

RTA AND NLG
CONFERENCE

PRESENTED BY
CARLA AZEVEDO GOMES

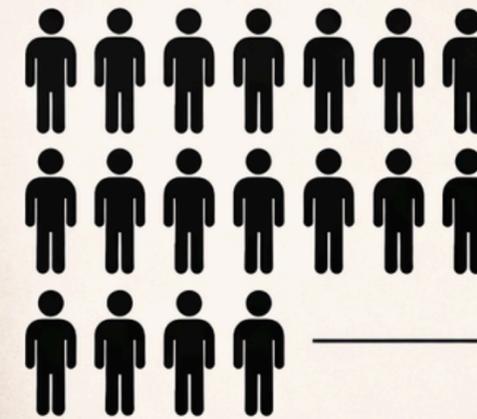
LISBON FUNICULAR TRAGEDY

19TH & 20TH MARCH
BUCHAREST

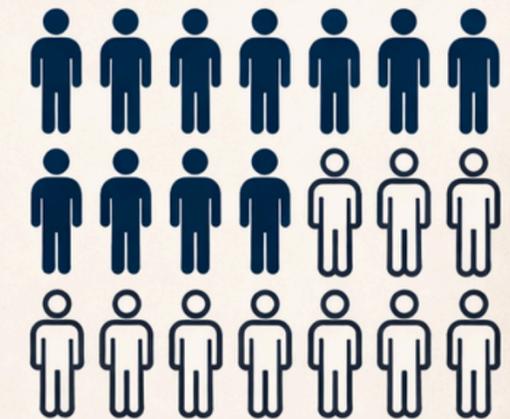


BACKGROUND OF THE ACCIDENT

16 FATALITIES



24 INJURIES



OVERVIEW

The Glória Funicular accident occurred in Lisbon, in **September 3th, 2025**.

It represents one of the most serious recent **tragedies in Lisbon's public transport** system in the city.

HUMAN IMPACT

- **16** fatalities
- **24** injured passengers
- **50** seconds

Significant **national and international media** attention.

Several **victims of different nationalities**.

IMMEDIATE CONSEQUENCES

The case involves complex issues relating to:

- technical safety;
- civil liability;
- criminal investigation;
- and compensation for victims and their families.



PRELIMINARY TECHNICAL FINDINGS

According to the preliminary report issued by GPIAAF, the accident was caused by the breakage of the traction/balance cable connecting the two lift cars.

THIS FAILURE LED TO
derailment and collision of one of the cars.

KEY TECHNICAL FINDINGS

TRACTION CABLE

- Did not comply with the required technical specifications;
- Not certified for passenger transport;
- Not suitable for use with twist-free devices required by the system;
- Failure occurred in a section not visible without dismantling.

MAINTENANCE AND TECHNICAL FAILURES

The preliminary investigation also identified several maintenance and safety issues.

MAINTENANCE HAD BEEN OUTSOURCED SINCE 2019

DEFICIENCIES IN

- staff training;
- supervision;
- quality control;
- Some critical maintenance tasks were recorded as completed but may not have been properly performed.

CABLE FIXING CLAMP

- Contained internal casting defects;
- Manufactured without complying with applicable European standards.



BRAKING SYSTEM

- The emergency braking system **activated**;
- However, **it failed to immobilise the cabins**;
- **No tests had been carried out** for a scenario involving cable rupture.

REGULATORY OVERSIGHT

The Glória and Lavra funiculars are classified as **national monuments**, which means **they are excluded** from some forms of **technical and legal oversight**.

AS A RESULT

- no independent regulatory supervision applies;
- safety responsibility lies primarily with the municipal operator.



**BRAKING SYSTEM AND
SAFETY OVERSIGHT**

ACCIDENT

Glória
S. Pedro
de Alcântara

1.a

Possible mechanical failure
during descent

Start of
descent

Usual crossing point
between funicular cars

2

Runaway funicular
derails at curve

3

Crash into
building façade

1.b

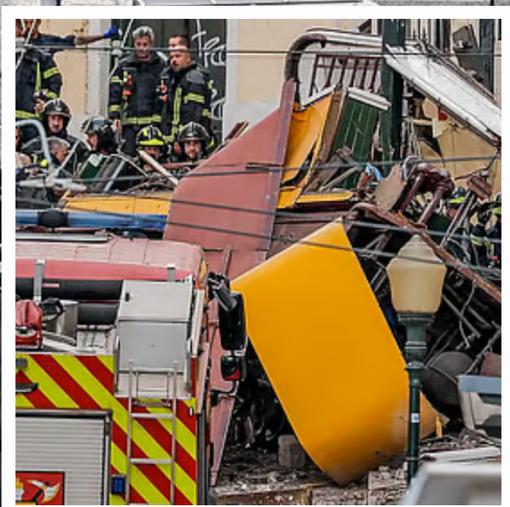
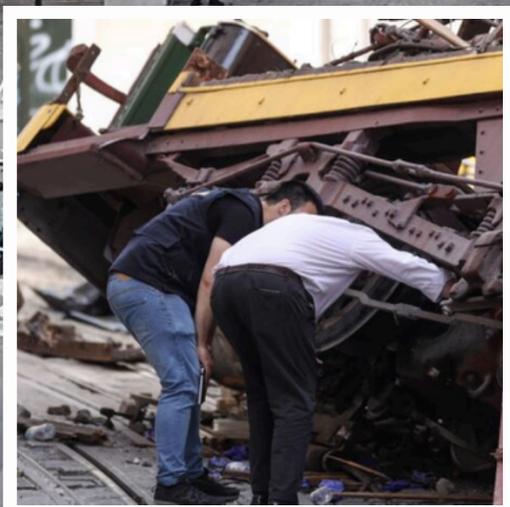
Funicular begins ascent
but suddenly descends

Start of ascent

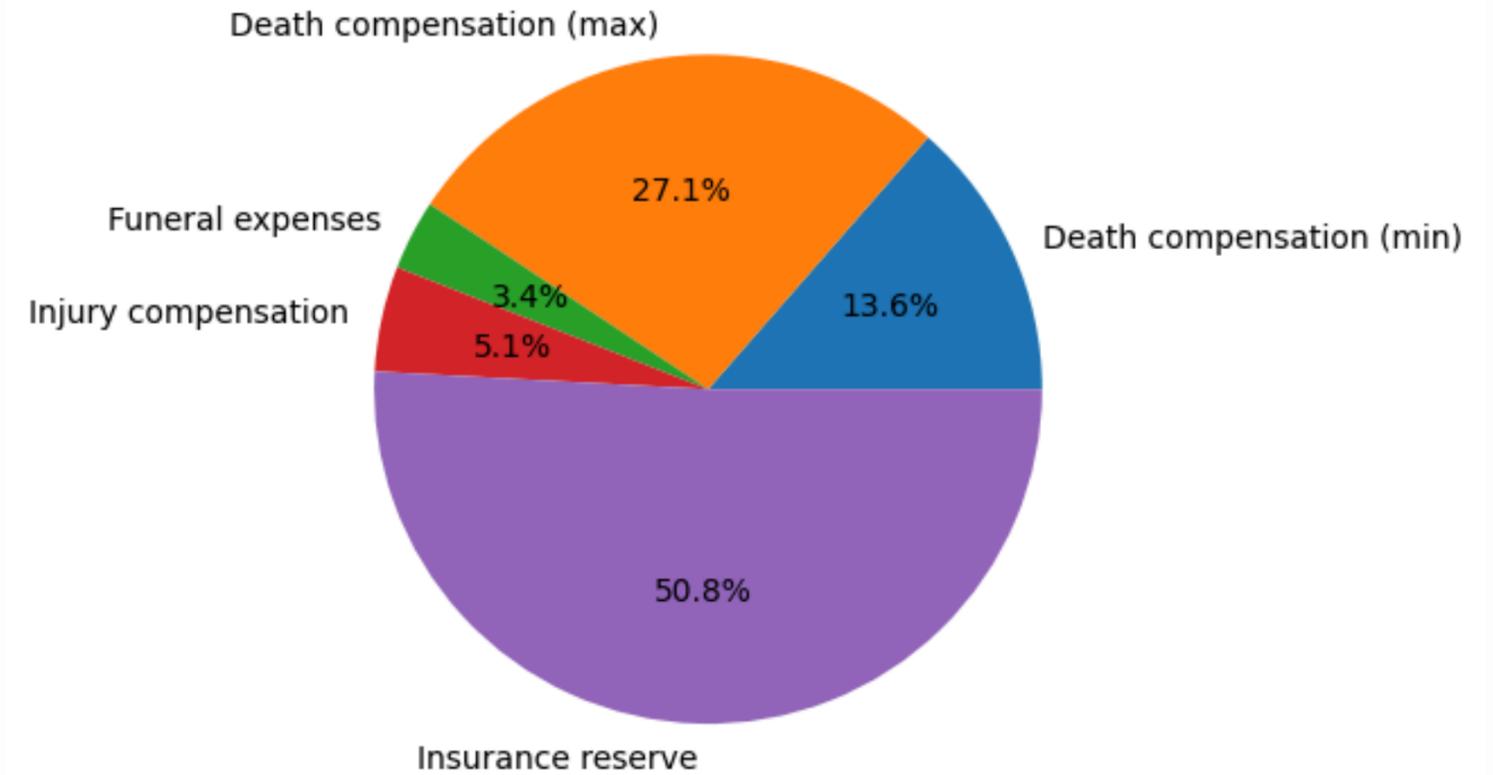
Glória
Restauradores

BRAKING SYSTEM

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Share of Estimated Costs - Glória Funicular Accident



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ENTITIES POTENTIALLY RESPONSIBLE

Several parties may be involved in determining liability:

CARRIS

Operator of the funicular;
Responsible for passenger transport services;

MAINTENANCE SERVICE PROVIDER

Responsible for technical maintenance since 2019;

MANUFACTURERS / SUPPLIERS

Possible liability regarding defective components;

PUBLIC AUTHORITIES

Potential regulatory gaps concerning supervision of funicular transport systems;

Final responsibility will depend on the conclusions of technical investigations and criminal proceedings.

CURRENT STATUS OF THE CLAIMS

Several injured parties have already made formal representations to the responsible entities and to the insurer requesting compensation decisions.

HOWEVER

- the insurer has indicated significant difficulty in settling claims without the final expert report;
- this has created frustration among victims and families.

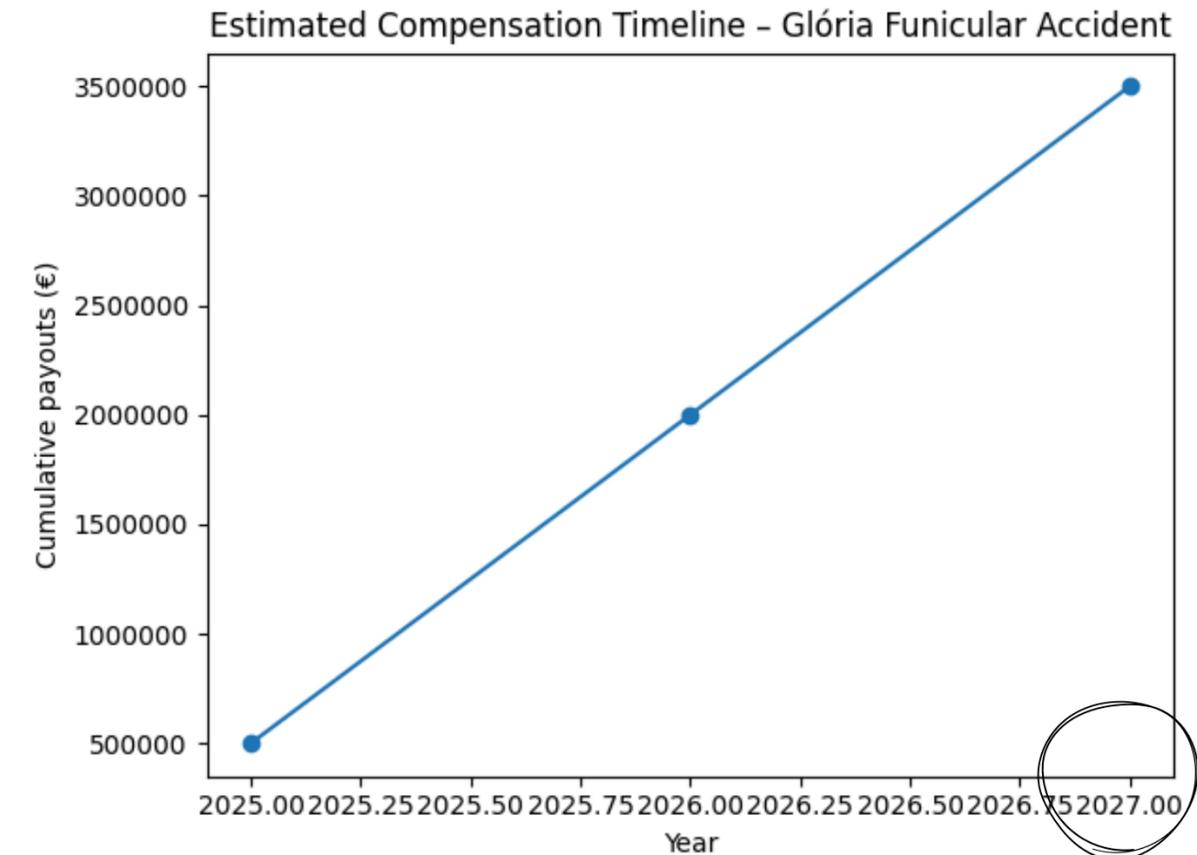
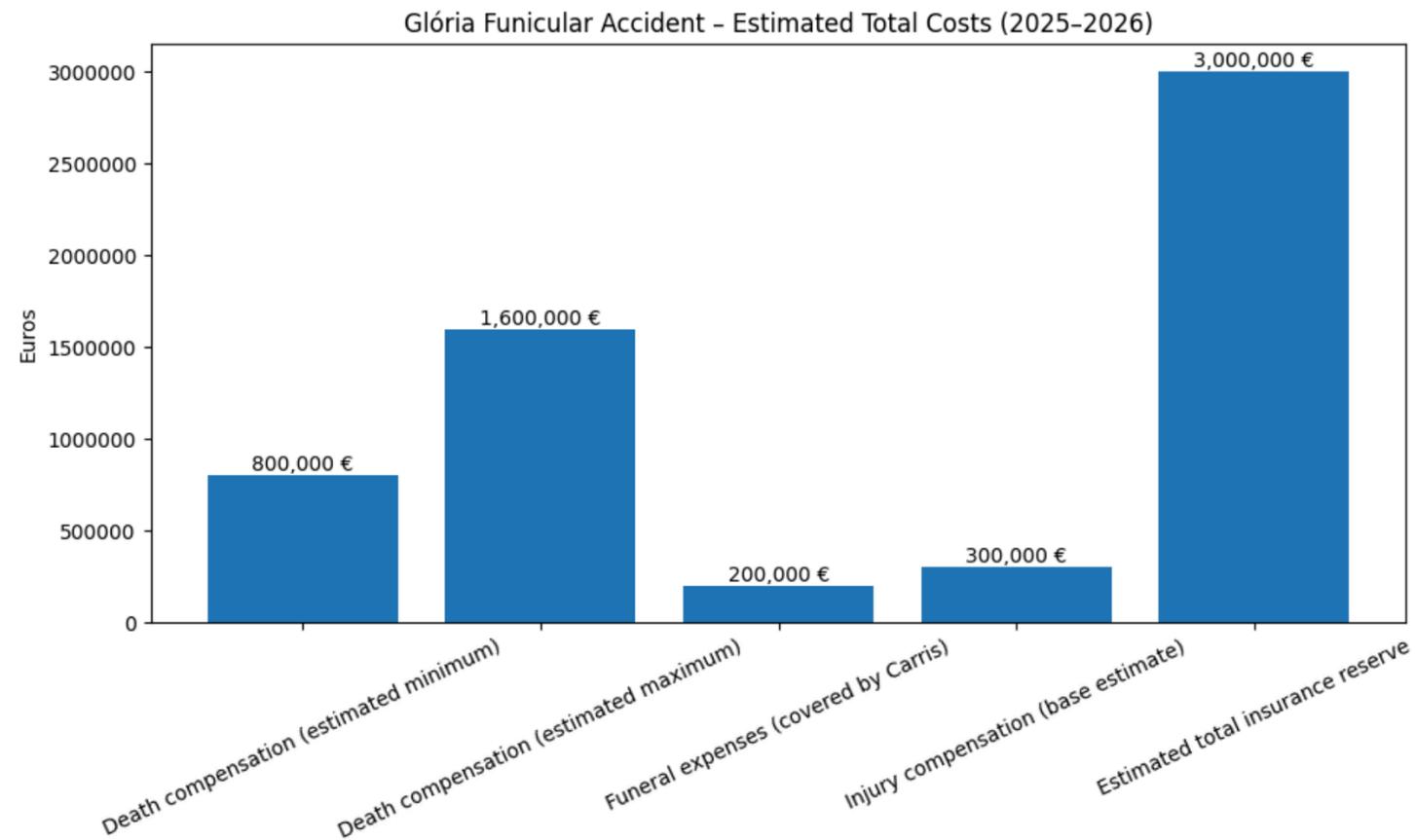
AT PRESENT

- negotiations remain ongoing;
- final compensation agreements have not yet been reached.

FOR INJURED VICTIMS, COMPENSATION MAY INCLUDE

- personal moral damages / rehabilitation costs;
- loss of income / loss of personal belongings;
- permanent incapacity for work / medical expenses / future care;
- biological damage / dependency on third-party assistance;





Carris contracted compulsory civil liability insurance for public passenger transport with **Fidelidade** Insurance Company. **If the insured capital proves insufficient, the remaining compensation may have to be paid by Carris itself.**

THE INSURER HAS

- established a support line for victims;
- started preparing to manage compensation claims;
- a technical committee has been set up to monitor the progress of the process;

FIDELIDADE'S POLICY COVERS MOTOR THIRD-PARTY LIABILITY, INCLUDES TWO TYPES OF COVERAGE:

- Compulsory Motor Liability, with a limit of **12,900,000.00€** for **bodily injuries** and **2.600.000,00€** for **material damages** (Regardless of the number of victims);
- Optional Motor Liability, with a **limit of 34,500,000.00€** (Regardless of the number of victims);

COMPENSATION IN FATAL CASES



Under Portuguese law, compensation in fatal accident cases may include several categories of damages.

LOSS OF LIFE

Compensation for the loss of the victim's life;

VICTIM'S SUFFERING

Compensation for the suffering experienced by the victim prior to death;

MORAL DAMAGES OF THE HEIRS

Compensation for emotional suffering of close relatives;

ACCORDING TO THE CURRENT LEGAL ASSESSMENT

Compensation for the loss of life and moral damages is estimated between **€150,000 and €200,000**;

In addition to the above amounts, compensation may include:

LOSS OF HOUSEHOLD INCOME

Where the deceased financially supported dependants;

POSSIBLE BENEFICIARIES INCLUDE

spouse or civil partner;
children;
parents;
other financially dependent relatives;

THE EXACT AMOUNT DEPENDS ON

professional situation of the victim;
declared income;
financial dependency within the household;

LITIGATION COSTS

IF LEGAL PROCEEDINGS BECOME NECESSARY

EXAMPLE

For a claim of approximately €250,000:
court fees: about €1,630
appeal fee: approximately €800.

UNDER PORTUGUESE LAW

Court costs are generally borne by the losing party.

HOWEVER

Only a small portion of legal fees is recoverable from the losing party.

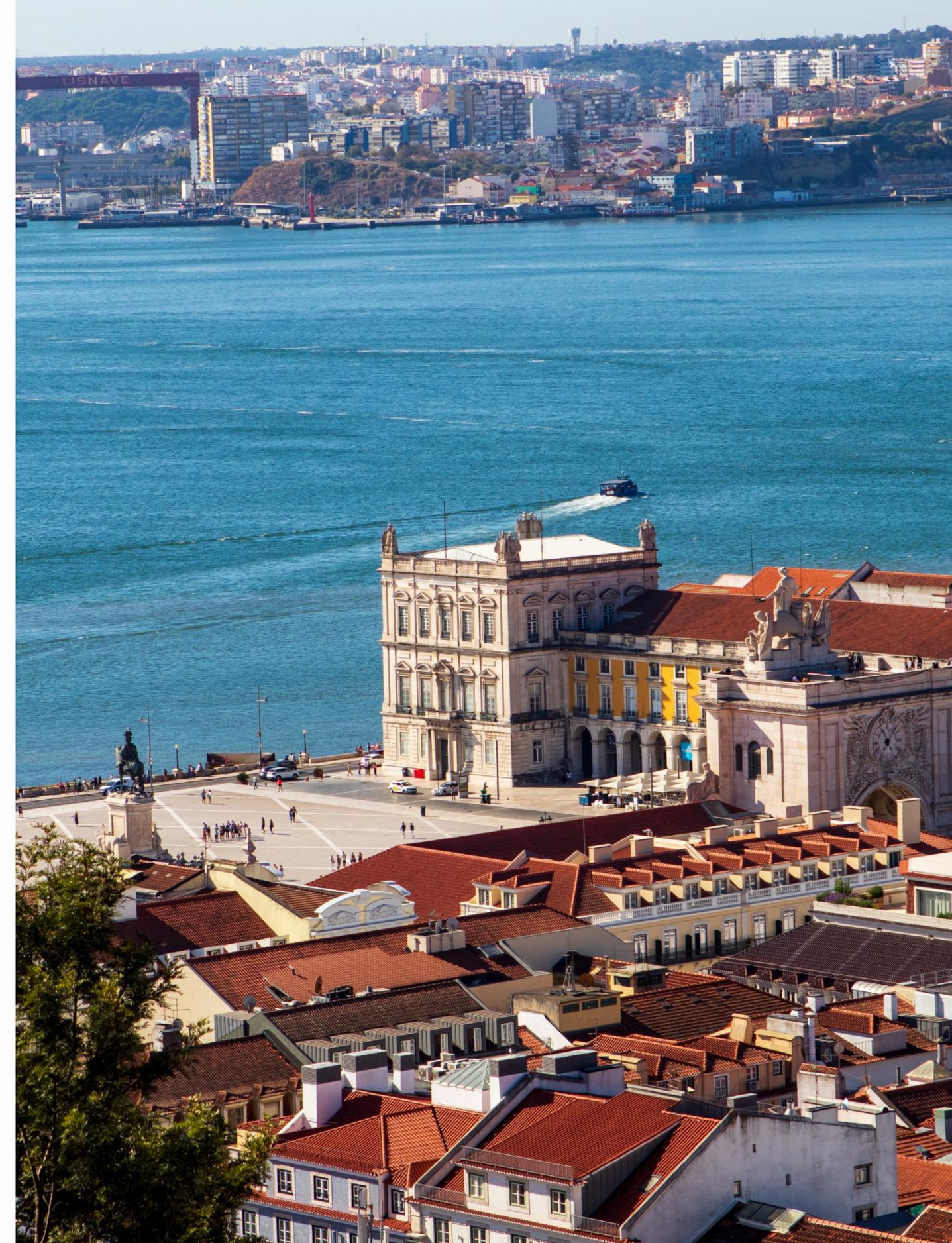
The timeframe remains uncertain due to ongoing investigations.

POSSIBLE OUT-OF-COURT SETTLEMENT

Estimated timeframe at least one more year;

IF LITIGATION OCCURS

The proceedings may take approximately **three years or more** before a final judgment.





KEY TAKEAWAYS



The Glória Funicular accident caused **16 deaths and numerous injuries.**

Preliminary investigations point to **serious technical and maintenance failures.**

Insurance coverage exists but may **not fully cover all damages.**

Base compensation for fatal cases is estimated at **€150,000–€200,000**, plus additional financial losses.

The final outcome will depend on **expert reports, negotiations and possible litigation.**

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MARCH

2026

THANK YOU

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