Road Safety situation in France

27th UNRSC meeting,
Chania – Crete (Greece)
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Vice Chair UNECE WP 1
Évolution de la mortalité routière en France métropolitaine et les mesures prises en matière de sécurité

1973 : mandatory wearing of seat belts in the front seats mandatory wearing of helmets for:
- motorcyclists inside/outside towns
- moped riders outside towns

1975 : daytime running lights compulsory for motorcycles

1979 : wearing seat belts in the front seats compulsory in towns

1980 : reform of driving licence A

1983 : priority on roundabouts

1985 : compulsory technical control of vehicles

1987 : reform of driving licence B

1988 : accompanied driving more widespread

1991 : mandatory wearing of seat belts the rear seats

1992 : demerit point system implemented

1992 : contrôlé technique avec certains réparations obligatoires

1996 : creation of the Road Safety Certificate (BSR)

1999 : creation of the Road Safety Certificate (BSR)

2004 : registration of mopeds

2003 : prohibition on the use of hand-held phones when driving

2004 : implementation of the probationary driving licence

2007 : first traffic light radar

2011 : mandatory wearing of CE certified gloves for all categories of PTW users

2013 : prohibition on putting devices outputting sound on the ears when driving

2016 : mandatory wearing of CE certified gloves for all categories of PTW users

2017 : mandatory wearing of CE certified gloves for all categories of PTW users

Source: French Road Safety Observatory (ONISR) - 2018

French Road Safety Trends and Measures

Measures relating to driving licences and traffic

Measures relating to road safety equipment

années 80 : généralisation de l'ABS
années 90 : généralisation de l'airbag
Road traffic accidents in 2018
Provisional results

French Road Safety Observatory

January 28th 2019
Road Safety Estimates 2018
General data 2018 – France (mainland and overseas)

Road fatalities have decreased by -4.9% between 2017 and 2018, with 181 fewer deaths

mainland and overseas areas

<table>
<thead>
<tr>
<th>Results for the year 2018</th>
<th>Injury accidents</th>
<th>Killed within 30 days</th>
<th>Injured people</th>
<th>incl hospitalised 24h</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018 estimates</td>
<td>58 363</td>
<td>3 503</td>
<td>72 787</td>
<td>22 187</td>
</tr>
<tr>
<td>2017 final results</td>
<td>61 224</td>
<td>3 684</td>
<td>76 840</td>
<td>29 413</td>
</tr>
<tr>
<td>Difference 2018 / 2017</td>
<td>-2 861</td>
<td>-181</td>
<td>-4 053</td>
<td>-7 226</td>
</tr>
<tr>
<td>Variation 2018 / 2017</td>
<td>-4.7%</td>
<td>-4.9%</td>
<td>-5.3%</td>
<td>-24.6%</td>
</tr>
</tbody>
</table>

It is estimated that almost 3 503 persons died in 2018 on French roads, on the mainland or overseas.

The evolution of road fatalities between 2010 and 2018 is estimated to have fallen by -18.0%, therefore a saving of around 769 lives in 2018 compared to 2010.

January 28th 2019
Road Safety Estimates 2018
General Data 2018 – France metropolitan

Road fatalities have decreased by -5.5% between 2017 and 2018 with 189 fewer deaths

France mainland

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<tr>
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<td>55 800</td>
<td>3 259</td>
<td>69 434</td>
<td>20 864</td>
</tr>
<tr>
<td>2017 final results</td>
<td>58 613</td>
<td>3 448</td>
<td>73 384</td>
<td>27 732</td>
</tr>
<tr>
<td>Difference 2018 / 2017</td>
<td>-2 813</td>
<td>-189</td>
<td>-3 950</td>
<td>-6 868</td>
</tr>
<tr>
<td>Variation 2018 / 2017</td>
<td>-4.8%</td>
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<td>-5.4%</td>
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</tbody>
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3 259 persons died on the roads of France mainland in 2018, 189 fewer than in 2017. Road fatalities show a decrease of -5.5%, and drop for the first time below the 2013 best year to date (3 268 killed).

Since 2010, road fatalities have decreased by -18.4%, with 733 lives saved in 2018 compared to 2010.
As from the 1st of July 2018, the speed limit has been lowered from 90 to 80 km/h on rural roads without opposite traffic separation (by barrier): 116 lives saved during the last 6 months.

The Alcohol Interlock more used as an alternative of the DL suspension as from February 2019.

Driving under the influence (DUI) of illegal drugs is observed in 13% of road fatalities; France urged to develop a device able to identify DUI in the drivers’ breath, within the EU.
For more details:


Thank you for your attention