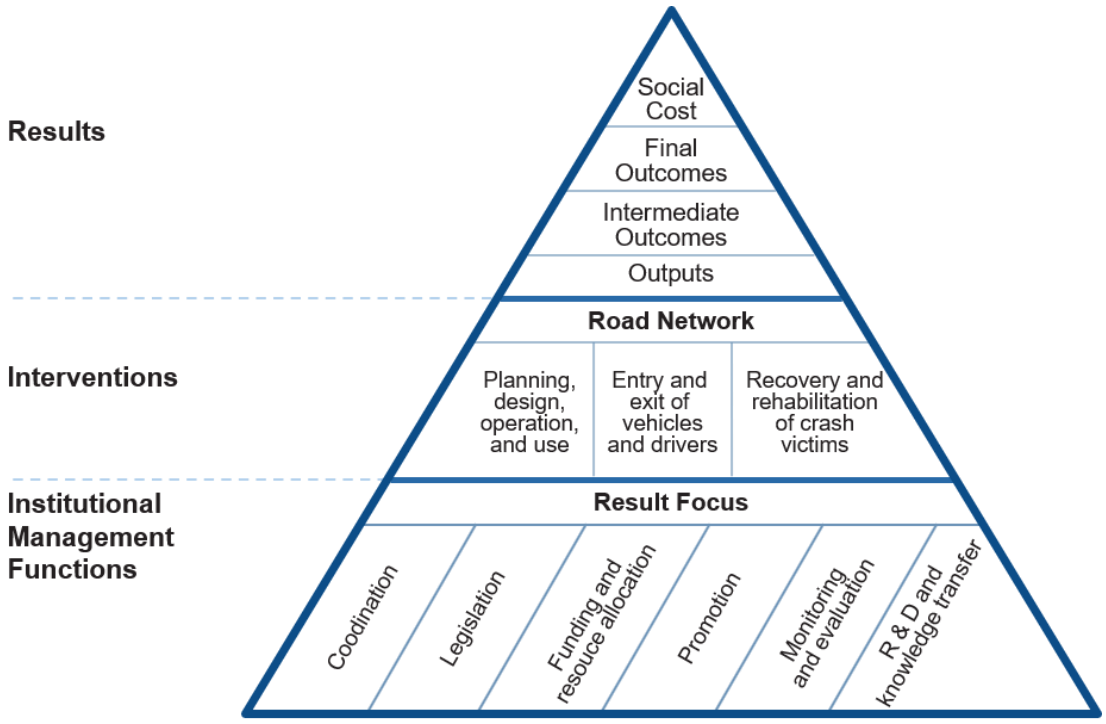

Figure 1: Road Safety Management System

Fonte: Implementing the Recommendations of the World Report on Road Traffic Injury Prevention

In order to create conditions that lead to better results, the importance of coordination with all road safety stakeholders is highlighted throughout this document, not only at the different levels of government (Ministries and Secretaries of State), but also with the private sector and civil society. Coordination is not intended to take responsibilities and competencies away from stakeholders, on the contrary, it is intended to achieve mutual strengthening in order to achieve better results and in a more efficient way. Improving institutional management functions, as described by Tony Bliss and Jeanne Breen, is an integrated part of any strategy and action plan.

Seven institutional management functions provide the foundation on which road safety management systems are built: they create conditions for effective implementation of interventions to achieve the desired long and medium-term road safety results (expressed in a vision and related performance targets) which have been agreed across the road safety partner- ship at national, regional and local levels. Without effective institutional management across these functions a country reduces its chances of implementing successful road safety interventions and achieving desired results on a sustainable basis.

The institutional management functions are delivered primarily by government entities, but they are also delivered in government partnerships with civil society and business entities to create conditions for focussing on results.

In road safety there is a long tradition of placing the responsibility for road risk first and foremost on the behaviour of road users as, in over 90% of cases, the human factor is the direct cause of road accidents. Secondly, responsibility is attributed to public authorities.

The Safe System approach, as per chapter 6, is different from this traditional approach, and places the responsibility not only on the users of the system, but mainly on the other elements: vehicles and infrastructure. This approach means transferring a large part of the responsibility from the road users to those who have responsibility over the road system, namely who plan and design the system.

In many countries, government actions have been (quite) positive, resulting in a very significant reduction in the number of road accident victims. While government actions can contribute to higher levels of road safety (EU, national and local), the latest developments also highlight the importance of the private sector and civil society. For the private sector, the implementation of a road safety culture in the transport sector is identified, for example, in the purchase of safe vehicles and services by fleet owners, through the inclusion of road safety in the contracts of road operators or public transport companies. When it comes to civil society, all contributions and the involvement of each citizen in this fight are essential.

2.1.2 Government Agency

The Decree Law 169-B/2019 of 3 December [3], approved the regime for the organisation and functioning of the XXII Constitutional Government, where the structure of the government composed by 19 ministries is defined. Of which the following stand out:

- Ministry of Internal Administration (MAI) responsible for ANSR;
- Ministry of Infrastructure and Housing, which is responsible for the Institute of Mobility and Transport (IMT) and the general concessionaire for the national road network (IP);
- Ministry of Health responsible for victim assistance and support;
- Ministry of Environment and Climate Action, which is responsible for the Territory's Directorate General;
- Ministry of Justice responsible for the relationship with the courts and the Public Ministry;
- Ministry for the Modernization of the State and Public Administration, in the coordination of local authorities, although the municipalities are local administration bodies, with their own autonomy, not under the supervision of the Government.

Regarding to the institutional framework of road safety management in Portugal, it is important to mention the role of each of the following entities:

National Road Safety Authority (ANSR) whose organic structure was approved according to [4] Regulatory Decree 28/2012, March, 12. The ANSR, under the Ministry of Internal Administration (MAI), it is a central service of the direct administration of the State, with administrative autonomy and no deconcentrated services. ANSR's mission is to plan and coordinate the territory of the continent in support

of the Government's road safety policy, as well as the enforcement of road misdemeanour law, in mainland Portugal[1].

In the absence of decentralized structures in the ANSR, presential interaction with citizens, within the framework of the road misdemeanour process is ensured by the National Republican Guard and the Public Security Police, in accordance with MAI´s Order no. 3762/2012, published in the Diário da República, 2nd Series, no. 53, of 14 March 2012 [5].

The following tasks of the ANSR, set out in the same Regulatory Decree in the number 2 of the 2nd Article, are highlighted:

- contribute to the development of traffic and road safety policies;
- to draw up and monitor the national road safety plan and the structural documents relating to road safety and to promote their study, in particular of the causes and factors involved in traffic accidents;
- promote and support civic initiatives and partnerships with public and private entities, particularly in the field of schools, as well as promote information and awareness-raising actions that foster a culture of road safety and good driving practices;
- to draw up road safety studies and propose the adoption of measures aimed at traffic planning and discipline;
- monitor compliance with legal provisions on traffic and road safety and ensure the processing and management of files raised for violations of the Highway Code and complementary legislation;
- to standardise and coordinate the enforcement action of the other entities involved in road matters, by issuing technical instructions and approving traffic control and monitoring equipment, and to exercise the other powers that the law, namely the Highway Code and its complementary legislation, expressly commits to it;
- contribute financially, in collaboration with the Directorate General of Infrastructure and Equipment of the Ministry of Internal Administration, to the acquisition of equipment and applications to be used by the MAI entities intervening in road matters, according to superior guidance.

ANSR is the entity that carries out the planning, strategic coordination and support to the Government within the scope of public policies on road safety, focusing on the conception and supervision of the implementation of measures to raise awareness, prevent, monitor and deter risk increasing behaviour, that largely motivate road accidents, in addition to supporting, on a consultative basis, entities with competence in the areas of roads and vehicles from the road safety perspective, being, of course, the national agency that leads the implementation of the Vision Zero 2030 strategy.

With this wide scope of action, it is essential to promote alliances that favour inter-institutional cooperation, both at national and international level, so as to make it possible to enhance the sharing of information and create positive synergies that result in a spirit of national mission to address the public health problem that is road safety. As such, ANSR´s mission is to

[1] In the Autonomous Regions of the Azores and Madeira, the powers attributed to ANSR are exercised by the bodies and services of the respective regional administrations in accordance with their statutes and organic law and with the reservation of exclusive powers attributed by law (Decree-Law 44/2005 of 23 February 2005).

coordinate the activities that result from the Government's road safety policy, choosing to carry out this task in close collaboration with all stakeholders, inside and outside the Government. This approach is expected to result in a well-supported strategy and credible and viable road safety interventions.

IMT - Institute for Mobility and Transport (IMT)

IMT is a public institute integrated in the indirect administration of the State, endowed with administrative and financial autonomy and its own assets.

IMT is a central entity with jurisdiction over the entire national territory [5], has its headquarters in Lisbon and has, as decentralised services, the Regional Directions for Mobility and Transport in the North, Centre, Lisbon and Tagus Valley, Alentejo and Algarve.

The IMT pursues attributions of the Ministry of Internal Administration, Infrastructure and Housing, the Environment and Energy Transition, and the Sea, under the supervision and guidance of the Minister for Infrastructure and Housing. IMT is responsible for the following:

IMT's attributions in mobility and land transport:

- Ensuring, within the framework of its attributions, in liaison with the National Road Safety Authority (ANSR), the compliance with best practices in road safety;
- To promote the definition and updating of the regulatory framework regulatory and regulating the inland transport sector, in particular the access to and permanence of transport activities and their professions, as well as the conditions for the issue of qualifications and professional certificates;
- Authorize, license and supervise the exercise of inland transport activities and complementary, including the coordination of the licensing and management process of platforms and other logistics facilities, in accordance with the applicable legislation;
- To certify land transport professionals and promote the qualification of drivers, to recognize, license and supervise the training and examination entities subject to their supervision, to define training policies and to guarantee and supervise their implementation;
- Define the conditions for issuing, validating, exchanging and withdrawing driving licences and professional certificates;
- Monitor the implementation of the social regulations in the field of road transport, as the national authority responsible for implementing the respective control instruments (tachographs);
- Approve, homologate and certify vehicles and equipment related to land transport systems, guaranteeing the required technical and safety standards, licensing the entities involved in certification and inspection processes;
- Promote technical improvements in road and rail vehicles, including components, equipment, materials as well as infrastructure, maintenance workshops and other means of operating rail transport, in accordance with the applicable legal standards and technological developments, with the aim of improving the safe and efficient operation of road and rail transport, the interoperability and the reduction of negative environmental impacts;
- Ensure the management of national transport sector registers, in particular for vehicles, railway infrastructure, inspection centres, drivers, driving schools, transport companies and complementary activities, public passenger transport services and transport professionals;
- Monitoring the development of territorial management instruments, as well as sectoral instruments on a national scale;

IMT's attributions in the field of road infrastructure, including specific matters relating to the national road network:

- Propose the planning of the national road network, within the framework of transport planning and land use policies;
- Promoting the quality and safety of road infrastructure;
- Promote the definition of regulatory standards applicable to the road infrastructure sector in terms of quality and safety, after evaluating their impact with reference to the contractual standards in force, and monitor the compliance of operators in the sector with their obligations;
- Collaborate with ANSR in the elaboration of National Road Safety Plans;
- Participate in the definition of the road infrastructure regime and status;
- Participate in the management of the road network and enforce the rules and obligations applicable to it, in accordance with the law and with concession and sub-concession contracts, without prejudice to AMT's attributions as regulatory authority or to the attributions entrusted to other entities;
- Exercise the functions provided for in legal or contractual instruments, namely in the National Road Statute, in the National Road Plan and in the concession and sub-concession contracts for the road infrastructure, without prejudice to AMT's attributions as regulatory authority or to the attributions entrusted to other entities;
- To promote studies and the technical and scientific dissemination, at national and international levels, of the activities and public functions of the road infrastructure universe;
- To exercise, within the scope of the management and operation of the road network, the powers and competences attributed to the State, by law or by contract, unless they expressly provide for the intervention of the members of the Government responsible for the areas of finance and transport, or of other public entities, without prejudice to the faculty of sub-delegation, carrying out a careful and effective management that guarantees the safeguarding of the public interests at stake;
- To exercise the services of management of standards and processes of the electronic identification system of vehicles, of authorisation of users of the electronic identification system of vehicles, of management of electronic devices and technology certification, of management of public traffic events, for the purpose of collecting tolls and other road charges, of management of information systems relating to the activity it carries out, of approval and supervision of systems of automatic identification of electronic devices (road side equipment or CSR), and of operation of its own CSR.

DGT – General Direction of Territory

DGT, under the Ministry of the Environment and Climate Action (MAAC) is a reference institution in the promotion of territorial development, recognised for the results of its work in the fields of territorial enhancement, the enhancement of geographical information and land registry and research and experimentation for innovation, as well as for its practices of transparency and institutional openness.

Its tasks include supervising the implementation of the National Programme for Spatial Planning (PNPOT), approved on 2019, September 5th and, within the framework of city policy, stimulating and managing the URBACT Programme, particularly in relation to action plans under the National Initiative for Circular Cities, as well as supervising the quality of sustainable urban mobility plans.

AMT – Mobility and Transport Authority

AMT is a legal person governed by public law with the nature of an independent administrative entity, endowed with administrative, financial and management autonomy, as well as its own assets.

The AMT's mission is to regulate and supervise the sector of mobility and land, river and rail transports, and their infrastructures, and economic activity in the commercial ports and maritime transport sector, as services of general economic interest and activities based on networks, through its powers of regulation, supervision, inspection and sanction, with powers to protect the rights and interests of consumers and to promote and defend competition in the private, public, cooperative and social sectors, under the terms of these statutes and other legal instruments.

Municipalities of Portugal

Mainland Portugal is constituted by 278 municipalities with the respective competence in the management of municipal infrastructures.

Among the various tasks of the municipalities and intermunicipal entities related to road safety, the following stand out in terms of mobility, transport, safety and civil protection:

- Construction and management of facilities, equipment, services, traffic and transport networks, and physical resources integrated into the municipality's assets or placed, by law, under municipal administration;
- Ensuring, organising and managing school transport;
- To decide on the parking of vehicles on public roads and other public places;
- Supervising parking and compliance with the provisions of the Highway Code and complementary legislation on municipal public roads and roads placed under municipal administration;
- Construction of bus stations or road terminals;
- Road signs, graphic, vertical and horizontal, on municipal roads or under their administration.

The municipalities are also responsible for the municipal road safety plans, mobility strategies and programmes, they implement public mobility policies at the municipal level that integrate soft modes of transport (bicycle paths and electric and pedestrian vehicles), electric mobility programmes and also programmes to promote accessibility on roads and crossings (lowering of pavements, removal of obstacles from the pavement and on the roads, placement and overtaking of crossings and safe crossings, among others).

They also collaborate in the identification and correction of road safety black spots.

The Decree of Law no. 50/2018 of 16 August [6] establishes the framework for the transfer of powers to local authorities and to intermunicipal entities, putting into practice the principles of subsidiarity, administrative decentralisation and autonomy of local government.

In Article 21 of the above-mentioned diploma [6], Transport and Means of Communication, it is defined that:

"1 - Without prejudice to the powers of the intermunicipal entities, the management of all roads in the urban perimeters and the equipment and infrastructures integrated in them is the responsibility of the municipal entities, except:

a) *the sections of road operated under a concession or sub-concession regime on the*

date of entry into force of this law, during the period in which such operation is maintained;

b) sections of road or road which form part of a main or complementary itinerary;

c) the technical road channel, as defined in Article 3, point j) of the Statute of Roads of the National Road Network, existing at the date of entry into force of this law."

The Law No. 33/98 of 18 July [7], establishing the municipal security councils, through article 3 (f) , amended by Law 106/2015 of 25 August [8] (first amendment to Law 33/98), determines that it is the purpose of the council *"Assess the numbers of road accidents and, taking into account the national road safety strategy, formulate proposals for actions that may contribute to the reduction of road accidents in the municipality;".*

As regards the competences of the Council, and in accordance with Article 4, it is a matter for the Council to give its opinion on the results of the municipal road accidents and the proposals for a Municipal Road Safety Plan.

As the concept of mobility is changing, micro-mobility, which involves the means of transport used to cover short distances in the city, is becoming increasingly important in combating road accidents. In this context, municipalities have an essential role in transport policies related to micro-mobility, and it is essential to guarantee safety and greater homogeneity in the implementation of infrastructures and new policies in this area.

Municipalities are considered as one of the key stakeholders in the improvement of road safety, as there are a high number of road accidents on the roads under their jurisdiction. Municipalities are responsible for designing and building safe roads, creating the necessary equipment for vulnerable users, setting appropriate and safe speed limits on their roads, etc.

From the experience gathered worldwide, it is stressed that municipalities welcome external support to deal with improving road safety, especially for smaller municipalities. In some countries, other levels of government support the implementation of effective interventions, which are part of a Safe System approach, providing expertise in road safety and sometimes financing.

IP – Infrastructures of Portugal, is the public company that manages the road infrastructures in Portugal. IP, whose sole shareholder is the Portuguese State, is under the supervision of the Planning, Infrastructure and Housing Ministry and the Finance Ministry.

IP is the concessionaire of the National Road Network, excluding private state concessions, like *Brisa*, *Ascendi*, among others, whose management of concession contracts is guaranteed by IMT.

In view of the above, and in relation to the management of the road network, the following table should be analysed, in which is presented the road network by network manager:

ROAD NETWORK	
National Road Network (RRN)	**Municipal Road Network (RRM)**
14 313 km (INE - National Institute of Statistics - data)	≈80 000 km
≈15%	≈85%
Under the Ministry of Infrastructure and Transport	Under the management of the 278 local authorities

Table 1: Road Network

Source: INE

According to information from IP [9] the declassified and not yet municipalised road network totals about 3,796 km.

Being ANSR under the authority of the MAI and the management of the road network is the responsibility of the MIH and the 278 municipalities, it is important to highlight that the implementation of efficient and effective road safety measures implies great coordination and the alignment with all the network management entities.

2.1.3 Organic Structure of ANSR

ANSR was created in 2006 as part of the Restructuring Programme for the State's Central Administration (PRACE), and Decree-Law No. 203/2006 of 27 October [10] approved the Organic Law of the Ministry of Internal Administration (MAI), defining its mission, attributions and direction.

The Regulatory Decree no. 28/2012, of 12 March [4], defined the organic structure of ANSR, and Ordinance no. 163/2017, of 16 May [11], following the said Regulatory Decree, established the nuclear structure of the services and the competences of the respective organic units of ANSR, as well as fixing the maximum number of flexible units of this Authority.

ANSR is an entity of direct administration of the State and is endowed with administrative autonomy, but all the administrative and logistical support necessary for its operation is provided by the General Secretariat of the Ministry of Internal Administration (SGMAI), which also manages the assets attached to the Authority.

In 2019 there were changes at senior management level (Presidency and Vice-Presidency), which marked the beginning of a new cycle of institutional leadership and a new process of internal restructuring was initiated, conditioned by the above-mentioned legal acts.

It is noted that there are no regional delegations in ANSR's organisational structure and it is noted that for the area of Road Safety the ANSR team is composed of 12 technicians and their respective leaders, less than 10% of ANSR's staff.

2.1.4 Management of National Road Safety Plans

As mentioned in the National Road Safety Strategy (2008-2015) [10], the first strategic planning instrument elaborated and coordinated by ANSR , the design and implementation of the plans is dependent on the political involvement and commitment of the highest levels of government, the State, the municipalities and the public and private entities, with responsibility for

Road Safety, as well as on the coordination capacity by ANSR supported by a structure with capacity to make it happen. The search for this structure has, along the various documents, assumed various forms, in the search for a more efficient management. Next, we will make a retrospective.

2.1.4.1 ENSR – Steering Structure

The ENSR (National Road Safety Strategy) for the period 2008-2015, in accordance with the Resolution of the Council of Ministers No. 23/2010 of 31 March 2010 2010 [11] and in order to achieve the goals set for road safety, has created a multidisciplinary coordinating structure - the Steering Structure - with the capacity to closely monitor the achievement of its goals, both qualitative and quantitative, harmonizing, boosting and assessing the performance of the different public entities involved.

The model defined for the implementation of ENSR also contemplated the effective coordination capacity of the whole process by the National Road Safety Authority (ANSR), in line with the Steering Structure.

The Council of Ministers Resolution no. 23/2010 came to establish the competencies of the Steering Structure, as follows:

- monitor the implementation of key actions, monitoring the progress of the work, the deadlines and the resources involved, against the forecasts of the entities responsible for the same implementation;
- analysing proposals for changes to be made to key actions and suggestions for new actions, in connection with the annual development of the ENSR;
- analyse the evolution of the operational objectives and the recommendations for their maintenance, modification or reformulation, taking into account the 2nd period of the ENSR (2012 -2015) [12];
- take note of the regular opinion polls carried out as part of the implementation of the ENSR, which allow a better understanding of the evolution of citizens' attitudes and behaviours, with a view to better monitoring the effects of the ENSR.

2.1.4.2 PENSE2020 Implementation Management Model

The National Strategic Road Safety Plan - PENSE2020, approved by Council of Ministers Resolution no. 85/2017 of 08 June [13], intended to be a management tool for public road safety policies, with national scope, and which succeeded the National Road Safety Strategy (ENSR), which expired at the end of 2015.

With the aim of following its implementation, monitoring, ensuring its compliance with the plan's measures, proposing corrective measures and suggesting processes and plans for continuous improvement, three entities have been set up whose mission and composition are presented below:

- An Interministerial Commission for Road Safety (CISR), which meets every six months, with the task of monitoring the implementation of the PENSE2020 and ensuring its effective and timely implementation.
  The CISR is chaired by the Ministry of Internal Administration and composed of the Minister for the Presidency and Administrative Modernisation, the Minister for Finance, the Minister for Justice, the Minister of State, the Minister for Education, the Minister for Labour, Solidarity and Social Security, the Minister for Health, the Minister for Planning and Infrastructure, the Minister for the Environment and the Minister for Agriculture, Forestry and Rural Development.

- A National Council for Road Safety (CNSR), which meets every six months, with the mission of monitoring the implementation of the PENSE2020 action plan.
  The CNSR is chaired by the Secretary of State for Internal Administration and composed of the President of the National Road Safety Authority (ANSR), the General Commander of the Republican National Guard, the National Director of the Public Safety Police, the representative of the National Association of Portuguese Municipalities, the representative of the National Association of Parishes, the President of the Institute for Mobility and Transport, I.P, the Director-General of Local Authorities, the Director-General of Health, the Director-General of Education, the President of the National Agency for Qualification and Professional Education, the President of Infrastructures of Portugal, S. A., the President of the Supervisory Authority for Insurance and Pension Funds, the President of the National Civil Protection Authority, the Inspector-General of the Authority for Working Conditions, the President of the National Institute for Medical Emergency, I.P., the President of the Superior Council of the Judiciary, the Attorney-General of the Republic, the President of the National Institute for Legal Medicine and Forensic Sciences, I.P., the Director-General of the Intervention Service in Additive Behaviour and Dependencies, the Director-General of Agriculture and Rural Development, the President of the National Civil Engineering Laboratory, I.P., and the President of the Commission for Citizenship and Gender Equality.
  Associations and non-governmental organisations in the area of road safety may also participate, at the invitation of the Government member responsible for road safety.
- A Scientific Monitoring Board (CCM), composed by universities of recognised merit and competence in these areas, with the mission of permanently assessing compliance with sectoral action programmes, proposing corrective measures and suggesting processes and plans for continuous improvement through the preparation of annual reports.

3/ STRATEGIC TERMS OF REFERENCE

In order to align the development of Vision Zero 2030 with national and international commitments, documents have been identified which should be taken into account in the elaboration of the new strategy as well as the respective action plans.

3.1 THE WORLD POLITICAL CONTEXT

The World Report on Road Traffic Injury [2] was the starting point to put road safety at the top of the global political agenda: "… the problem of road traffic crashes and injuries does not "belong" to any specific agency, either at national or international levels. Instead, responsibility for dealing with the various aspects of the problem – including the design of vehicles, the design of road networks and roads, urban and rural planning, the introduction and enforcement of road safety legislation, and the care and treatment of crash survivors – is divided among many different sectors and groups. There has usually been no leader to ensure that they coordinate their efforts and address the problem as a whole. In this environment, it is not surprising that political will has frequently been lacking to develop and implement effective road safety policies and programmes."

Following the previous document, the document of the World Bank from June 2009: Implementing the Recommendations of the World Report on Road Traffic Injury Prevention by Tony Bliss and Jeanne Breen [1] , presents the conclusions of the World Report, which culminated in six comprehensive recommendations setting out the strategic initiatives needed to improve countries' road safety performance:

- Identify a lead agency in government to guide the national road safety effort;
- Assess the problem, policies and institutional settings relating to road traffic injury and the capacity for road traffic injury prevention in each country;
- Prepare a national road safety strategy and plan of action;
- Allocate financial and human resources to address the problem;
- Implement specific actions to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions;
- Support the development of national capacity and international cooperation.

In 2016, the 17 Sustainable Development Goals (SDGs) of Agenda 2030 [14] [15] for Sustainable Development officially came into force. To ensure that these goals are achieved by all, countries have made a commitment to mobilize efforts to end all forms of poverty, combat inequality and address climate change.

For two of these objectives targets have been set that relate to road safety:

SDG3. GOOD HEALTH AND WELL-BEING | Target 3.6

The Goal SDG3 (Ensuring people live healthy lives can cut child mortality and raise life expectancy), was defined as goal 3.6: "*By 2020, halve the number of global deaths and injuries from road traffic accidents.*"

SDG11. SUSTAINABLE CITIES AND COMMUNITIES | Target 11.2

The Goal SDG11 (The UN wants to increase affordable housing and make settlements inclusive, safe and sustainable.), was defined as goal 11.2: " *By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons".*

In line with these objectives, the United Nations has taken a leading role in providing standards, ensuring support and technical assistance to Member States through its agencies, regional committees and international partnerships. In order to further mobilise sustained political commitment to road safety, in 2015 the UN Secretary General appointed a Special Envoy of the UN Secretary General for Road Safety (Jean Todt).

Still in line with the SDG, in 2017 the World Health Organization (WHO) released the document "Save Lives - A road safety technical package" [16] which provides, through scientific evidence, an inventory of priority interventions that must be implemented to achieve the SDG road safety targets. The central components are speed management, leadership in road safety policy implementation, infrastructure design and improvement, vehicle safety standards, road code enforcement and victim assistance. Also according to this document, those components are interrelated and must be implemented in an integrated manner, following the Safe System Approach, to effectively solve the problem of road traffic deaths and injuries, which currently take the lives of about 1.35 million people a year worldwide and cause serious injuries for the rest of their lives to 50 million people.

The 3rd Global Ministerial Conference on Road Safety held from 19-20 February 2020 in Stockholm, Sweden, under the title "Achieving Global Goals 2030", co-sponsored by the Government of Sweden and the World Health Organization (WHO), brought together government delegates from over 80 countries, including Portugal. At this conference, Swedish Minister for Infrastructure Tomas Eneroth presented the Stockholm Declaration [17], which provides guidance for the next decade and sets the stage for a greater global political commitment to road safety, underlining the need for continued ambition, in particular in working towards a new global target to reduce fatalities and serious injuries: a 50% reduction in fatalities and a 50% reduction in serious injuries resulting from road accidents.

This declaration recognises that Target 3.6 of SDG3. GOOD HEALTH AND WELLNESS of a 50% reduction in fatalities in the decade 2010-2020 will not be achieved by 2020, and that significant progress can only be achieved through stronger national leadership, global cooperation, intersectoral collaboration, implementation of evidence-based strategies and commitment from all relevant actors, including the private sector, non-governmental organizations (NGOs) and civil society, as well as businesses and industries that contribute to and influence countries' social and economic development.

The commitment to the implementation of Agenda 2030 is also reaffirmed, recognising the synergies between the areas of the various SDG, as well as the need to work in an integrated manner to achieve mutual benefit. The links between road safety, mental and physical health,

development, education, equity, gender equality, sustainable cities, environment and climate change, as well as the social determinants of security and interdependence between the different SDG are highlighted, recalling that SDG and targets are integrated and indivisible. The declaration invites Member States to contribute to the reduction of road deaths by at least 50% from 2020 to 2030 in line with the commitment of the United Nations High Level Policy Forum on Sustainable Development to continue action on road safety related SDG targets, including target 3.6 after 2020, as well as to set targets to reduce fatalities and serious injuries in line with this commitment for all groups of road users and in particular for vulnerable users such as pedestrians, cyclists, motorcyclists and public transport users.

In the same line, a recent United Nations General Assembly Resolution of 31 August 2020 [18], proclaims a new (second) Decade of Action for Road Safety (2021-2030) with the objective of reducing deaths and injuries in road accidents by at least 50% and calls on Member States to continue to act on all SDG road safety related goals. Portugal has acted as one of the co-sponsors of this resolution. The UN Resolution, with 40 conclusions, endorses the above-mentioned Stockholm Declaration adopted at the 3rd Ministerial Conference on Road Safety invites and encourages UN Member States to take a number of specific actions, of which the following stand out:

- Encourages Member States to ensure political commitment and responsibility at the highest possible level for improving road safety, and to develop and/or implement road safety strategies and plans with the involvement of all relevant stakeholders, including all sectors and levels of government, as appropriate;
- Invites Member States that have not already done so to consider adopting comprehensive legislation on key risk factors, including the non-use of seat belts, child restraints and helmets, the drinking of alcohol and driving, and speeding, and to consider implementing appropriate, effective and evidence- and/or science-based legislation on other risk factors related to distracted or impaired driving;
- Encourages Member States to consider including road safety as an integral element of planning of land use, street design, transport systems and governance, keeping in view the needs of vulnerable road users in urban and rural areas, inter alia, through the promotion of a safe system approach, as appropriate;
- Encourages Member States to strengthen pre-hospital care, including emergency health services and the immediate post-crash response, hospital and ambulatory guidelines for trauma care and rehabilitation services, and requests the World Health Organization to support Member States in these endeavours;
- Invites Member States to develop public policies to decrease work-related road traffic crashes, with the participation of employers and workers, in order to enforce international standards on safety and health at work, road safety and adequate road and vehicle conditions, giving particular attention to the issue of professional drivers, including the working conditions of commercial vehicle drivers;
- Invites Member States to further invest in road safety at all levels, including by allocating appropriate dedicated budgets for institutional and infrastructural improvements for road safety, as well as by supporting the United Nations Road Safety Fund and other mechanisms, such as the World Bank Global Road Safety Facility, as appropriate.

3.2 THE EUROPEAN POLITICAL CONTEXT

In the White Paper from 2011, Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system, the European Commission (EC) [19] has set, in the field of safety, as a target by 2050, to approach zero fatalities in road transport and, by 2020, to halve the number of fatalities recorded in 2010.

On 20 July 2010 the European Commission in the document: Towards a European road safety area: policy orientations on road safety 2011-2020 [22], set out EU road safety guidelines which would aim to cut European road deaths by 50% by 2020, compared to 2010.

Within these policy guidelines, the Commission considered that the following actions should be undertaken as a matter of priority:

- The establishment of a structured and coherent framework for cooperation that draws on best practice in all Member States as a necessary condition for effectively implementing the road safety policy guidelines 2011-2020;
- A strategy for injuries and first aid in order to address the urgent and growing need to reduce the number of injuries resulting from road accidents;
- The improvement the safety for vulnerable road users, in particular motorcyclists for whom accident statistics are of particular concern.

Seven strategic objectives have been defined:

Objective n°1: Improve education and training of road users
Encouraging road users to drive more safely by creating a European road safety education and training strategy;

Objective 2: Increase enforcement of road rules
Surveillance remains a key factor in creating the conditions for a considerable reduction in the number of deaths and injuries, especially when it is applied intensively and widely disseminated, and EU-member states are encouraged to establish national surveillance plans with objectives.

Objective 3: Safer road infrastructure
Encouraging EU countries to apply safety regulations to rural roads that are already in operation for main roads and tunnels;

Objective 4: Safer vehicles
Recognition of technical inspections in all EU countries (e.g. if your car passes an MOT in the UK, this would automatically be valid in other EU countries): Make proposals to encourage progress on the active and passive safety of vehicles, such as motorcycles and electric vehicles and in view of the progressive harmonisation and strengthening of roadworthiness tests and technical roadside inspections. As well as the further assess the impact and benefits of co-operative systems to identify most beneficial applications and recommend the relevant measures for their synchronised deployment.

Objective 5: Promote the use of modern technology to increase road safety
Evaluate the feasibility of retrofitting commercial vehicles and private cars with Advanced Driver Assistance Systems and Accelerate the deployment of e-Call and examine its extension to other vehicles.

Objective 6: Improve emergency and post-injuries services
In collaboration with Member States and other actors involved in road safety, the Commission

will propose the setting-up of a global strategy of action on road injuries and first aid;

Objective 7: Protect vulnerable road users
Making vulnerable road users – especially motorcyclists – safer by improving communication between authorities and road users, and introducing periodic inspections of motorbikes, mopeds, etc.

Other actions highlighted in this document were improvements to accident collection and analysis tools as a means of improving the monitoring of road safety progress in EU countries and providing accurate data for the development of new road safety measures.

On April 2018, the European Commission presented the document for the development of the European Road Safety Strategies: Preparatory work for an EU road safety strategy 2020- 2030 [20] for which 3 objectives had been set:

- assess the outcome of the road safety policy framework to 2017, building on the interim evaluation carried out in 2015;
- consider current and future changes in mobility and its consequences and challenges in relation to road safety; and
- assist in the preparation of the EU road safety framework for 2020-2030.

The preparatory work comprised:

- a systematic, high-level scan of activity to date within the framework of EU Policy Orientations across good practice road safety management dimensions of results, interventions and institutional management;
- an assessment of future prospects based on a review of emerging social and mobility trends;
- increased ambition for better road safety results;
- increasing adoption of the Safe System approach internationally;
- increasing scope of institutional delivery and opportunities for aligning with other societal objectives;
- proposals for a Towards Zero strategy 2020-2030 around a new road safety performance framework and enhanced delivery mechanisms.

The appointment in 2018 of a European Road Safety Coordinator, Matthew Baldwin, with the task of coordinating the efforts of all Member States, is a sign of the ambition and the commitment that Vision Zero assumes in Europe.

In the package "Europe on the move. Sustainable mobility for Europe: safe, connected and clean" [23] from May 2018, the European Commission declares the primacy of safety by saying: "Safety is fundamental to any transport system; it must always be the top priority". The EU's long-term objective will continue to be to move as close as possible to zero fatalities in road transport by 2050 ("Vision Zero"). The same should be achieved in the case of the seriously injured. The EU will also pursue new intermediate targets to reduce road traffic fatalities by 50% between 2020 and 2030, as well as to reduce the number of seriously injured by 50% over the same period (using the new

common definition of seriously injured agreed with all Member States MAIS≥3) [2]

To achieve these objectives, it proposed a common framework for road safety in the period 2021 to 2030, through the implementation of the Safe System approach recommended in global terms by the WHO and which is being adopted incrementally in Member States, Regions and Cities. This requires the establishment of clear objectives, monitoring progress with the help of a set of key performance indicators directly linked to the prevention of fatalities and serious injuries for all road users, and requires coordinated action by all sectors and for all road users under a reinforced governance structure, as stated in the above mentioned Annex 1.

In 2019, in the document "EU Road Safety Policy Framework 2021 - 2030 - Next steps towards «Vision Zero»" [21], the action plan which continues the European road safety strategy has been implemented and recommends:

- strategic reinforcement of "Vision Zero" in the European area;
- implementation and development of the Safe System;
- promoting inter-institutional cooperation and encouraging participation in working groups on the subject;
- the application of 8 performance indicators to measure the safety of Member States.

As the Safe System approach requires a thorough and clear understanding of the various factors influencing overall safety performance, the Commission has developed, in close cooperation with Member States' experts, a first set of key performance indicators set out in the above-mentioned Annex 1 which will be completed and refined over time. The 8 performance indicators defined in this document are the following.

[2] MAIS≥3 - Maximum Abbreviated Injury Scale

The 8 performance indicators defined in this document are the following.:

INDICATOR		DEFINITION
	Speed	Percentage of vehicles travelling within the speed limit
	Safety belt	Percentage of vehicle occupants using the safety belt or child restraint system correctly
	Protective equipment	Percentage of riders of powered two wheelers and bicycles wearing a protective helmet
	Alcohol	Percentage of drivers driving within the legal limit for blood alcohol content (BAC)
	Distraction	Percentage of drivers NOT using a handheld mobile device
	Vehicle safety	Percentage of new passenger cars with a EuroNCAP safety rating equal or above a predefined threshold*
	Infrastructure	Percentage of distance driven over roads with a safety rating above an agreed threshold*
	Post-crash care	Time elapsed in minutes and seconds between the emergency call following a collision resulting in personal injury and the arrival at the scene of the collision of the emergency services

* Complementary definitions are foreseen fir this KPI.

Figure 2: List of KPIs and basic methodology

Source: EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision Zero"

It is also important to mention for its importance in mobility and consequently in safety, the "Sustainable and Smart Mobility Strategy - putting European transport on track for the future" [22] published in December 2020 by the European Commission, with 10 key areas with an action plan for the coming years. The scenarios underpinning this strategy, common to those supporting the plan of climate targets for 2030, demonstrate that, with the right level of ambition, the policy mix set out in this strategy can deliver a 90% reduction in transport sector emissions by 2050. One of these areas is to make connected and autonomous a reality, and another is to use innovation, data and artificial intelligence to make mobility smarter and safer.

3.3 THE NATIONAL POLITICAL CONTEXT

The first National Road Plan (PRN), whose scope was restricted to mainland Portugal, appeared in 1945 with the publication of Decree-Law no. 34593, of 11 May, aiming to overcome the deficiencies of the existing road network, setting new technical characteristics and hierarchizing the road network.

Forty years later, in 1985, on the eve of Portugal's entry into the EU, and with the same territorial scope, a new PRN would be published (Decree-Law No. 380/85 of 26 September) to respond both to the great expansion and

technological development of the automobile and to new development methodologies, based on traffic forecasts, which had become widespread in the sixties and were the result of improved economic conditions. This plan introduced the classification of Main Routes (IP) and Complementary Routes (IC) and determined that all the county seats would be connected by National Roads.

The last revision of the PRN - PRN2000 - took place in 1998 [23] and aimed to respond to the socio-economic development that took place after Portugal's accession to the European Union, and included the National Highways Network (RNA) of about 3,000 km, introducing special provisions to promote safety, such as road safety audits and the annual preparation of road safety plans.

The first National Road Safety Strategy drawn up in Portugal in 2003 after the PRN2000. However, the systematic fight against road safety through public policies in Portugal started in 1998.

- Along the way, four programme models have been developed: The Integrated Road Safety Plan (PISER), on an annual basis, from 1998 to 2000;
- The National Road Safety Plan (PNPR) [24], from 2003 to 2010;
- The National Road Safety Strategy (ENSR) [10], planned for the years 2008-2015, which was subject to a mid-term review in 2013-2015 [11], and whose implementation lasted until 2016;
- The National Strategic Plan for Road Safety 2020 (PENSE 2020) approved by Resolution of the Council of Ministers No. 85/2017 on 19 June 2017 [13].

In June 2018, ANSR prepared the Programme for Pedestrian Protection and the Fight against Accidents with Pedestrians (PPPCA) [28], to combat the very high number of pedestrian casualties in Portugal. The development of the programme has highlighted the need to strengthen the involvement of local authorities in this fight, considering their attributions and competences and the fact that the accidents with pedestrians is an eminently urban phenomenon, being managed by the municipalities.

The XXII Constitutional Government defined four Strategic Challenges (DE) for the 2019-2023 legislative cycle: climate change, demography, inequalities and the digital society, creativity and innovation. In the context of the DE1 - climate change, the Government emphasized the requirements of the energy transition process, in particular the models of urban circulation and mobility. Thus, in order to promote sustainable mobility, it is intended to decarbonise the transport sector, promote urban public transport, facilitate the transition to electric mobility and promoting smooth mobility and active modes of transport.

In this regard, on 2 August 2019, the Government approved the National Strategy for Active Cyclable Mobility 2020-2030 [29], which aims to make Portugal a "proudly active" country, where pedalling is a safe and widely practiced activity, constituting an accessible, attractive and maximizing benefits for health, economy, employment, environment and citizenship [27].

Within the framework of national internal security, the Government assumes road safety as a national goal and proposes to:

- Complete the PENSE2020 and approve the National Road Safety Plan 2021- 2030, based on the Safe Transport System (STS), in alignment with European and global road safety policies;
- Develop, in close coordination with local authorities, mobility and safety plans and interventions in road infrastructures,

integrating and making compatible the various means of transport and users;

- Reinforcing the supervision of the safety conditions of infrastructures and speed infractions, through the expansion of the National Automatic Speed Inspection Network;
- Developing initiatives to increase efficiency in the sector, namely in the survey of road accidents, in the misdemeanour process and in the revision of the legal framework of the Highway Code (CE).

4/ ANALYSIS AND BALANCE OF PENSE 2020

4.1 FRAMEWORK

The elaboration of PENSE2020 counted with the participation of several public administration services, central and local, as well as non-governmental organizations in the area of road safety, and was subject to prospective evaluation by higher education institutions of recognized merit and competence in these areas.

PENSE2020, in the first part, presents the diagnosis of the state of road safety in Portugal and establishes the vision for 2020, whose objective would be to Achieve a Humanized Road Transport System, through a continuous and sustained improvement in the performance of this system, it is desirable that in the long term the result, still utopian today, of zero deaths and zero serious injuries be achieved, thus recognizing, as an ethical imperative, that "nobody should die or be permanently disabled due to a road accident in Portugal".

In the second part, it establishes the general guidelines for the development of road safety policy, which result from the identification of strategic objectives (Figure 3), specific targets and respective performance indicators; the definition of operational objectives and their performance indicators; the determination of the methodology, rules and criteria to be respected in the preparation of sectoral programmes.

Exceeding the European average, even though it was considered a distant goal, measured by the "Fatalities/Million inhabitants" indicator, was present throughout the elaboration and implementation of this public road safety policy programme, which is why Portugal established the PENSE2020 as an aggregating element of a collective will, materializing the following ambitions:

1 - "The percentage reduction in road traffic fatalities should be higher than the targets set by the European Commission for the period 2011-2020";

2 - "The reduction of serious injuries, according to the classification "MAIS 3 or higher (MAIS≥3)", in the absence of the definition of an European target, should be higher than the 2010-2014 period".

Finally, the third part of the PENSE2020 includes the Action Plan, where were defined 34 actions and 107 measures, associated with the 5 Strategic Objectives and the 13 Operational Objectives. Responsibility for implementing the 107 measures, coordinated by ANSR, was distributed among 19 entities spread over 8 Ministries, in addition to about 3 dozen entities involved in implementing the measures.

Figure 3: Strategic Objectives of PENSE 2020

All the measures have been integrated into the 2016 - 2020 Action Plan, seeking to meet the ambitious but achievable targets set in the PENSE2020 which, according to the development of road accidents in the country, has been proposed:

- In relation to the number of fatalities: 41 fatalities per million inhabitants, a reduction of 56% of the mortality compared to 2010;
- In relation to the seriously injured: 178 seriously injured (MAIS≥3)/million inhabitants.

For an effective implementation and enforcement of public road safety policy management tools, PENSE 2020 not only provides for the monitoring of the Interministerial Commission for Road Safety (CISR) and the National Road Safety Council (CNSR), both with the task of monitoring the implementation of the PENSE2020 and ensuring its effective and timely implementation, established the Scientific Monitoring Board (CCM) with the mission of permanently assessing compliance with sectoral action programmes, proposing, where necessary, corrective measures and processes or plans for continuous improvement through annual reports.

This monitoring is ensured by the Scientific Monitoring Board (CCM), which consists of four higher education institutions:

- Faculty of Science and Technology, University of Coimbra;
- Institute for Law and Security;
- Institute of Mechanical Engineering of the Instituto Superior Técnico;
- Faculty of Psychology and Educational Sciences of the University of Porto.

The main conclusions of the most recent reports for the second year of the PENSE2020 (June 2019) are presented below.

The reports for the last year and a half, from July 2019 to December 2020, will be delivered in January 2021 and will be analysed separately.

4.2 UNIVERSITY OF COIMBRA

The **Faculty of Science and Technology of the University of Coimbra (UC)** prepared the second annual report analysing and evaluating compliance with measures A1.1 to A2.10 and A19.78 to A25.93, a total of 26 measures, of the PENSE2020 PENSE Action Plan, with data for the period between July 2018 and June 2019.

The monitoring of the **26 measures** was supported by **26** "Definition, development and monitoring sheets" of the PENSE2020 Action Plan, provided by ANSR.

The responsibility for these 26 measures was distributed as follows: 10 ANSR, 6 IMT, 5 IP, 2 DGS[3], 2 Municipalities, 1 GNR/PSP, 1 INEM[4] and 1 ASF[5];

The report analyses each of the 26 measures, describing the Operational Objective in which each Measure is included. For each measure a description is made, the information obtained from each of the sheets is presented, and finally a specific recommendation is made with a view to completing the measure within the defined time frame.

Summaries of the development of each Operational Objective were also presented, highlighting the low to moderate level of implementation of most measures, identifying a wide range of measures that are, or have crossed the red line ensuring their successful implementation within the timeframe of the PENSE2020. The report warns that most of the pre-defined targets are expected to be only partially met, which underlines the importance of defining a follow-up by extending the implementation of some measures beyond the PENSE2020 deadline.

In summary the report makes the following comments / recommendations:

- The approach methodologies in general are not presented which makes difficult for the CCM to assess their adequacy;
- The objectives and expected results are generally clearly and adequately defined. However, performance indicators are not explicitly identified that will enable the implementation of measures to assess and quantify their impact and degree of effectiveness;
- The planning of the works is generally adequate for the implementation of the measures, although not always presented in detail. Nevertheless, in most cases, predictable quantifiable results and expected milestones are not defined;
- The interdependence between some of the proposed measures is reflected in a cumulative slippage, irreversibly calling into question the implementation of a broad set of actions, the achievement of which depends on the prior completion of others. Because of their disastrous cascading effects, the delays in measures 20.80 and 22.84 and 24.89 are particularly worrying. For these cases, in

[3] DGS - General Direction of Health
[4] INEM - National Institute of Medical Emergency
[5] ASF - Insurance and Pension Funds Supervisory Authority

addition to ensuring the implementation of these measures being a priority, it is also strongly recommended that alternative contingency plans be developed for the implementation of the measures that depend on them, in order to mitigate the very negative impacts resulting from the delays;

- The overall effectiveness of any methodology for classifying road elements, in terms of the level of safety offered, can only be properly assessed if accompanied by intervention pilots. Even beyond the PENSE2020 period, it is considered that this instrument should already enhance the identification/conception of solutions and implementation of corrective measures;
- Finally, the various measures should be accompanied by an additional effort to disseminate the results obtained and the tools and methodologies developed. This is particularly relevant for measures associated with the development/republication of standards and technical provisions, but also for measures involving the construction/study of pilot sections.

4.3 INSTITUTE FOR LAW AND SECURITY

O Institute for Law and Security – IDeS, prepared the second annual report analysing and evaluating compliance with measures A3.11 to A5.21 and A30.99 to A34.107, out of a total of 20 measures, of the PENSE2020 Action Plan, with data for the period between July 2018 and June 2019. This document follows a first report covering the period from July 2017 to June 2018, submitted to ANSR on 30 December 2018.

The responsibility for these 20 measures was distributed as follows: 8 ANSR, 3 INEM, 1 ACT[6]; 2 ANEPC[7], 2 GNR/PSP, 2 IMT, 1 ASF, 1 CNSR[8]/SEAI, 1 PGR[9]; and 1 n.d.

The monitoring of the 20 measures was supported by 17 "Definition, development and monitoring sheets" of the PENSE2020 Action Plan, provided by ANSR. For 03 of the 20 measures (A34.105; A34.106; A34.107) the corresponding sheets were not available.

The author observes to incomplete completion of the sheets, the lack of clearly and objectively defined indicators, as well as some resistance on the part of entities to provide clear information on the implementation of actions and measures, which compromises the monitoring process

The report highlights the fact that three of the measures (34,105, 34,106 and 34,107) have not taken any action to implement them, revealing that they are merely statements of intent included in the PENSE2020, which have not been followed up by the entities involved.

The high degree of non-implementation of the planned actions should be highlighted, which translates into a result of the implementation of the measures well below the forecast.

The report analyses, over 23 pages, each of the 20 measures, describing them, presenting the

[6] ACT - Authority for Working Conditions
[7] ANEPC - National Emergency and Civil Protection Authority
[8] CNSR - National Road Safety Council
[9] PGR - Attorney General's Office

information obtained from each of the sheets, and finally making a specific recommendation with a view to completing the measure within the deadline set.

In summary, there is a lack of a model for collecting and processing information from the various entities involved, so that an agile and secure tool should be created to enable the sharing of information, enabling an integrated accountability system.

After an overall analysis of the results achieved and calculated the implementation rates of the measures, it is concluded that the final result of their implementation in the period is 40%.

The conclusions of the report point to a very insufficient development compared to the previous year, while the constraints on the implementation of the measures assessed remain.

The delay identified increases the pressure on the last period of the plan, suggesting that some measures cannot be implemented.

The need to reflect on the coordination model of the Action Plan adopted is mentioned, given the obvious lack of communication mechanisms between ANSR and the various entities involved.

Some entities are blocking their responsibility to implement measures, aggravated by the instability resulting from the change of leadership in some bodies, as well as the lack of legal powers of the ANSR to exercise over them the power of managing authority of the plan.

The lack of adequate funding in the budgets of the bodies involved to finance the measures also made it impossible to keep to the timetable for implementing the actions.

The report makes the following recommendations:

- It is recommended that, in the final year of the PENSE2020, each entity involved prepares a summary report on the implementation of the measures for which it is responsible, referring to the period of implementation of the Plan and that this report is sent to ANSR by 30 June 2020, for the necessary support for the preparation of the last "Compliance Analysis and Assessment" document under the responsibility of IDeS;
- It is recommended that the final report recommended above be focused on the following areas:
  - Analysis of the actions implemented, in relation to the goals and expected results;
  - Analysis of the constraints verified;
  - Analysis of the budgetary sustainability of the measures.
- It is recommended that during the first quarter of 2020 a meeting of the National Road Safety Council, with the participation of the CCM, be convened for an overall assessment of the first two periods of the PENSE2020 Action Plan, as a learning methodology for the elaboration of the 2021-2030 Road Safety Plan;
- It is recommended that an effective evaluation be made of the application of the penalty-points driving licence as regards its impact on drivers' changing risk behaviour.
- It is recommended that a unit specialised in the investigation of road crime be set up at the Public Prosecutor's Office.
- It is recommended that ANSR be provided with structures and processes that allow greater proximity with the other entities involved in the implementation of the Action Plan, thus strengthening the coordination and monitoring of the implementation of the measures contained in the operational and strategic objectives of PENSE2020.

IDeS, as an integral element of the CCM, suggests that the Monitoring of Measures process of the PENSE2020 be rethought in the future, in order to create the conditions for evaluation to be synonymous with a real construction of change, based on participation and a common learning process for all those involved.

IDeS considers that the seriousness of road accidents in Portugal requires more technical and scientific rigour, in the modelling of the public policies adopted and in the monitoring and control of their results, and should comply with the plan:

- Implementation of planned actions;
- Timetable for implementation;
- Human, material and financial resources allocated;
- Expected results, through the periodic and systematic measurement of several indicators selected.

4.4 INSTITUTE OF MECHANICAL ENGINEERING OF THE INSTITUTO SUPERIOR TÉCNICO

The Institute of Mechanical Engineering (IDMEC – IST), drew up the second annual report analysing and assessing compliance with measures A6.22, A6.23, A26.94 to A29.98, out of a total of 7 measures, of the PENSE2020 Action Plan, with data for the period between June 2018 and June 2019. This document follows a first report covering the period from July 2017 to June 2018, submitted to ANSR on 31 December 2018.

The monitoring of the 07 measures was supported by 06 "Definition, development and monitoring sheets" of the PENSE2020 Action Plan, provided by ANSR. For 01 of the 07 measures (A6.22) the corresponding sheet was not made available. For the remaining measures, the respective sheets with the completion of the assessment grids were presented.

The responsibility for these 7 measures was distributed as follows: 4 ANSR, 1 CNSR/SEAI and 2 IMT.

The report analyses each of the 7 measures, describing them, presenting the information obtained from each of the sheets, and finally making a specific recommendation with a view to completing the measure within the deadline set.

In summary, this report concludes that overall the measures analysed require an effort in 2020 to make a major contribution to improving road safety. In the overwhelming majority of measures, as in 2018 there are no outputs, which in some cases is worrying. In others it is proposed to close them.

It recommends that work on measures implemented and measures where difficulties were encountered should be sought in 2020.

The report highlights that the improvement in car safety in recent decades has been due to some of the reduction in accidents at European and national level. The set of measures now analysed, mostly vehicle related, should be implemented, directly or indirectly, and some work is still needed to define and implement them.

4.5 UNIVERSITY OF PORTO

The Faculty of Psychology and Educational Sciences of the University of Porto, prepared the second annual report of analysis and evaluation of the 12 actions foreseen in the Strategic Objective 2 - Safer Users, as well as the 54 measures of the PENSE 2020 Action Plan, with data referring to the period from June 2018 to

June 2019. This document follows a first report covering the period from June 2017 to June 2018, submitted to ANSR in January 2019.

The monitoring of the 54 measures was supported by 50 "Definition, development and monitoring sheets" of the PENSE2020 Action Plan, made available by ANSR. For 04 measures (A9.34, A11.41, A14.64 and A14.65) the corresponding sheet was not made available. For the remaining measures, the respective sheets with the completion of the assessment grids were presented.

The report analyses each of the 54 measures, describing them, presenting the information obtained from each of the sheets, and finally making a specific recommendation with a view to completing the measure within the time limit set.

The responsibility for these 54 measures was distributed as follows: 22 ANSR, 11 GNR/PSP, 5 IMT, 4 DGE, 2 Municipalities, 2 ACT, 1 DGADR; 1 DGAL, 1 DGS; 1 INEM, 1 INMLCF, 1 IP, 1 MF; 1 MIH, 1 SICAD and 1 ANEPC.

The Monitoring Report on the measures of Strategic Objective 2 presents an overall assessment and recommendations for the set of measures that have been entrusted to each Entity, which has been responsible for one or a set of measures.

The conclusions of this report are as follows:

"In short, despite the limitations described above, the expectation that the objectives of the measures under consideration will be achieved and generally favourable, even if their impacts will only prove to be medium/long term. Nevertheless, it should be noted that some of the measures have not been initiated (in some cases for unknown reasons), others are affected by greater or lesser delays, and it is therefore urgent to address the constraints that seem to be affecting a considerable proportion of the measures in this Strategic Objective of the PENSE2020 and to trigger timely contingency plans to ensure the achievement of those deemed most relevant. Among these constraints, those of a financial nature, as well as those related to the shortage of human resources, deserve special mention. Still in the context of the constraints on the work plans, the interdependence between seven of the measures of the Strategic Objective and the measures of Action 181, which were postponed, should also be highlighted. Therefore, the successful pursuit of the Strategic Objective is, at least in part not negligible, pending the capacity that will be found to overcome the financial and human resource constraints to which reference has been made, as well as to complete the measures of Action 18 in order to avoid bottlenecks in other actions that may prove difficult to repair".

4.6 CONCLUSIONS OF THE CCM REPORTS AND POINTS TO BE CONSIDERED IN VISION ZERO 2030

In summary and with regard to the PENSE2020 monitoring implementation process, underlining improvements for the Vision Zero 2030, it is recommended that:

- **Performance indicators** for strategic and operational objectives, as well as for measures and actions, should be explicitly identified so that their impact and degree of effectiveness can be assessed and quantified after their achievement;
- The **methodologies for implementing the measures** as well as their **evaluation and monitoring** of objectives and measures should be made explicit;
- The entities responsible for the measures should create a permanently updated

Database to record the **information necessary to calculate the indicators** to be used in the evaluation of the measures and actions, allowing for the sharing of information, making possible an integrated accountability system;

- The **expected** objectives and their contribution must be defined in advance;
- The **timetable for implementation** of each action and a budget estimate must be defined;
- **Appropriate financial and human resources** must be guaranteed for each entity with responsibility for implementing the measures;
- **Contingency plans** must be provided for;
- The implementation of **intervention pilots** is recommended in order to enhance the identification/conception of solutions and implementation of corrective measures;
- The various measures should be accompanied by an **additional effort** to **disseminate** the results obtained and tools and methodologies developed. This issue is of particular relevance in the measures associated with the elaboration/republication of standards and technical provisions, but also in the measures involving the construction/study of pilot sections.
- It is recommended that the ANSR framework be rethought in order to ensure **transversality and political relevance** to the fight against road accidents;
- ANSR be endowed with structures and processes that allow **greater proximity** with the other entities, reinforcing the leadership, coordination and monitoring of the implementation of measures.

Annex 1 - PENSE2020 presents a Summary Table with the 107 measures of the PENSE2020 with their actual implementation rates until June 2020, reaching 75%. The actual implementation rate, by the end of 2020, is expected to be over 80%.

4.7 MEETING THE ESTABLISHED TARGETS.

From the following graphs it can be concluded that, despite the improvements in road accident reduction in Europe and Portugal, the results achieved are below to the targets set for 2020.

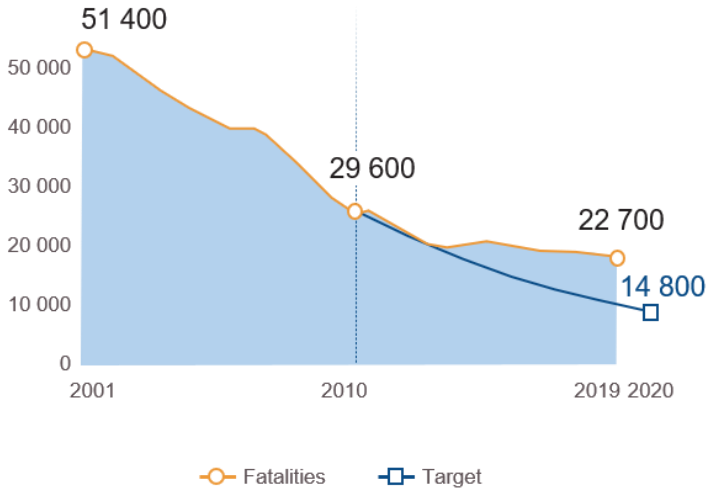

Figure 4: Evolution of fatalities in the EU, since 2001

Source: Road Safety. Key Figures 2020

Although the EU's progress over the last two decades has been remarkable: the number of fatalities per million inhabitants fell by 46% between 2000 and 2010 (from 117 to 67), and by a further 22% between 2010 and 2018, the rate of reduction has slowed down in recent years. After a few years of stagnation, 2016 was marked by a 2% decrease in the number of road fatalities, and 2017 and 2018 have seen the same pattern.

Preliminary figures for 2019 point to a reduction of the same order of magnitude, so it is now clear that the EU will not reach the 2020 target of halving the number of fatalities compared to base year 2010, as recognised in the Stockholm Declaration.

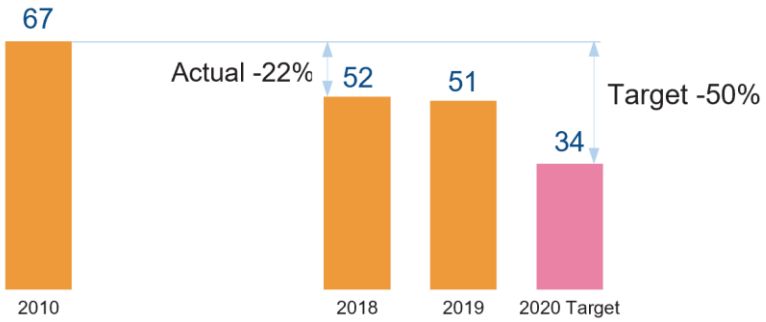

Figure 5: Europe's position (EU 27) towards the global reduction targets for fatalities

Source: European Commission [30]

At national level, the efforts made since 1990, measured in terms of the number of fatalities compared with the volume of cars in circulation, have yielded visible results: in 1990 there were close to 6.11 fatalities per 24 hours for every hundred million vehicles*km in circulation, and in 2019 this figure was 0.61, representing an overall reduction of around 90%.

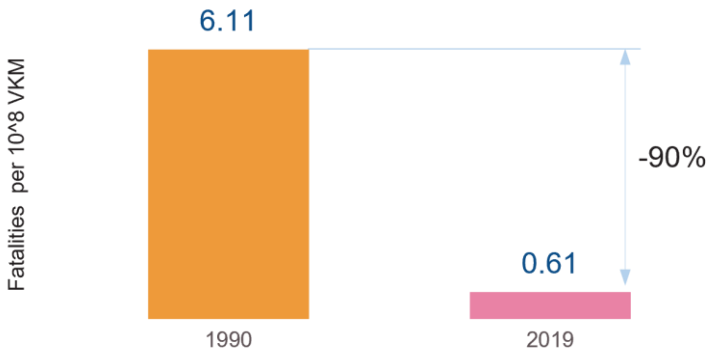

Figure 6: Fatalities per hundred million vehicles*km in circulation (1990 vs 2019)

Source: ANSR, IP and APCAP

However, it should be noted, that, as stated in the 2020 PENSE, the direct and rigorous determination of the number of "Fatalities at 30 days" only started in 2010, so the results presented correspond to fatalities at 24 hours.

In Figure 7 observes that, despite the significant increase in road traffic on roads in mainland Portugal between 1990 and 2019, there was an 80% reduction in the number of fatalities, with traffic doubling in the same period. This reduction was more significant until 2010 (68%), with a less marked decrease in the following years, with a particular reduction in traffic in 2012 and 2013.

This indicates that the efforts made to promote road safety in the many areas envisaged over the years in the strategies adopted have had a significant return.

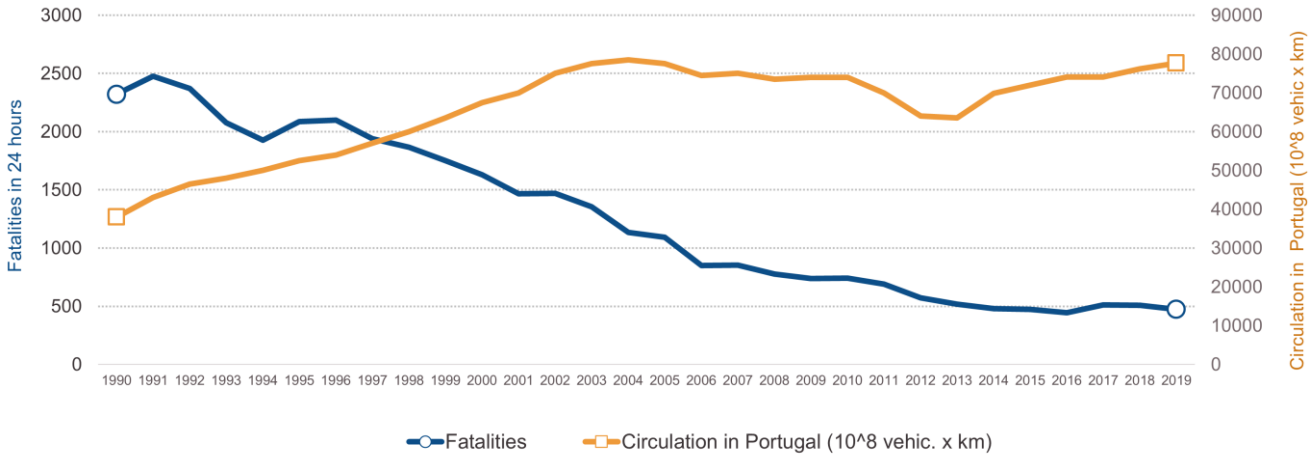

Figure 7: Annual evolution of the number of fatalities on the spot per hundred million vehicles*km in circulation (1990 to 2019)

Source: ANSR, IP and APCAP

In relation to the first ambitious target set in PENSE2020 of 41 fatalities/million inhabitants, representing a reduction of 56% compared to the fatalities registered in 2010, it was found that in 2019 the number of fatalities per million inhabitants was 64, with the figure reached in 2020 still above the target set, with a projection between 47 and 53 fatalities per million inhabitants.

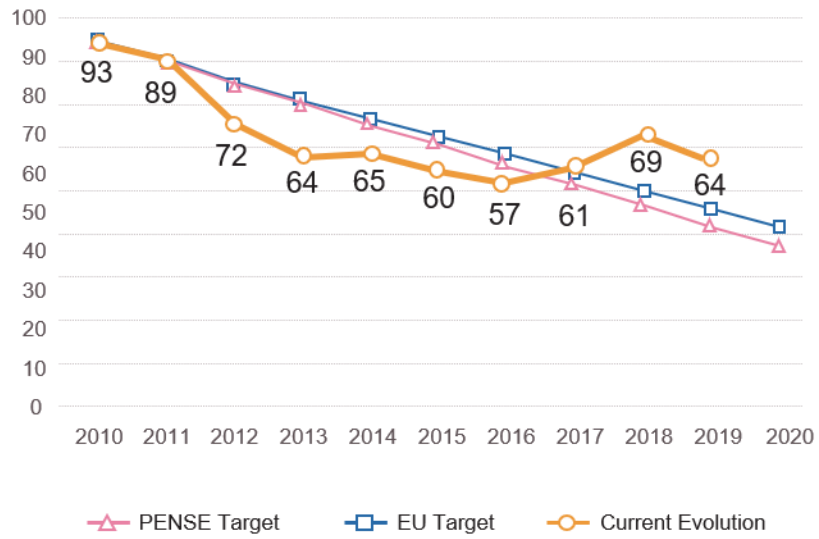

Figure 8: Current situation in relation to target of fatalities per million inhabitants

Source: ANSR

Analysing now the second target set in PENSE2020 of 178 serious injuries (MAIS≥3)/million inhabitants, in 2019 there were 213 serious injuries /million inhabitants, and this figure is still above the target set.

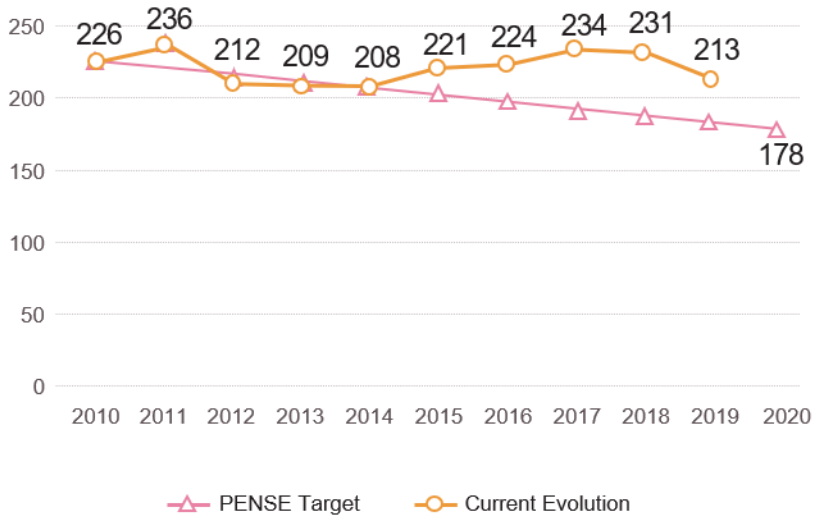

Figure 9: Current situation in relation to targets of Serious injuries MAIS+3 per million inhabitants

Source: ACSS

5/ ACCIDENT DATA

5.1 INTERNATIONAL FRAMEWORK

Road accidents are a worldwide problem and are considered by the World Health Organization (WHO) as a public health problem: being the first cause of death in the youngest (from 5 to 29 years old), the third up to the age of 40, and the eighth for all ages.

Every year 1.35 million people die [30], about 3700 people a day, 1 person every 24 seconds, in addition to 50 million who are injured, and many permanently affected. This is an unacceptable and unnecessary price to pay for mobility.

In Europe, according to preliminary data published by the European Commission [30], an estimated 22,800 people were fatally injured on European roads in 2019 as a result of road accidents, to which must be added more than one million people who were injured as a result of these accidents, 120,000 of them with serious consequences. The cost to society of these road accidents has been estimated at around 280 billion euros, or about 2% of EU GDP. These figures would hardly be acceptable in other modes of transport.

While Europe remains the safest road safety region in the world, in 2019 there were still 51 fatalities per million inhabitants, an improvement of 23% compared to 2010 and 2% compared to 2018 [30]. These are, however, unacceptable figures, and far from the targets set: a 50% reduction in the number of road traffic fatalities between 2010 and 2020.

In its document "EU Road Safety Policy Framework 2021 - 2030 - Next steps towards «Vision Zero» [24], the European Union reaffirms the ambition expressed in the White Paper on transport policy for 2011 of making progress, in the medium to long term, towards a target of zero fatalities on Europe's roads by 2050, also following the targets agreed in 2017 in the "Valletta Declaration" - to reduce the number of seriously injured people in Europe by 50% by 2030 compared to 2020. This target was reinforced in February 2020 in the Stockholm Declaration [19], which calls for a global reduction of road traffic fatalities and injuries by half by 2030, based on the Safe System approach underlining the need for continued ambition and greater global political commitment to road safety.

In this respect it is recalled that the Transport Commissioner, Adina Vălean, made clear the European Commission's determination and commitment for the next decade: "*No deaths and serious injuries on European roads by 2050. This is our goal. Our target is 50% fewer deaths, and 50% fewer serious injuries by 2030, and we know it is achievable. The EU has seen a substantial decrease in road deaths in the past, but the numbers have stagnated in recent years. Moreover, disparities between countries remain huge. We will only achieve our goal through a combination of legislative measures, adequate funding, vehicle and infrastructure standards, digitisation, and exchange of best practice*".

5.2 OVERALL EVOLUTION OF ACCIDENTS IN EUROPE

Given that the Community database of road accidents in Europe - CARE still has many incomplete figures for 2019, this comparative analysis is made only until 2018, the last year with data that can be compared. The ETSC (European Transport and Safety Council) report would be a complementary source, but in the document available for now "Ranking EU Progress On Road Safety: 14th Road safety performance index report 2019" [31], only global data on fatalities are presented and are therefore not an alternative source for this analysis. However, this report shows that, despite a decrease in the number of fatalities per million inhabitants compared to 2018 of about 2%, the overall objective of halving the number of road traffic fatalities between 2010 and 2020 is far from being achieved.

Thus, in 2018, compared to accident figures in 2000, the European Union (EU28) reduced the number of fatalities by about 61%. In the same period, the number of seriously injured fell by 42% and the number of slightly injured by 31%. Nevertheless, there were 1 million accidents in Europe in 2018, resulting in 21,700 fatalities, 179,000 serious injuries and 915,000 light injuries.

Per day, these figures correspond to:

- 2,820 accidents with victims;
- 60 citizens a day lose their lives on Europe's roads;
- 3,000 citizens who are injured as a result of these accidents, of which 490 result in serious injuries.

The following figures show the evolution of the accident rate in the European Union since 2000, although, as can be seen later in this chapter, there are significant variations at the level of each country.

Figure 10: Accident trends in the European Union (EU28) - number of accidents with victims

Source: European Commission, CARE

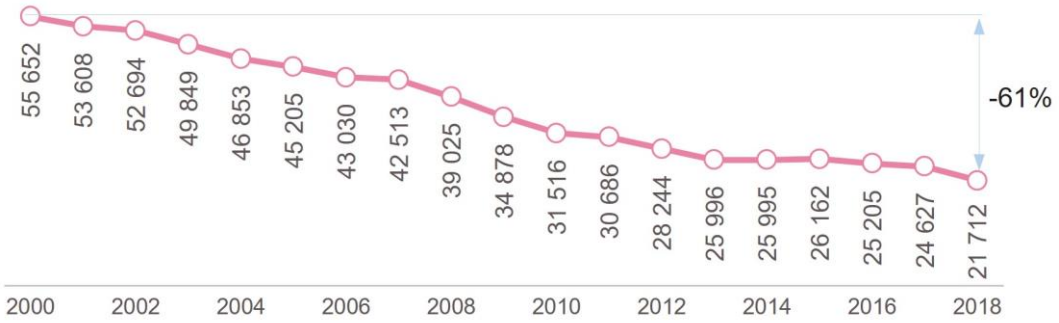

Figure 11: Number of fatalities in the European Union (EU28)

Source: European Commission, CARE

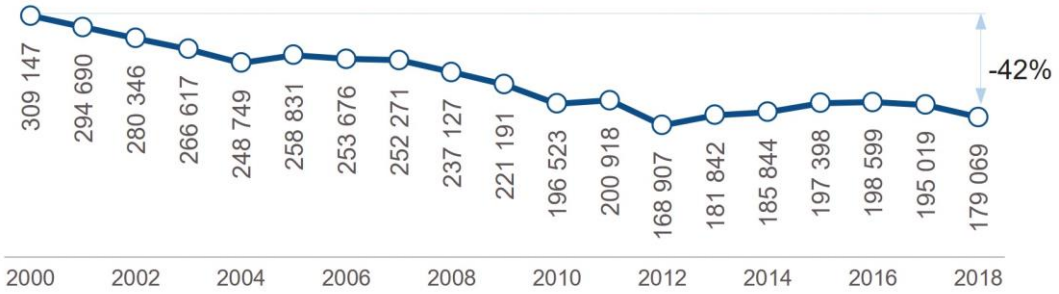

Figure 12: Evolution of accidents in the European Union (EU28) - number of people seriously injured

Source: European Commission, CARE

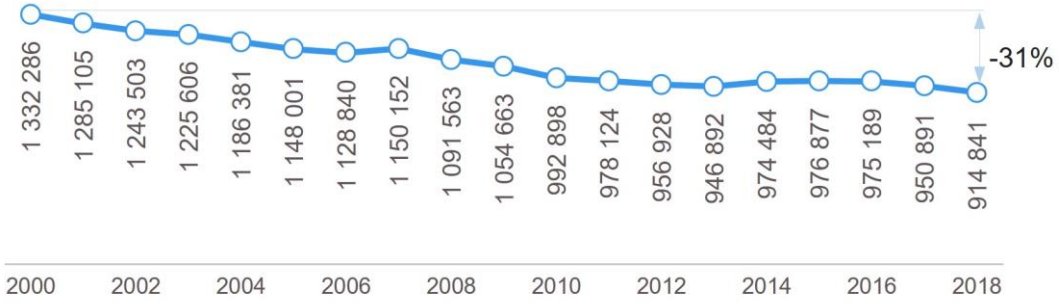

Figure 13: Developments in accidents in the European Union (EU28) - number of people slightly injured

Fonte: European Commission, CARE

Road safety, as seen above, has been one of the main priorities of transport policy. In general, this effort has been followed in all countries, although some variations can be found in the graphs in Annex II of the Annual Road Accident Report 2019 [32].

5.3 PORTUGAL IN EUROPE

This chapter places Portugal in the European context and is developed on the basis of the data contained in the European accident database - CARE, allowing an assessment of how Portugal compares with its counterparts in this field. In order to ensure the results will be comparable, they are presented according to population (million inhabitants). It should be noted that for Portugal the results account for accidents recorded only in the territory of the continent (ANSR/CARE) and its population (INE).

The following indicators are analysed:

- Variation in the number of accidents with victims[10]
- Variation in the number of fatalities[11]

The comparative results for Portugal are first presented by reference to the European Union (with the United Kingdom) and then through a comparative analysis with Spain, France and Austria, which correspond to the countries identified in the PENSE as relevant for closer monitoring.

For each of the indicators, the variation between data for the years 2000, 2010 and 2018 between Portugal and the average value for the EU28 is graphically presented. In addition, a summary table is included that allows a more direct assessment of Portugal's positioning. In Annex II of the 2019 Annual Road Accident Report [32], graphs are presented with the annual change indexed to 2000 and with the results in each of the three years mentioned.

Europe-wide comparison

As can be seen in Figure 14, the number of accidents with victims in Portugal has remained above the European average since 2000. Between 2000 and 2010 this gap has been reduced, but between 2010 and 2018 the curves have moved away again, with Portugal showing 1,491 (74%) more accidents per million inhabitants in 2018 than the EU28 average.

[10] The comparison of Accidents with victims has limitations in its analysis, as a consequence of the different methodologies for data collection
[11] The comparison of serious and consequently minor injuries in the face of the disparity of definitions in Europe does not legitimately allow this comparison. Aware of this situation, the European Commission has promoted the establishment of a definition of serious based on medical information using the Maximum Abbreviated Injury Scale (MAIS). At present, a victim who survives the accident and whose MAIS is equal to or greater than 3 is considered to be seriously injured. However, the small size of the series, the existence of various methodologies and the difficulty in obtaining data that are difficult to carry out meaningful analyses, and it is recommended to exclude this indicator from international comparisons.

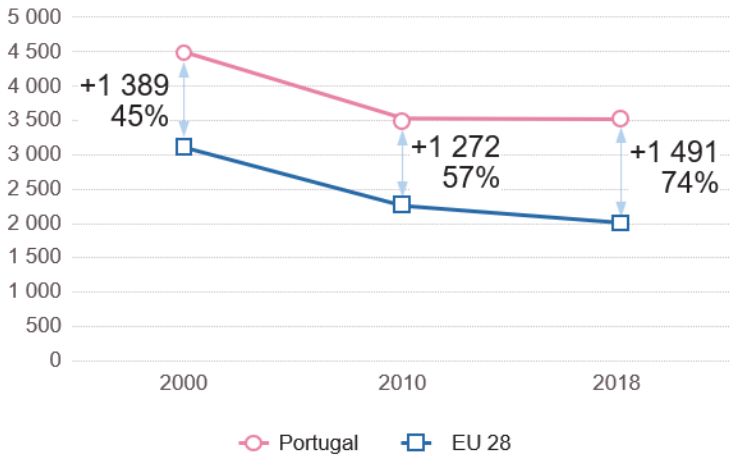

Figure 14: Trend in the number of accidents with victims per million inhabitants: Portugal and the EU average

Source: European Commission, CARE and Portuguese data corrected by the country's official statistics

In contrast to the number of accidents, the gap between Portugal and the EU average in fatalities has been steadily narrowing. While in 2000 Portugal had 51 more fatalities per million inhabitants than the EU28 (45% more), in 2010 this figure falls to 30 and in 2018 it stands at 20 more fatalities per million inhabitants, 41% more than the EU28.

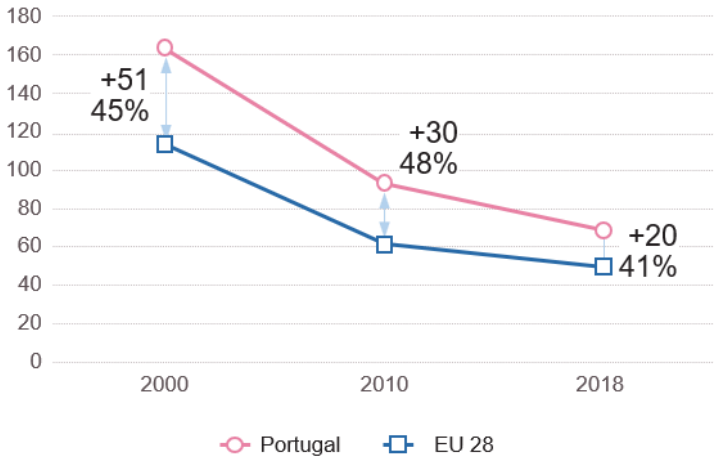

Figure 15: Trend in the number of fatalities per million inhabitants: Portugal and the EU average

Source: European Commission, CARE

The following figure and the tables below show the relative positioning of Portugal in the EU28 for the period 2010-2018. It appears that the target set for 2020 of halving the number of fatalities in Europe will not be achieved globally, as mentioned above, nor individually by each country. Only Greece is close to the target, with a 42% reduction in fatalities between 2010 and 2018. It should also be noted that Portugal has reduced by 26%, 4pp more than the EU28.

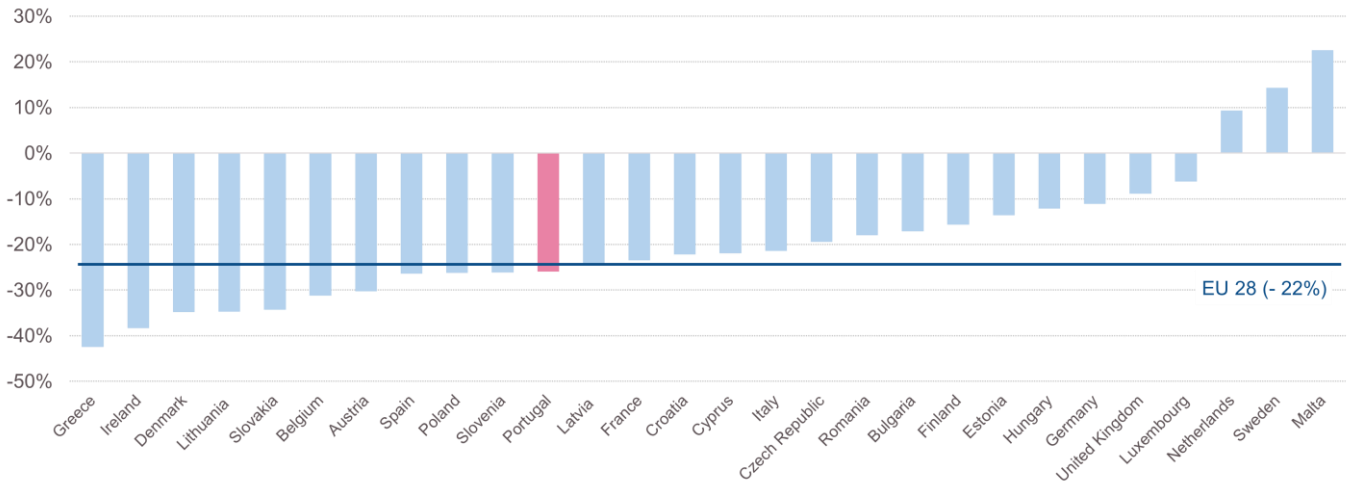

Figure 16: Relative Variation of Fatalities per Country between 2010 and 2018

Source: European Commission, CARE and Portuguese official statistics

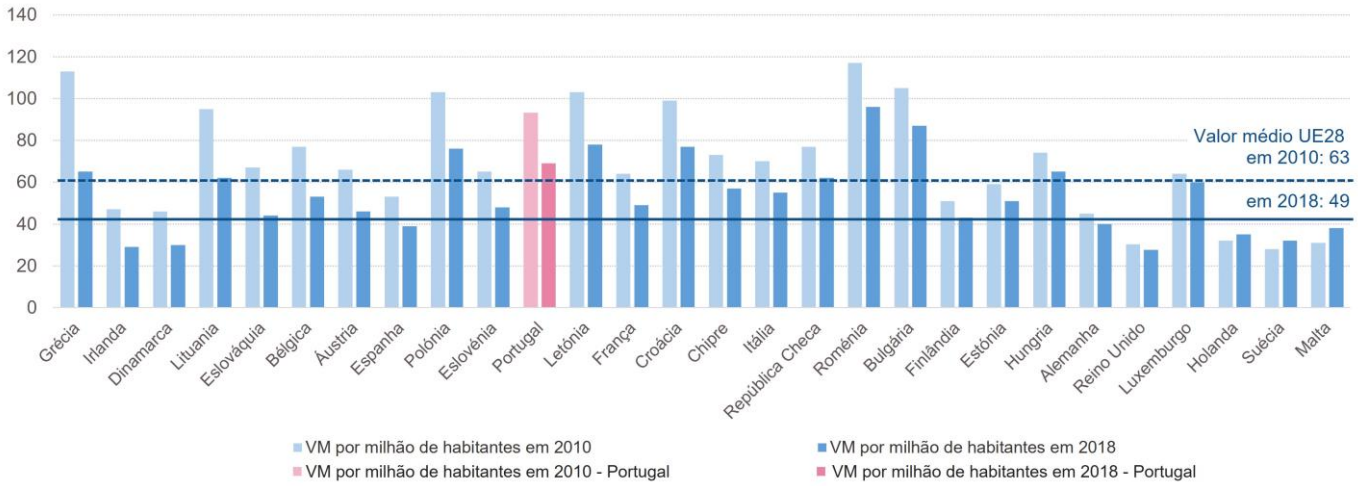

Figure 17: Fatalities per million inhabitants in 2010 and 2018 per country

Source: European Commission, CARE and Portuguese official statistics

The following tables present the results by country, allowing us to see the relative positioning of Portugal comparing with the similar countries in terms of the main indicators, and visualise the overall evolution since 2000, with more detail the period 2010-2018:

- Between 2000 and 2018, Portugal ranks 13th in the number of accidents with victims per million inhabitants, with a reduction of 22% (European average at -35%). Among the countries with the greatest fall are Cyprus (-88%), Denmark (-63%) and France (-58%). Among the worst performers are Bulgaria and Romania. Looking specifically at the period 2010-2018, the pace is less marked. Portugal shows a variation of -1% against the EU 28 of -11%. Among the countries with the biggest decrease are Cyprus (-61%), Finland (-31%) and Greece (-26%). Among the worst performing countries, Malta which doubles the number of accidents and the Netherlands which has a 72% increase in this indicator over this period;
- As far as fatalities are concerned, Portugal has had a reduction of 58% since 2000, placing it in 15th place. On average in Europe this indicator is down by -57%. Slovenia (-86%), Ireland (-74%) and Latvia (-71%) are among the best performers in this indicator. The three countries where this indicator showed the lowest reductions were Malta (-2%), Romania (-13%) and Slovakia (-24%). Looking specifically at the period 2010-2018, the pace is less marked: Portugal with a decrease of -26% ranks 11th compared to the EU28 average of -22%. Greece (-42%), Ireland (-38%) and Denmark (-35%) are among the best performers on this indicator. The three countries where this indicator performed worst were the Netherlands with 9% more fatalities, Sweden with 14% more and Malta with 23% more.

Accidents with victims per million inhabitants

		2000	2010	2018	2010/2018
Cyprus		3 492	1 077	420	-61%
Finland		1 283	1 132	781	-31%
Greece		2 135	1 352	1 001	-26%
UK		4 119	2 550	1 931	-24%
Slovenia		3 966	3 739	2 909	-22%
Sweden		1 780	1 773	1 398	-21%
Italy		4 507	3 593	2 855	-21%
Belgium		4 792	4 198	3 367	-20%
France		2 002	1 035	832	-20%
Denmark		1 377	631	511	-19%
Croatia		3 208	3 090	2 555	-17%
EU 28		3 083	2 250	2 007	-11%
Luxembourg		2 073	1 728	1 558	-10%
Austria		5 264	4 227	4 165	-1%
Portugal		4 472	3 522	3 498	-1%
Germany		4 661	3 525	3 723	6%
Hungary		1 711	1 631	1 735	6%
Bulgaria		841	894	952	6%
Czech Republic		2 476	1 878	2 060	10%
Estonia		1 073	1 012	1 116	10%
Spain		2 514	1 836	2 189	19%
Romania		351	1 284	1 551	21%
Slovenia		1 882	1 522	2 063	36%
Netherlands		2 392	649	1 118	72%
Malta		3 166	1 392	2 784	100%
Slovakia		1 658	1 137	-	
Ireland		2 051	1 267	-	
Lithuania		1 653	1 140	-	
Poland		1 498	1 021	-	

Fatalities per million inhabitants

	2000	2010	2018	2010/2018
Greece	189	113	65	-42%
Ireland	111	47	29	-38%
Denmark	93	46	30	-35%
Lithuania	183	95	62	-35%
Slovakia	58	67	44	-34%
Belgium	144	77	53	-31%
Austria	122	66	46	-30%
Spain	124	53	39	-26%
Poland	164	103	76	-26%
Slovenia	316	65	48	-26%
Portugal	165	93	69	-26%
Latvia	267	103	78	-24%
France	126	64	49	-23%
Croatia	146	99	77	-22%
Cyprus	161	73	57	-22%
EU 28	114	63	49	-22%
Italy	124	70	55	-21%
Czech Republic	145	77	62	-19%
Romania	110	117	96	-18%
Bulgaria	124	105	87	-17%
Finland	77	51	43	-16%
Estonia	146	59	51	-14%
Hungary	117	74	65	-12%
Germany	91	45	40	-11%
United Kingdom	61	30	28	-9%
Luxembourg	175	64	60	-6%
Netherlands	68	32	35	9%
Sweden	67	28	32	14%
Malta	39	31	38	23%

Table 2: Variation of main accident indicators in Europe 2000-2018

Source: European Commission, CARE and Portuguese official statistics

Comparison with reference countries

In 2018, compared with the reference countries (Spain, France and Austria) [12], Portugal shows results that place it in a lower position in particular with regard to fatalities (69 per million inhabitants, compared with figures between 39 and 49 for the others).

[12] selected in the preparation of the National Strategic Road Safety Plan (PENSE 2020)

	PORTUGAL	SPAIN	FRANCE	AUSTRIA	EU 28
Accidents with victims	3 498	2 189	832	4 165	2 007
Fatalities	69	39	49	46	49

Table 3: Main accident indicators per million inhabitants in 2018, Portugal and reference countries

Source: Commission, CARE and Portuguese official statistics

When considering the global period (2000 to 2018), we can see that Portugal's behaviour compared to the reference countries differs according to the indicators, in line with what has already been seen at European level:

- In the number of accidents with victims, Portugal shows a reduction of 974 accidents per million inhabitants. This reduction is only higher in Spain and lower than the reductions in France and Austria. In all four countries, France has the largest reduction with 1,170 fewer accidents per million inhabitants;
- Portugal has the most significant reduction in fatalities, with 96 fewer victims per million inhabitants. It should be noted that in this period the four countries exceed the EU average.

	PORTUGAL	SPAIN	FRANCE	AUSTRIA	EU 28
Accidents with victims	-974	-324	-1 170	-1 100	-1 076
Fatalities	-96	-85	-77	-76	-65

Table 4: Variation of the main accident indicators between 2000-2018, Portugal and reference countries

Source: Commission, CARE and Portuguese official statistics

In the period between 2010 and 2018, Portugal and France, while performing less well, are in line with the EU28 average, and are the countries that show consistent declines in the indicators.

Portugal is, in this period, among the reference countries, the country with the largest reduction in the number of fatalities (-24 per million inhabitants), while Spain increases the number of accidents with victims, being among these countries with the worst results.

	PORTUGAL	SPAIN	FRANCE	AUSTRIA	EU 28
Accidents with victims	-24	354	-202	-62	-243
Fatalities	-24	-14	-15	-20	-14

Table 5: Variation of main accident indicators per million inhabitants between 2010-2018, Portugal and reference

Source: European Commission, CARE and Portuguese official statistics

5.4 ECONOMIC AND SOCIAL COSTS OF ACCIDENTS

Road accident costs can be broken down into two main components:

- property or material costs (e.g. material damage to vehicles, administrative costs and assistance at the accident site and medical costs) and
- non-patrimonial or immaterial costs (which are reflected for example in a shorter useful life and consequent loss of production, often referred to as "Value of Statistical life", suffering, pain and sadness).

If it is possible to use market prices to calculate the value of material costs, the same is not true for intangible costs. Although part of the total accident costs is already internalised, for example through insurance premiums, another part is not, and represents a cost which is borne by society as a whole, commonly referred to as an external cost.

Although there is no harmonised definition of the external costs of accidents, the European definition has been adopted which considers any cost covered by insurance premiums to be internalised by the company itself, the rest being regarded as an external cost.

This definition has been constant throughout the various versions of the European Handbook on External Costs and was last updated for the whole of Europe in 2019 [33]. As part of the PENSE2020, a study is under way that will update the economic and social costs of road accidents for Portugal.

	COST PER FATALITY (€)	COST PER SERIOUS INJURY (€)	COST PER LIGHT INJURY (€)
UE28 (average)	3 273 910	498 591	38 514
Portugal	2 541 032	385 934	29 815

Table 6: Unit cost of road accidents in euros

Fonte: European Handbook on External Costs

The application of the reference values to the accident indicators verified in 2019 (at 30-days) results in an economic and social cost that reaches 3,713 million Euros, a value that corresponds to about 1.6% of GDP. This figure not only represents an unjustifiable cost, but is clearly an indicator that investing in road safety is a value with a high economic and social return.

	FATALITIES	SERIOUS INJURY	LIGHT INJURY
Number of Victims	626	2 168	43 183
Total cost (EUR million)	1 590	836	1 287

Table 7: Total cost of road accidents in Portugal

Fonte: European Handbook on External Costs

Looking back to 1995, investments in infrastructure and safer vehicles, along with an integrated road safety policy, were determinant in saving 26,000 lives, preventing 187,000 serious injuries and saving some 158 billion euros13, more than 4.5 times the amount invested in infrastructure.

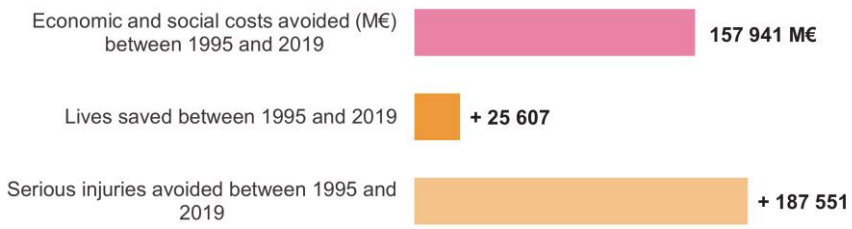

Figure 18: Costs and victims of road accidents avoided by accident reduction between 1995 and 2019

Source: ANSR, IP and APCAP

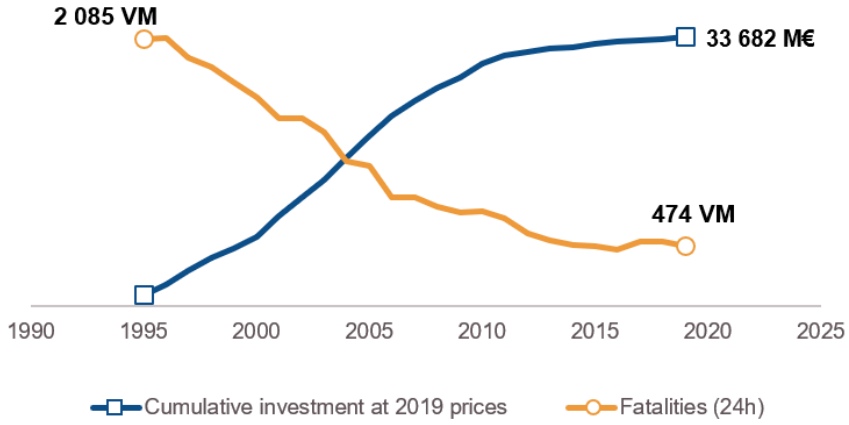

Figure 19: Cumulative investment in road infrastructure and reduction of fatalities in the same period

Source: OCDE, UTAO, IP and ANSR

[13] Referring to 2019 prices

6/ SAFE SYSTEM

The road safety policy framework for the decade 2021 to 2030 will be based on the Safe Transport System (STS) approach or Safe System approach, which aims to eliminate the serious consequences of road accidents by making the road system more self-explanatory and tolerant.

The Safe System approach, originated in Sweden (Vision Zero) and the Netherlands (Sustainable Safety), these countries started the implementation successfully in the 80s and 90s, and later other countries followed this approach. The International Transport Forum (ITF) at the OECD published two reports on the Safe System, in 2008 and 2016, in which the Safe System approach was described and where published evidence of implementation is also available. The Safe System approach is a key component of the 2020 UN resolution on road safety (derived from the Stockholm Declaration) and is a pillar of European efforts to improve road safety. The European Road Safety Policy Framework 2021-2030 states that **"we need to implement the Safe System at EU level**".

Building the Safe System is a holistic approach that integrates the road user, the vehicle and the road into a safe system, covers the entire infrastructure network, all vehicles and all road users and finally integrates with other policy areas. As stated in chapter 3 of this document, road safety is included in the United Nations' Sustainable Development Goals (SDG), adopted by all Member States in 2015. The SDG (17 in total) cover various needs to improve the human condition and our planet, recognizing the interdependence between the two. Road safety is mentioned in goal 3 (Health and Wellness) and more specifically in goal 3.6, but it is planned to link road safety to a number of other SDG that are affected and associated with road safety for mutual benefit.

The Safe System approach begins with the realisation that human error should not be seen as the main cause of accidents, but rather as the consequence of so-called "latent errors" throughout the road transport system. In a safe system approach, a set of principles is identified:

- **People make mistakes** which can lead to road accidents, resulting in fatalities and serious injuries. The safe system should result in fewer errors and be tolerant of those errors;
- **The collision forces should be below human tolerance levels**, this being possible through proper road and vehicle design and speed management (impact);
- **Safety is a shared responsibility** of those who plan, build, manage and use both roads and vehicles, such as the community, policy makers, road managers, enforcement officers, rescue workers and others, rather than simply blaming the driver or other road users;
- **Proactive improvement of roads and vehicles** to make the whole system safer, not just the places where accidents occur most often.

Figure 20: Main pillars of the safe road transport system approach

Source: Save Lives - A road safety technical package, 2017, WHO

These pillars should be viewed in an integrated way, considering that in case of failure of one of them, another or others will be able to accommodate this failure in order to avoid further damage.

Road users will always make errors and the infrastructure should contribute to reducing these errors and minimising the severity of their consequences. From this premise emerges the concept of a self-explanatory and tolerant road, which minimizes and accommodates human error, taking into account the vulnerability and physical limitations of the human body.

The Safe System approach is well aware of the inevitability of human error, however, it has in mind that fatalities and serious injuries, as a result of a road accident, should not be regarded as inevitable, these can be avoided.

Everyone has the right to make use of the roads without running the risk of getting involved in an accident that could result in serious or fatal injuries, no one should pay for a driving error with their own life.

The Safe System approach is fundamentally different from the traditional approach, which focuses on the human factor and its behaviour. The Safe System focuses on the other two system components: the vehicle and the infrastructure. In addition to efforts in road education, awareness campaigns, road enforcement, the proper management and planning of safe transport and infrastructure, and "safe travel speeds" should be a primary focus to achieve "zero" deaths and serious injuries on the roads. It is expected that technology to improve road and vehicle safety can make a major contribution to achieving this goal in the coming decades.

The major technological advance in vehicles has been a major contribution to reducing road casualties, so infrastructure should be seen as the primary (at the moment) pillar receiving the most attention and investment.

These technological advances should also be reflected in the inspection, by providing the teams responsible with adequate computer equipment, reinforcing the effectiveness and efficiency of the misdemeanour procedure and providing technological tools that make it possible to analyse the different variables of road accidents, making it possible to carry out more exhaustive analyses in order to prioritise the roads where road inspection should be focused, particularly within the localities.

As mentioned in chapter 5.4, over the last 25 years Portugal has invested around 33 billion euros in road infrastructure, saving around 158 billion euros. But more important than these significant savings are that these investments have contributed to saving more than 26,000 lives. Clearly, these investments have been beneficial to the country and to society - the savings resulting from the reduction in accidents is 4.5 times more than the amount invested in infrastructure.

These investments contributed significantly to bringing Portugal closer to the EU average: while in 1995 Portugal had more than doubled the number of fatalities per million inhabitants, in 2014 this gap narrowed to 16%, rising to 41% in 2018.

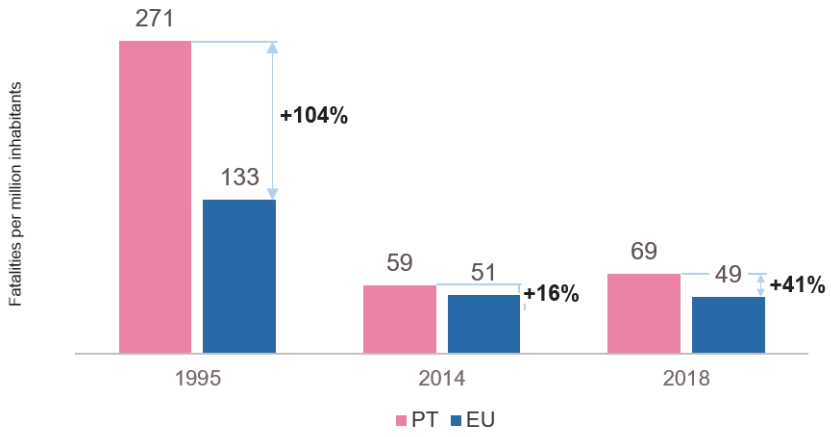

Figure 21: Fatalities in Portugal and Europe in 1995 and 2014

Source OCDE e ANSR

The Safe System approach involves multi-sectoral and multidisciplinary action and management by objectives, including in particular time-bound targets and performance monitoring, shifting a large part of the responsibility from road users to those who have responsibility over the system.

Reinforces that the role of the lead agency within the Safe System approach should, through mechanisms that can guarantee an improvement of the identified constraints, guide the national effort in road safety, in order to intensify the involvement and commitment of the different entities with responsibilities in the area of road safety.

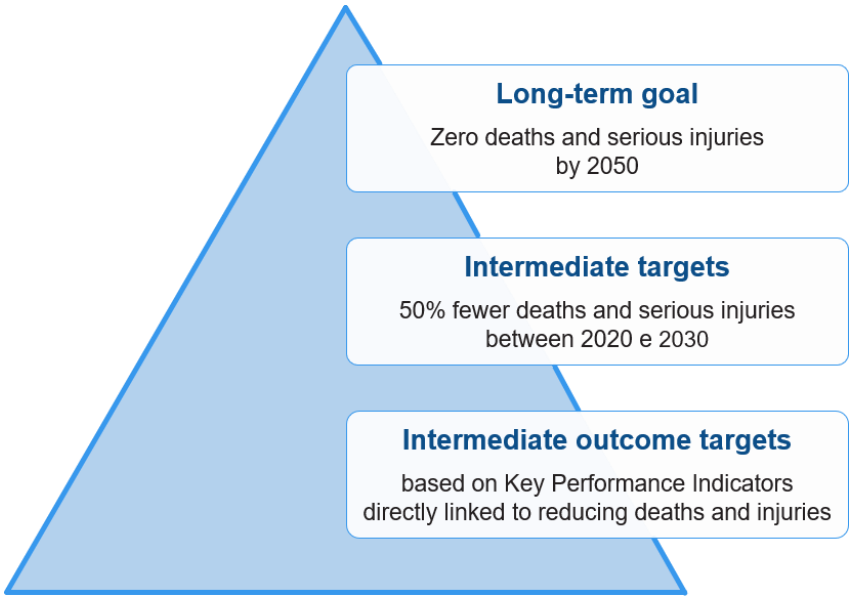

Figure 22: Safe System results hierarchy at EU level

Source: European Commission

Considering that the approach to the safe system depends on a much clearer understanding of the different issues influencing overall safety performance, the European Commission has developed a first set of 8 key performance indicators, which will be finalised and refined over time and which have already been mentioned in chapter 3.2.

7/ METHODOLOGY FOR ZERO VISION 2030

This chapter will present the Methodology defined for the development of Vision Zero 2030, Action Plans and Action Plan 2021-2022.

7.1 OBJETIVES

Based on the Safe System approach and in line with the UN Sustainable Development Goals, the Second Decade of Action for Road Safety 2021-2030, the Stockholm Declaration and the EU's targets, Vision Zero 2030 will present the long-term vision of road safety policy in Portugal and setting up the corresponding strategic and operational objectives, which will be implemented through biennial action plans that compete in 10-year strategy. The first action plan covers 2021-2022.

Since road safety is a shared responsibility and a commitment of all, the new strategy will be a document that will gather contributions from all civil society, so that all can identify themselves and contribute to the fight against road accidents. The development of the strategy will be guaranteed:

- The technical quality of the strategy and action plans;
- A high rate of participation with a wide range of contributions;
- Involvement of 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.

Based on past experiences, some principles have been identified for Vision Zero 2030 and more specifically for the various Action Plans:

- Adoption of the principles of the Secure System;
- Strengthening the Institutional Management Functions;
- Explicit commitment and accountability of the main actors;
- Evidence-based interventions;
- Interventions considered credible and feasible.

There are three main tasks in the development of road safety strategy before its public consultation and final approval:

- Align the proposed general approach of the Portuguese Road Safety Strategy with international and national commitments and common visions for this area.
- Analyse the state of Road Safety in Portugal and make a comparison at international level in order to identify relevant guidelines and principles to the new road safety strategy, recognize constraints in the implementation of measures and interventions, and establish guidelines for the development of biennial action plans.
- Based on the results of the previous tasks, prepare the document proposing the Portuguese road safety strategy for the next 10 years - Vision Zero 2030 - and the first configuration of the action plan.

7.2 MANAGEMENT STRUCTURE

The implementation of Vision Zero 2030 is the responsibility of the Executive Committee, under the coordination of ANSR.

It has also been set up:

- an Executive Experts Board (CEE) composed of personalities with high knowledge and experience in Road Safety, whose mission is to constantly monitor the development of the Strategy, and to make contributions to its documents;
- Non-Executive Experts Board (CNEE) composed of about 30 experts in specific areas related to road safety, such as infrastructure, innovation, emergency, education, vehicles, enforcement, communication, mobility, urbanism and human factors.

A National Advisory Council (CCN) and an International Advisory Council (CCI) will be set up within the management structure to review the final documents. A project manager is also planned.

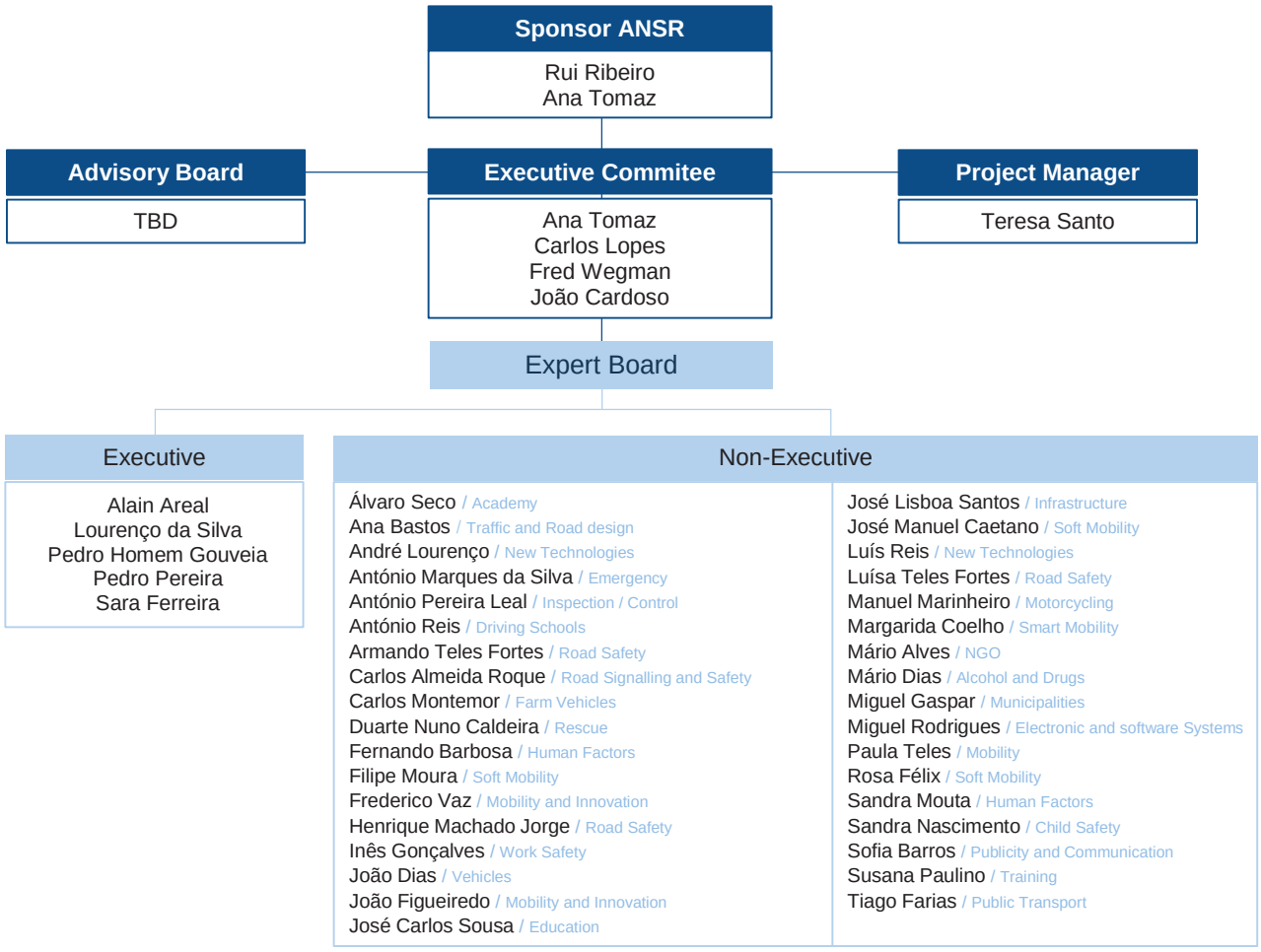

Figure 23: Management Structure

7.3 STAGES AND DOCUMENTS

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

Responsible: ANSR

Working Group: Fred Wegman and CEE

Content: background document aligning the Portuguese Road Safety Strategy approach with International commitments and common visions. It includes a set of strategic terms of reference to guide the work, such as:

- Safe System approach;
- The results of Stockholm Declaration;
- UN Decade of Action for Road Safety 2021-2030;
- UN Sustainable Development Goals;
- European Union strategic documents, namely the EU Road Safety Policy Framework 2021-2030;
- other European reference documents, including national strategies from other countries;
- other guiding documents and other strategic policies in the country that may impact road safety (e.g. active mobility strategy, climate change strategy, sustainable mobility, …).

This document includes an analysis/balance sheet of the process of developing, implementing and monitoring the PENSE2020, on a more strategic level, with a view to identifying proposals for improvement in the implementation of the new strategy, as well as the most recent road accident data to analyse the overall development of accidents in Europe, Portugal's position vis-à-vis the other countries of the European Union and the presentation of the economic and social costs of accidents;

It also includes an institutional framework for road safety in Portugal.

Other actions to be caried out in stage 1:

- At this stage, communications should also be sent to public and private entities with responsibilities in the road transport system (road management entities, city councils, associations and sector organizations, academia, etc.) to report on the development of the new strategy and to request contributions, as well as the Non-Executive Committee.
- The Vision Zero 2030 microsite, www.visaozero2030.pt will also be made available as a platform for receiving and sharing contributions, disseminating the documents produced as well as PENSE2020 data, accident data and national and international road safety documentation.

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

Responsible: LNEC and Fred Wegman

Working Group: CE, CEE, CNEE and public and private entities

Content: proposing key elements of the National Road Safety Strategy and how to achieve them, as well as recommendations on methodologies for the elaboration of the biennial action plans and the corresponding monitoring and evaluation processes. In general, will be applied the road safety capacity review approach and the evidence-based approach, recommended by The Forum of European Road Safety Research Institutes (FERSI).

1. Diagnosis – assessment of the current situation

This report comprises an assessment of the current road safety situation, providing a clear view of the most relevant safety issues in Portugal, and a discussion of next aspects that will most likely need consideration in the near future. The following activities are planned:

- Review of the institutional framework for the implementation of road safety policy;
- Analysis and diagnosis of the current situation of road safety indicators, their recent evolution, main trends and benchmarking with other European countries;
- Analysis of the previous National Road Safety Strategy (PENSE2020), namely with regard to its achievements and constraints;
- Perspective of the Safe Road Safety System in Portugal;
- Analysis of the next challenges and changes. For example: changes in travel modes, shared mobility, impact of mobility devices and mobility as a service (MAAS - Mobility As A Service), connected and automated vehicles, external factors such as demographic and economic trends, and opportunities and challenges of other public policies (for example: sustainable development, climate change, and mobility);
- Analysis of the contributions obtained from public and private entities and the Non-Executive Experts Board, and how to consider them in the new strategy.

2. Foundation for the Vision Zero 2030

This report includes the basic principles for advancing road safety policies over the next ten years and the general scientific guidelines and methodology framework for developing the National Road Safety Strategy. The following aspects will be addressed:

- Summary of good practices for the definition of strategic and operational objectives and respective performance indicators;
- Identification of the interventions with high cost-benefit with the Safe System approach;
- Identification of areas with potential results in the Portuguese road safety system:
- Alignment with international strategic objectives;
- Specific national objectives;
- Identification of viable road safety interventions / measures:
  - Define objectives;
  - Specify the components;
  - Estimate of contributions to objectives and targets;
  - Identification of indicators to measure performance and to monitor implementation.

This report will take into account the contributions received that are considered relevant, as well as meetings with the main stakeholders with responsibilities in road safety, who will be responsible for the implementation of road safety measures.

3. Methodology for preparation of biennial action plans

This report will present the methodology for the implementation of the biennial action plans, including the procedures for their development, budget approval and monitoring of implementation. Two major activities are foreseen:

- Development of a methodology for preparation of biennial action plans, according to the Plan Do Check Act framework.
- Pilot one to two interventions:
  - Characterise the objectives and degree of intervention;
  - Define the intervention components and the contribution to the objectives;
  - Estimate the human and financial resources required;
  - Define the management process and identify relevant partnerships and funding sources;
  - Identify precedence and evaluate priorities;
  - Specify the procedures for monitoring and evaluating the intervention.

This report will take into account the contributions received that are considered relevant, as well as meetings with the main stakeholders with responsibilities in road safety, who will be responsible for the implementation of road safety measures

Other actions during Stage 2:

- At this stage, meetings will be held with the main stakeholders with responsibilities in road safety, and who will be responsible for the implementation of road safety measures, as well as with the Non-Executive Council of Experts.

STAGE 3 - Vision Zero Strategy 2030 and Action Plan 2021-2022

Responsible: ANSR

Working Group: LNEC, CEE, CCN and CCI

Content: Based on the "technical-scientific" reports for diagnosis and assessment of the current situation, the foundations and key elements for the new strategy, the Vision Zero 2030 Strategy is prepared by ANSR, with the advice of LNEC, of the Executive Experts Board and with the participation of the Advisory Councils.

The first Action Plan is prepared on the basis of the 3rd scientific technical report: Methodology for the preparation of biennial action plans, by ANSR, with the advice of LNEC and the Executive Board of Experts, and with the participation of the Advisory Councils. The final version of the 2021-2030 Action Plan will incorporate the inputs from the public consultation phase, the direct consultation of the entities and the Non-Executive Council of Experts

Other actions during Stage 3:

In this phase communications are again sent to public and private entities with responsibilities in the road transport system requesting further input as well as to the Non-Executive Experts Board;

Meeting with the entities that will be responsible for the measures of Action Plan 2021-2022.

8/ CONCLUSION

This document has been prepared with the aim of framing the development of the new National Road Safety Strategy, as the basis for Vision Zero 2030 and the first Action Plan 2021-2022.

This first phase aims to define the guiding principles of Vision Zero 2030, in which the following actions have been carried out:

- The request for contributions from more than 500 public and private entities;
- The request for contributions to some 40 experts from the most diverse areas of: academia, traffic, communication routes, new technologies, health and emergency, inspection, driving schools, artificial intelligence, road safety, agricultural machinery and equipment, signage design, civil protection, human factors, urbanism, soft modes, infrastructure, mobility, innovation, work accidents, vehicles, educational administration and management, environment and sustainable mobility, motorcyclists, NGOs, alcohol and drugs, economics, electronic systems and software, urban environment planning, human factors, child safety, communication and dissemination, training and public transport;
- The request for contributions to all civil society, through promotion on the ANSR website.

In addition to the involvement of all, was considered essential the development of this document, which through its dissemination, will serve to:

- taking stock of road safety management at national level;
- framing the global, European and national political contexts with targets and commitments made;
- analyse the current National Road Safety Strategy (PENSE2020) with regard to the targets already achieved;
- present the current national accident data;
- raise awareness to the new approach to Road Safety: Safe Transport System that will be the basis of the new National Road Safety Strategy - Vision Zero 2030;
- present the methodology established for the elaboration of Vision Zero 2030

These will be the foundations for the launch of Vision Zero 2030, which will ambitiously define the national road safety strategy for the next 10 years.

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10/ ANNEXES

Annex 1 – Summary Table – Pense2020 from June 2020

JUNE 2020. PENSE 2020 EXECUTION: BY MEASURE

MEASURE	MINISTRY	ENTITY RESPONSIBLE	ACTUAL EXECUTION RATE
A1.1.	MAI	ANSR	50%
A1.2.	MAI	ANSR	60%
A1.3.	MS	DGS	50%
A1.4.	MF	ASF	40%
A1.5.	MS	INEM	100%
A1.6.	MS	DGS	100%
A2.7.	MIH	IMT	57%
A2.8.	MAI	ANSR	60%
A2.9.	MAI	ANSR	50%
A2.10.	MAI	ANSR	40%
A3.11.	MAI	ANSR	100%
A3.12.	MAI	ANSR	100%
A3.13.	MF	ASF	40%
A3.14.	MAI	ANSR	100%
A4.15.	MAI	ANSR	100%
A4.16.	MAI	ANSR	80%
A5.17.	MAI	ANSR	66%
A5.18.	MAI	ANSR	35%
A5.19.	MAI	ANSR	100%
A5.20.	MIH	IMT	40%
A5.20.	MTSSS	ACT	30%
A5.21.	MJ	PGR	100%
A6.22.	MAI	CNSR/SEPC	No Execution
A6.23.	MAI	ANSR	10%
A7.24.	ME	DGE, ANQEP	100%
A7.25.	ME	DGE, ANQEP	50%
A7.26.	ME	DGE, ANQEP	100%
A8.27.	MAI	DGAL	100%

MEASURE	MINISTRY	ENTITY RESPONSIBLE	ACTUAL EXECUTION RATE
A8.28.	MAI	ANSR	25%
A8.29.	MAI	ANSR	70%
A8.30.	MAI	ANSR	75%
A8.31.	MAI	ANSR	10%
A8.32.	MIH	IMT	51%
A9.33.	MAI	ANSR	100%
A9.34.	MTSSS	ACT	No information
A10.35.	MJ	INMLCF	100%
A10.36.	MAI	ANSR	100%
A10.37.	MS	SICAD	70%
A10.38.	MAI	ANSR	100%
A10.39. GNR	MAI	GNR, PSP	85%
A10.39. PSP	MAI	GNR, PSP	88%
A11.40. GNR	MAI	GNR, PSP	100%
A11.40. PSP	MAI	GNR, PSP	88%
A11.41.	MF	MF	No Execution
A11.42.	MAI	GNR, PSP	90%
A11.43.	MAI	ANSR	100%
A11.44.	MIH	IMT, IP, SA	50%
A11.45. GNR	MAI	GNR, PSP	80%
A11.45. PSP	MAI	GNR, PSP	75%
A11.45. ACT	MTSSS	ACT	45%
A11.46. GNR	MAI	GNR, PSP	100%
A11.46. PSP	MAI	GNR, PSP	88%
A12.47.	MAI	GNR	100%
A12.48.	MIH	IMT	25%
A12.49.	MIH	IMT	100%
A12.50.	MAI	ANSR	100%
A12.51.	MAFDR	DGADR	100%
A12.52. GNR	MAI	GNR, PSP	60%
A12.52. PSP	MAI	GNR, PSP	88%
A13.53.	MAI	ANSR	80%
A13.54.	MS	INEM	85%

MEASURE	MINISTRY	ENTITY RESPONSIBLE	ACTUAL EXECUTION RATE
A13.55.	MAI	ANSR	85%
A13.56	MAI	ANEPC	70%
A14.57.	MAI	ANSR	100%
A14.58.	MAI	ANSR	50%
A14.59.	ME	DGE, ANQEP	100%
A14.60. GNR	MAI	GNR, PSP	100%
A14.60. PSP	MAI	GNR, PSP	88%
A14.61. GNR	MAI	GNR, PSP	100%
A14.61. PSP	MAI	GNR, PSP	88%
A14.62.	MAI	ANSR	100%
A14.63.IP, SA	MIH	IP, SA	30%
A14.63.MUN	Municipalities	Municipalities	No information
A14.64.	MIH	MPI	No information
A14.65.	Municipalities	Municipalities	No information
A15.66.	MAI	ANSR	100%
A15.67.	MAI	ANSR	50%
A15.68. GNR	MAI	GNR, PSP	100%
A15.68. PSP	MAI	GNR, PSP	88%
A16.69.	MAI	ANSR	100%
A16.70.	MAI	ANSR	100%
A16.71. GNR	MAI	GNR, PSP	100%
A16.71. PSP	MAI	GNR, PSP	88%
A16.72.	MAI	ANSR	100%
A17.73.	MIH	IMT	50%
A17.74.	MS	DGS	85%
A17.75.	MIH	ANSR	30%
A18.76.	MAI	ANSR	40%
A18.77.	MAI	ANSR	75%
A19.78.	MAI	ANSR	100%
A19.79.	MAI	ANSR	100%
A20.80.	MIH	IP, SA	50%
A20.81.	MIH	IP, SA	10%
A21.82.IP, SA	MIH	IP, SA	10%

MEASURE	MINISTRY	ENTITY RESPONSIBLE	ACTUAL EXECUTION RATE
A21.82.MUN	Municipalities	Municipalities	Sem Informação
A21.83.IP, SA	MIH	IP, SA	10%
A21.83.MUN	Municipalities	Municipalities	No information
A22.84.	MIH	IMT	85%
A22.85.	MIH	IMT	50%
A22.86. GNR	MAI	GNR, PSP	70%
A22.86. PSP	MAI	GNR, PSP	88%
A23.87.	MIH	IP, SA	50%
A23.88.	MIH	IMT	100%
A24.89.	MAI	ANSR	No Execution (Unpracticable)
A24.90.	MAI	ANSR	No Execution (Unpracticable)
A24.91.	MAI	ANSR	No Execution (Unpracticable)
A25.92.	MIH	IMT	80%
A25.93.	MIH	IMT	100%
A26.94.	MAI	ANSR	No Execution
A26.95.	MIH	IMT	No Execution
A27.96.	MAI	ANSR	40%
A28.97.	MIH	IMT	50%
A29.98.	MAI	ANSR	No Execution
A30.99.	MS	INEM	60%
A30.100.	MIH	IMT	75%
A31.101.	MAI	ANEPC	100%
A32.102.	MS	INEM	100%
A32.103.	MAI	GNR, PSP	100%
A33.104.	MAI	GNR, PSP	90%
A33.104.	MAI	ANEPC	50%
A33.104.	MS	INEM	85%
A34.105.	MAI	CNSR/SEPC	No Execution
A34.106.	NÃO DEFINIDO	NÃO DEFINIDO	No Execution
A34.107.	NÃO DEFINIDO	NÃO DEFINIDO	No Execution
TOTAL			75%

Data according to the available information at the end of the 1st half of 2020 (exception to the ANSR and MJ measures, updated October 2020)