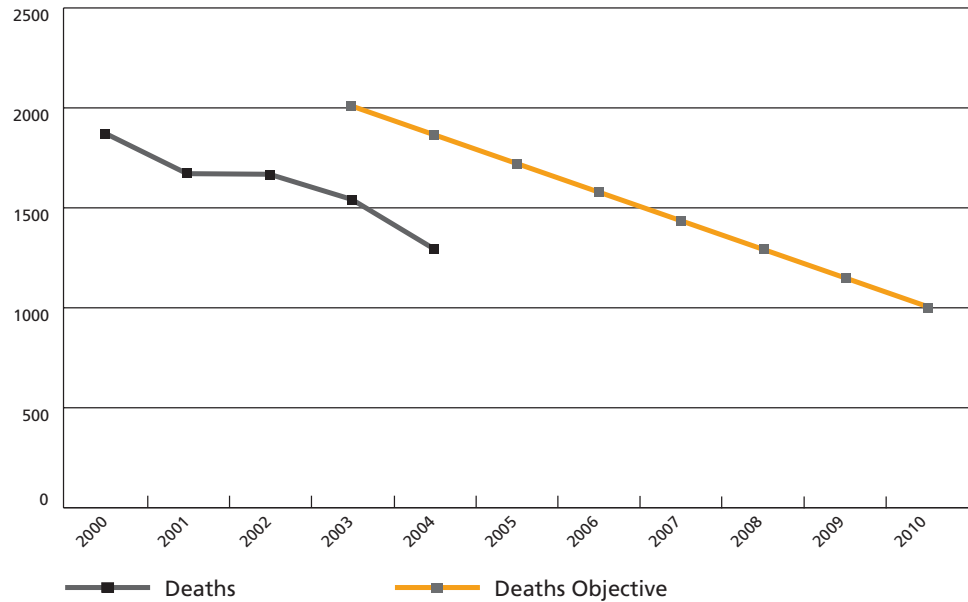


## 6.20 PORTUGAL



**General Road Safety:** Portugal's fatality levels have been dropping consistently. Portugal's average fatality rate is however still above the EU average at 125 per million in 2004. The DGV Road Traffic and Road Safety Department in the Ministry of Interior co-ordinates plans and policies on road safety. A National Council for Road Safety has also been set up and is chaired by the Minister of Internal Affairs. It includes the heads of the law enforcement bodies, the General Directors of the DGV and the Directorate General for Terrestrial Transport (DGT).

A Road Safety Plan was prepared in 2003. This strategy set a clear aim to reduce deaths by 50% by 2010, as referring to the 1998-2000 average. The plan includes specific actions relating to deterrence and enforcement in the field of speeding, drink driving and seat belt use.

Traffic law enforcement is carried out by Portugal's two police corps the Public Security Police (PSP) in urban areas and the National Republican guard (GNR) in rural areas, motorways and on roads outside urban areas. The Road Safety plan includes specific actions relating to deterrence and enforcement in the field of speeding, drink driving and seat belt use.

**Speed:** New legislation with higher penalties for speeding was introduced in March 2005. This included a new offence for speeding between 60 km/h and 80 km/h over the speed limit and higher penalties (fine and suspension of the driving licence) for speeding in built-up areas. Both fixed and mobile speed controls are used. Checks focus on roads with higher accident rates and during critical times of the day, and on roads where drivers have been known to speed.

**Alcohol:** Both random and evidential tests are carried out to enforce the legal BAC limit of 0.5 mg/ml. New legislation with higher penalties for drink driving was introduced on 1<sup>st</sup> of January 2005. Checks are undertaken on all roads, especially in the vicinity of discos and bars at weekends and during public holidays.

**Seat belts:** New legislation with higher penalties for non seat belt use was introduced on 1<sup>st</sup> of January 2005. Drivers face driving licence suspension in the absence of a child being properly restrained. Blitz actions are undertaken around schools as part of specific campaigns. Otherwise, seat belt checks are undertaken in combination with other checks.

**Follow-up of offences:** In the case of automated speed enforcement, the owner is primarily responsible unless he proves that someone else was driving the car in which case only the driver is liable. Offenders in serious cases of drink driving can be made to repeat their driving test and take extra classes. Non-seat belt use if detected in other enforcement contexts is always followed up. In 2004 a new statistical road accident form was introduced with the objective of introducing new variables and/or values and improving data quality.

**Information:** Nationwide campaigns on alcohol and seat belt use were run in the media and were linked to increased police enforcement in 2004. A campaign run in 2004 targeting rear seat belt wearing increased seat belt use by 5% to between 15% and 20%. Portugal has also participated in the Euchiress Child seat belt wearing campaign in 2005. Portugal also ran an anti drink driving campaign "100% cool" based on the designated driver method. DGV (General Directorate for Traffic) and the GNR (Guarda Nacional Republicana) publish a weekly record of accidents, casualties and alcohol and speed enforcement activities on their websites for journalists and to inform the public. Information about speed radars is indicated but mobile patrols are not meant to be visible for drivers.

In conclusion, speeding checks increased slightly and offences dropped between 2003 and 2004. The number of seat belt wearing offences increased between the two years and seat belt wearing rates increased slightly in the front and substantially in the back. Drink driving checks and offences remained around the same between the two years.

**Recommendations:**

- Extend automatic speed enforcement networks.
- Enforce back seat belt wearing intensively.
- Introduce speeding campaigns linked to enforcement of speeding.