

# *Road Safety Policy in France*

*ETSC's PIN Talk Italy*

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# Summary

Road safety department organisation

Road safety policy

Enforcement policy

Alcohol Interlock Programme in France

# Organisation

- **The Interministerial Delegate for Road Safety, appointed by the Prime Minister, is under the authority of the Minister of the Interior**
- **Technical advisers made available by other ministries involved in the road safety policy: Justice, National Education, Health, Labour, etc..**
- **A National Interministerial Observatory of Road Safety**
- **This organisation since 1972**

# National bodies

**November 2012: the Minister Manuel Valls relaunched the National Council for Road Safety (numerous stakeholders); it shall formulate recommendations.**

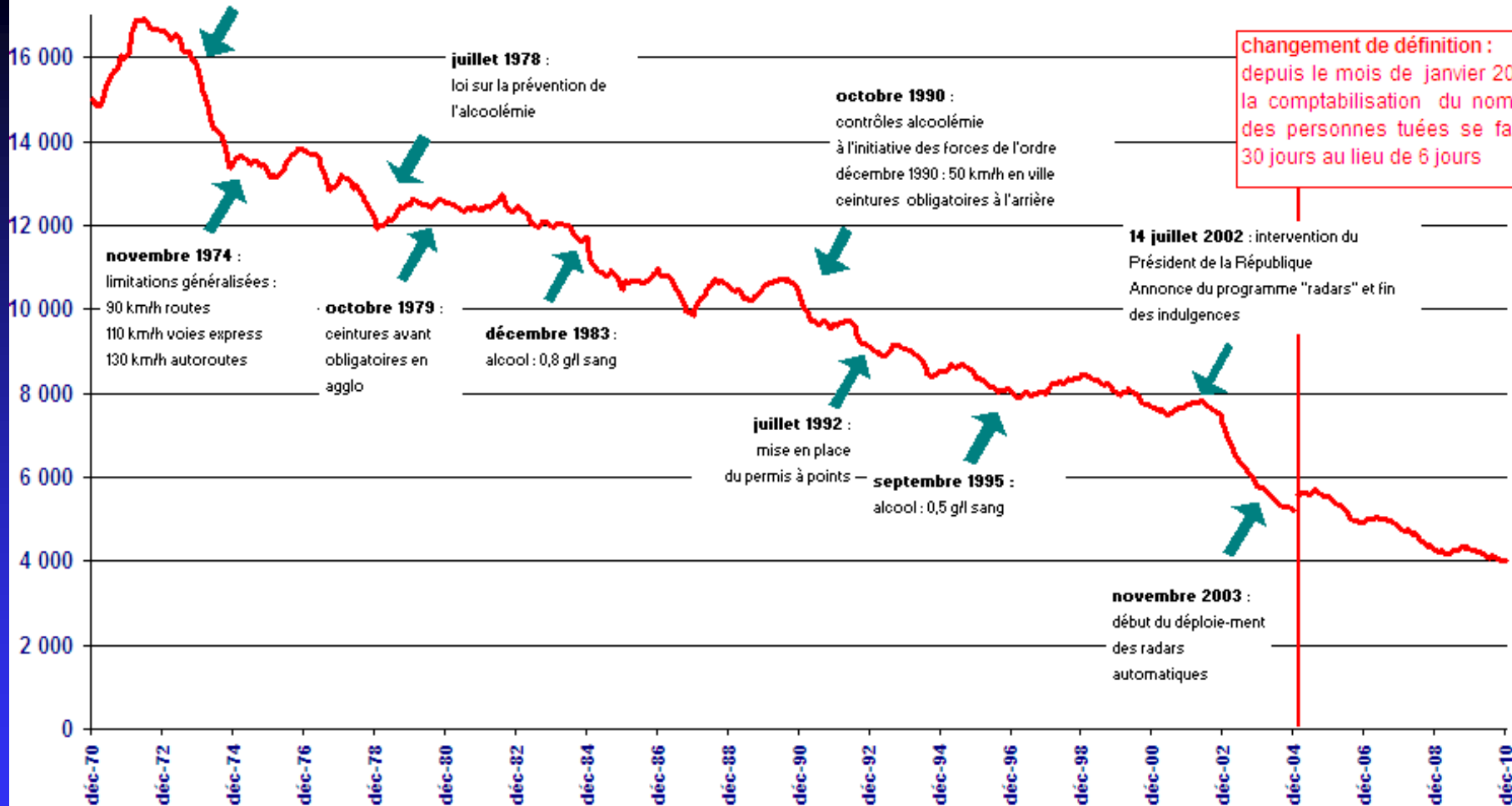
**Minister fixed the target of halving again the number of fatalities by 2020 (European target)**

**The Interministerial Committee for Road Safety is chaired by the Prime Minister :**

- it formulates the French road safety policy;**
- the Interministerial Delegate is in charge of the Secretariat of this Commission and the coordination of the road safety policy.**

# Évolution du nombre de tués en France métropolitaine 1970 - 2010 (moyenne glissante sur 12 mois)

**juin 1973 :**  
limitations de vitesse  
110 km/h routes à grandes circulation  
et 100 km/h autres routes  
ceintures avant obligatoires hors agglo  
casque obligatoire



# 1 - Les résultats définitifs 2012

→ France métropole 2011 vs 2012

A T B H

Bilan de l'année 2012	Accidents corporels	Tués à 30 jours	Blessés	dont hospitalisés
Année 2012 définitif	60 437	3 653	75 851	27 142
Année 2011 définitifs	65 024	3 963	81 251	29 679
Différence 2012 / 2011	-4 587	-310	-5 400	-2 537
Evolution 2012 / 2011	-7.1%	-7.8%	-6.6%	-8.5%

Sur l'intégralité de l'année 2012, la mortalité routière tombe à 3 653 personnes tuées.

La baisse est de **-7,8%** soit **plus de 300 vies préservées** par rapport à 2011.

Le pic de la mortalité routière avait été atteint en 1972 avec 18 000 morts.

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MINISTÈRE  
DE  
L'INTÉRIEUR

SÉCURITÉ ROUTIÈRE  
TOUS RESPONSABLES



# French Automatic Enforcement System



MINISTÈRE  
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**SÉCURITÉ ROUTIÈRE**  
**TOUS RESPONSABLES**

# Main political stages

- July 14<sup>th</sup>, 2002 (National Holiday)
  - *President Jacques Chirac announced road safety as one of the three big subjects of his mandate*
- December 18<sup>th</sup>, 2002
  - *The Interdepartmental committee for road safety launched the automatic enforcement project*
- October 27<sup>th</sup>, 2003
  - *First automatic enforcement device inaugurated by Nicolas Sarkozy (Home Secretary in the period)*





# Legal principles

- The violation is not certified where it occurred
- The authentication is done at the national processing center in Rennes (west of France) by policemen
- All automatic devices are certified by agreed laboratories, and all data sent to the center are secured by validated certificates
- The owner of the vehicle is financially responsible for the fine



# Definition of installation sites

- General Department for Road Safety establishes every year the installation criteria
  - *Number of accidents*
  - *Rate of speeding*
  - *Protection of pedestrians*
  - *Area where human controls are impossible...*
- Prefects of « départements » propose sites that fulfil these criteria, after agreement of local authorities
  - *Annual inventory of sites*

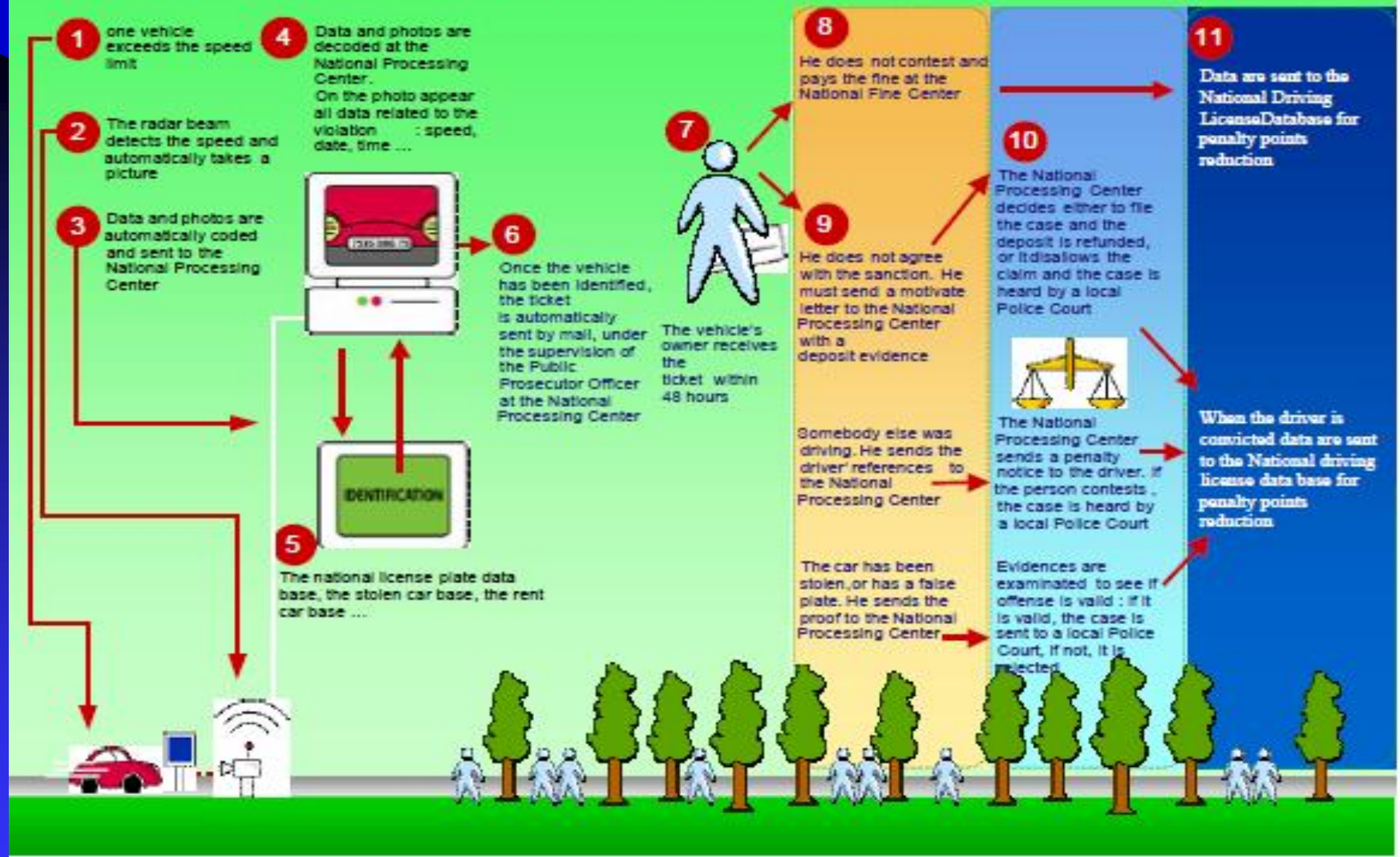


# Key figures – 1<sup>st</sup> September 2013

- 4147 automatic enforcement devices
  - 2201 *speed cameras*
  - 922 *mobile speed cameras*
  - 712 *red light cameras*
  - 45 *railway crossing cameras*
  - 168 *selective or discriminating speed cameras*
  - 53 *average speed cameras*
  - 46 *embarked speed cameras of “new generation”*



# THE PROCESS OVERVIEW



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RÉPUBLIQUE FRANÇAISE  
MINISTÈRE DE L'INTÉRIEUR

**SÉCURITÉ ROUTIÈRE**  
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# Alcohol interlock (1)

- **In the meeting of the Interministerial Commission for Road Safety in February 2008, the decision was taken to fit school buses with alcohol interlocks**
- **An experiment has been carried out at the end of 2009 in order to consider all the issues:**
  - **6 companies (300 vehicles were equipped)**
  - **3 different devices from 3 different providers (companies were free to choose the provider)**

## Alcohol interlock (2)

- **New buses and coaches used for school transport and allowed in traffic as of the 1<sup>st</sup> of January 2010 must be fitted with alcohol interlocks**
- **As of the 1<sup>st</sup> of September 2015 all buses or coaches used for school transport will have to be equipped with an alcohol interlock (retrofitting)**

# Alcohol interlock: perspectives

- **A law has been adopted in March 2011 aiming at better tackling drink-driving**
- **in case a driver is caught with a BAC of more than 0,8 g/l or is a drink-driving offender recidivist, the judge can impose the following sentence as a complementary penalty: driving only allowed if the vehicle is fitted with an alcohol interlock**
- **duration between 6 months and 5 years. If the driver doesn't respect this obligation → fine up to 4,500 € and imprisonment up to 2 years**



Fore more details :

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

*Thank you for your attention*

