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)
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)
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.
Road safety in France
Present policy
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
Improving Global Road Safety: setting regional and national road traffic casualty reduction targets

Evolution of people killed 1970 - 2008

- June 1974: Speed limits
  - 110 km/h: highways
  - 80 km/h: rural roads
- November 1974: Seat belt compulsory in the front seats in urban areas
- October 1975: Seat belt compulsory in the front seats in urban areas
- July 1978: Law concerning alcohol prevention
- October 1980: Alcohol random controls
- December 1993: Speed limit: 90 km/h inside urban areas
- September 1995: Blood alcohol limit: 0.0 g/l
- July 1996: Points penalty driving licence
- November 2003: Automatic speed cameras
- 14 July 2002: President Clinton’s speech
- Trend -8% (2002-2008)
- Trend -2% (1970-2001)
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<th>Year</th>
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</table>
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
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
For more details:

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

Thank you for your attention