



United Nations Economic Commission for Europe

Improving Global Road Safety: setting regional and national road traffic casualty reduction targets

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Road Safety Policy in France

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Road Safety Policy in France

Organisation

Mrs Michèle MERLI is

- The Interministerial Delegate for Road Safety, and
- The Delegate for Road Safety at the Ministry of Ecology, Energy, Sustainable Development and Town and Country Planning (MEEDDAT)





Interministerial Delegate

- Appointed by the Prime Minister
- Technical advisors made available by other ministries
- A National Interministerial Observatory of Road Safety (ONISR)



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Delegate for road safety

- Central administration in the MEEDDAT
- Road user (education, driving license, campaigns)
- Infrastructure safety
- Interministerial action



National bodies

- The Interministerial Committee for Road Safety (CISR) chaired by the Prime Minister : formulates the French road safety policy coordinated by the interministerial delegate
- The National Council for Road Safety (CNSR)



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An interministerial task

- Transport
- Interior
- Defence
- Justice
- National Education
- Health
- Labour
- Youth and Sport

Local policy

Departmental safety committee

Chaired by the *Préfet* and the public prosecutor. Coordinates the action of State services (PCR, DGO, PSASR)

Departmental accident prevention council

Co-chairs: *Préfet*, PCG, public prosecutor. Encourages and evaluates initiatives; draws up the 5-year DGO strategy and PDASR.

Local safety and crime prevention councils

Chaired by the mayor of each municipality. They define objectives; encourage discussion; organise and evaluate action.



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Road safety in France

Present policy



**SÉCURITÉ ROUTIÈRE
TOUS RESPONSABLES**

An ambitious government policy

- Road safety is one of the President's 3 major projects :14 July 2002
- The Road Safety convention of 17 September 2002 mobilised 7 ministers under the Prime Minister
- Meetings of the CISR organised on a regular basis since December 2002 (2 to 3 per year)
- The law of 12 June 2003 increasing prevention of road violence
- December 2007 : During a Council of ministers dedicated to road safety, the President set the target to reduce the number of people killed to less than 3000 in 2012

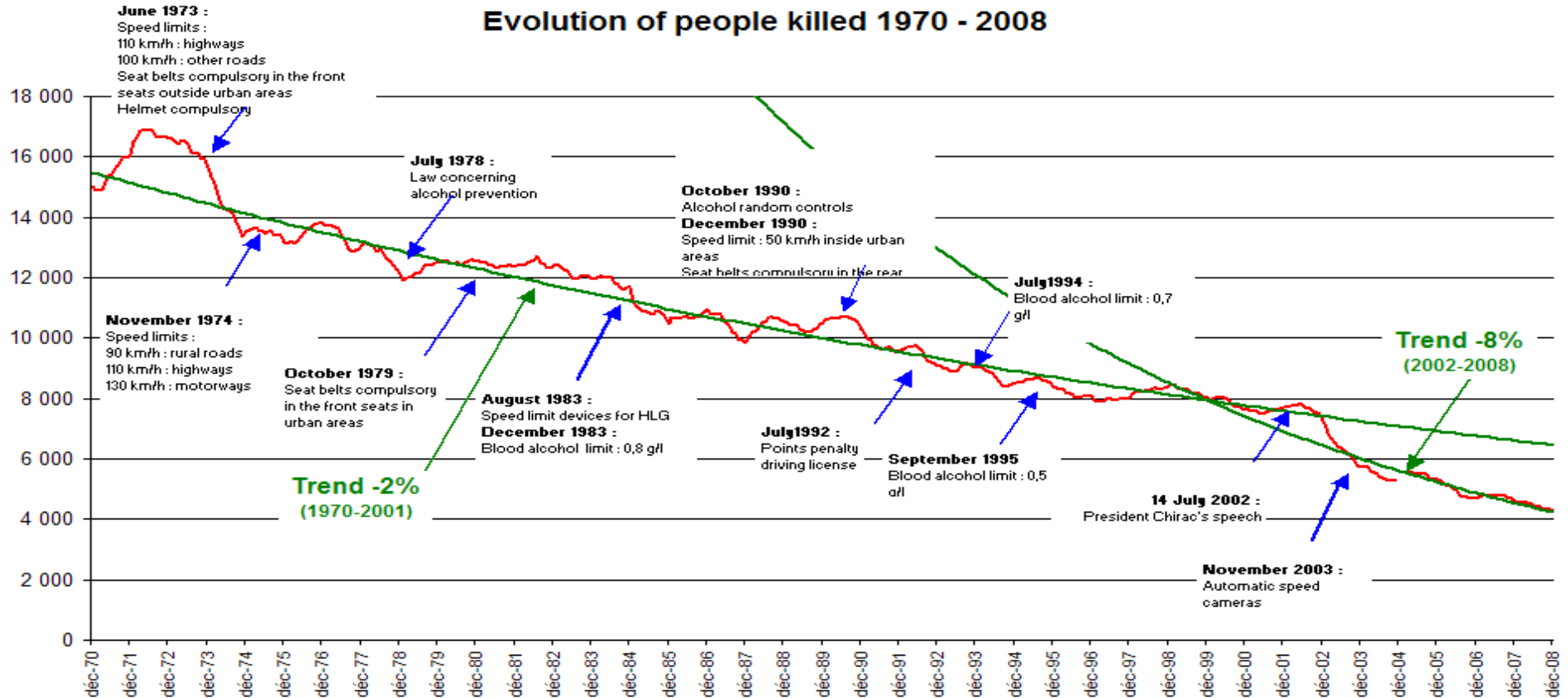


UNITED NATIONS

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Evolution of people killed 1970 - 2008



SÉCURITÉ ROUTIÈRE
TOUS RESPONSABLES



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Figures for deaths and injuries

	Deaths	Injured
1999	8487	167 572
2000	8079	162 117
2001	8160	153 945
2002	7655	137 839
2003	6058	115 929
2004	5530	108 727
2005	5318	108 076
2006	4703	102 291
2007	4620	103 201
2008	4275	93 798



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Well-known causes

- Driver behaviour: involved in 92% of cases
- Infrastructure: 46 %
- Vehicle: 29 %

Main factors behind

- Speed: 40 %
- Alcohol: 24 %
- Failure to wear seatbelts: 17 %

Vulnerable users

- Young people (15-24 years):
 - ◆ 13% of the population
 - ◆ 26% of people killed
- Motorcyclists:
 - ◆ Particularly at risk in France

The major axis of the Road safety policy

- Behaviour
 - Training and education
 - Principles of prudence
- Infrastructure
 - The “code de la rue” [Street use code]
- Vehicle



Compliance with the rules

- Improvement in detection and increased penalties for dangerous behaviour
- Automated traffic enforcement systems (speeding)
- 2 300 speed cameras by the end of 2008



Prevention through training and more appropriate information

- By making acquisition of driving licence points gradual from 01/03/2004 (probatory licence)
- By encouraging drivers to undergo a medical evaluation of their capacity to drive throughout their lives.

Road education provided all through life

- Primary schools (with the APER)
(Certificate for initial road education)
- Secondary schools (with the ASSR 1
and 2) (Road safety school certificate)
- Post-licences courses (for beginner,
experienced and elderly drivers)
- Company employees



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Action in partnership

- By a closer collaboration of local government authorities
- By reviving work in partnership with all the parties concerned with road safety
- By treating the road risk as a fully-fledged professional risk in the working environment

Communicating the message of this ambitious policy

- By providing information on the rules, the reason for the rules, penalties and the risks run
- By making motorists more responsible
- By providing tools and solutions



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For more details :

<http://www.securite-routiere.gouv.fr/>

Thank you for your attention