



**GOUVERNEMENT**

*Liberté  
Égalité  
Fraternité*

**Press Kit**

## **Driving safely and securely on French roads**

**Inter-ministerial Committee on Road Safety**  
Chaired by Prime Minister Élisabeth Borne

Monday 17 July 2023

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When we talk about road safety, we're talking about something that affects the everyday lives of our fellow citizens, and the ability of various modes of transport to co-exist.

It also means discussing serious issues and (sometimes fatal) accidents. Last year, over 3,000 people lost their lives on our roads, while 16,000 suffered serious injuries – including a growing proportion of cyclists and electric scooter users.



These figures should compel us to take further action to prevent accidents, to levy harsher penalties on dangerous conduct (especially that which involves alcohol or narcotics), and to do more to support victims and their families.

We will achieve these goals through a firm stance on the most dangerous behaviours, and through improved organisation and enhanced support for victims.

The measures we are presenting today are the result of extensive consultation and dialogue between all the stakeholders involved.

They will help to make life simpler for road users, to improve our risk prevention measures, and also to more effectively detect and punish those who drive under the influence of drugs or alcohol.

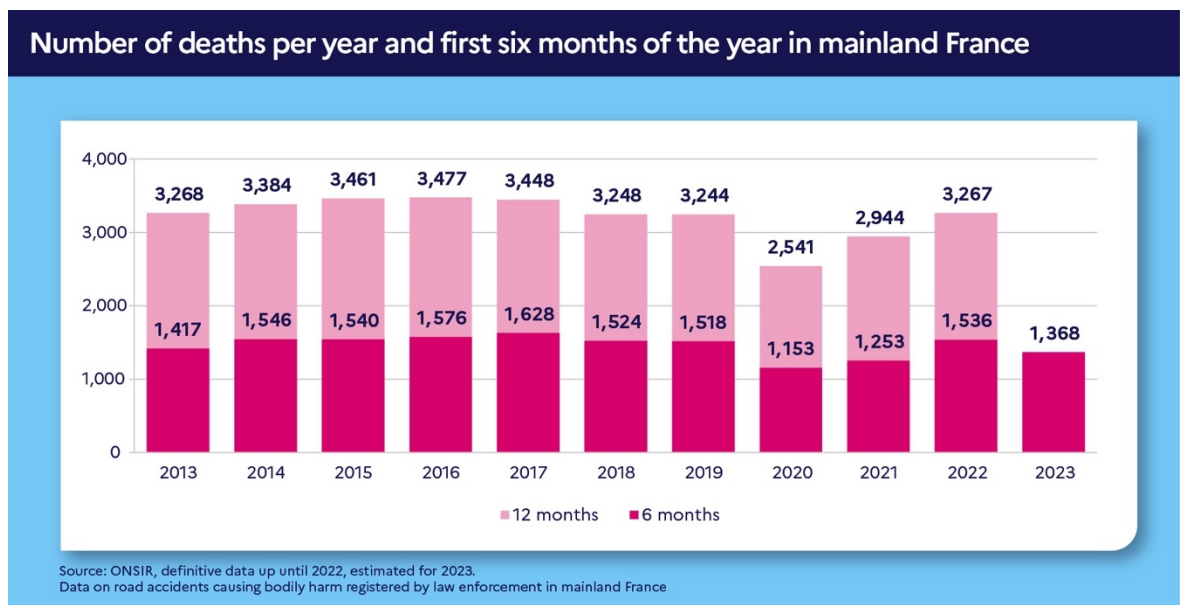
Thanks to the mobilisation and determination of the Government and all the stakeholders involved in road safety, we can take action to ensure that each and every individual can travel safely and securely on our roads.

**Élisabeth BORNE**  
Prime minister

## A. Accident statistics

3,267 people died on the roads in (mainland) France in 2022.

Since the last Inter-ministerial Committee on Road Safety held in January 2018, and following a steady reduction (due notably to Covid-related traffic restrictions in 2020 and 2021, which enabled the country to reach a historic low of less than 3,000 deaths), road fatalities increased slightly over 2018 levels (+19 deaths). Figures were similar in 2013, meaning that 2022 sits on par with a fatality rate last recorded ten years previously.



That said, several data elements show glimpses of **underlying shifts** in the structure of accident rates.

In mainland France, **the structure of accident rates has evolved.**

In 2013, 19% of victims were users of soft mobility (walking, cycling, personal transporters). In 2022, this proportion rose to 24%.

Over the 2013-2022 period, while the number of **serious injuries** remained generally stable, the number of serious injuries among users of soft mobility (walking, cycling personal transporters, etc.) increased by 19%. Since 2017 – a record year for the number of serious injuries – this trend has accelerated. While motorised transport has experienced an 8% drop in the number of serious injuries, users of “soft” mobility options have seen an inverse 8% rise, while for cyclists and personal transporter users alone this figure increased by 38%.

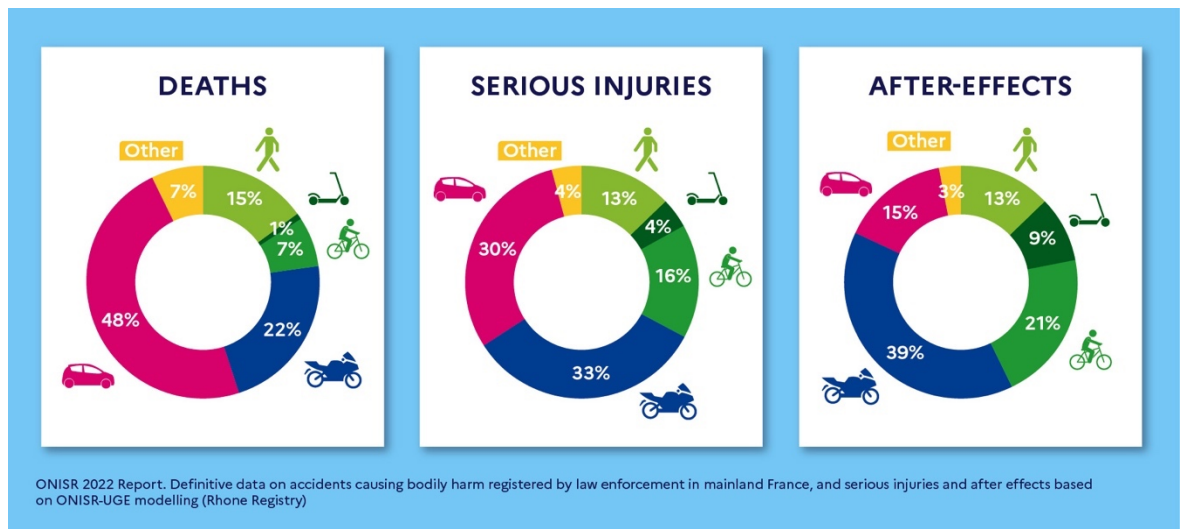
## A. Accident statistics

Numbers of serious injuries per year



Sources: ONISR estimates based on ONISR-Université Gustave Eiffel modelling (Rhone Registry), using data on accidents causing bodily harm registered by law enforcement in mainland France

As such, in 2022, cyclists and personal transporter users represented 8% of deaths, 20% of serious injuries and 30% of injured parties suffering after-effects one year after their accident.



## A. Accident statistics

The growing use of soft mobility, which already represents a third of serious injuries, constitutes a key priority for public policy in road safety.

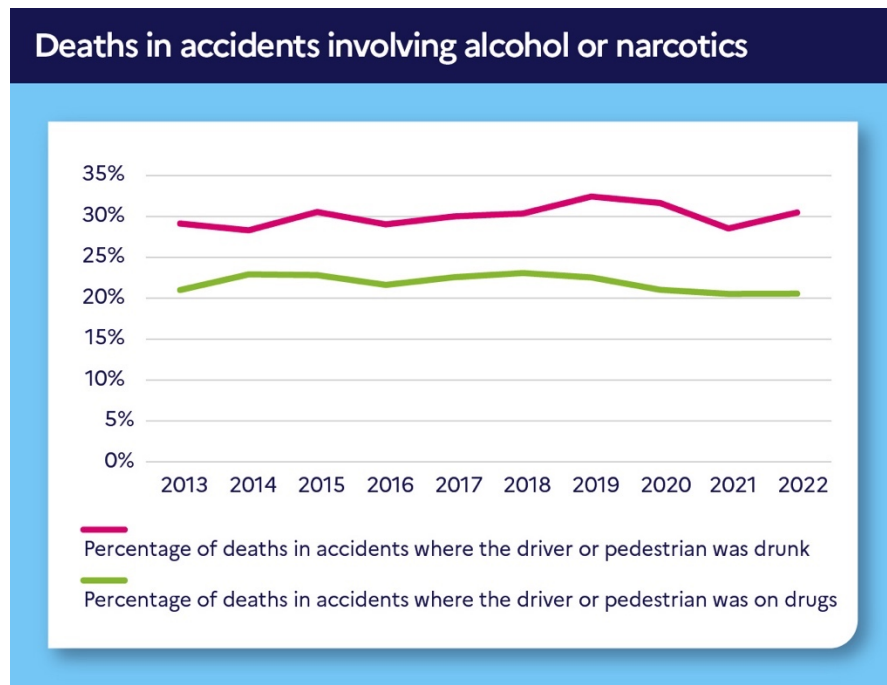
The increased number of serious injuries (16,000 in 2022) also calls for a specific effort in order to improve the way these cases are treated in medical centres and hospitals throughout the country.

The relative stability of mortality rates over the course of recent years has been accompanied by stable levels of **primary risk factors**. Excessive or inappropriate speed, alcohol consumption, and driving under the influence of narcotics all remain among the main causes of fatal accidents and constitute, now as in the past, a key challenge in terms of public policy for road accident prevention. As such, there can be no letting up in our efforts to curb the most hazardous behaviours encountered on the road.

Confirming a long-standing trend, men accounted for 84% of individuals presumed responsible for fatal accidents in 2022.

The demographic most likely to be responsible for causing fatal accidents was men aged 18-34. The observation of factors causing fatal accidents among this demographic shows that speed, alcohol and drugs are often heavily involved.

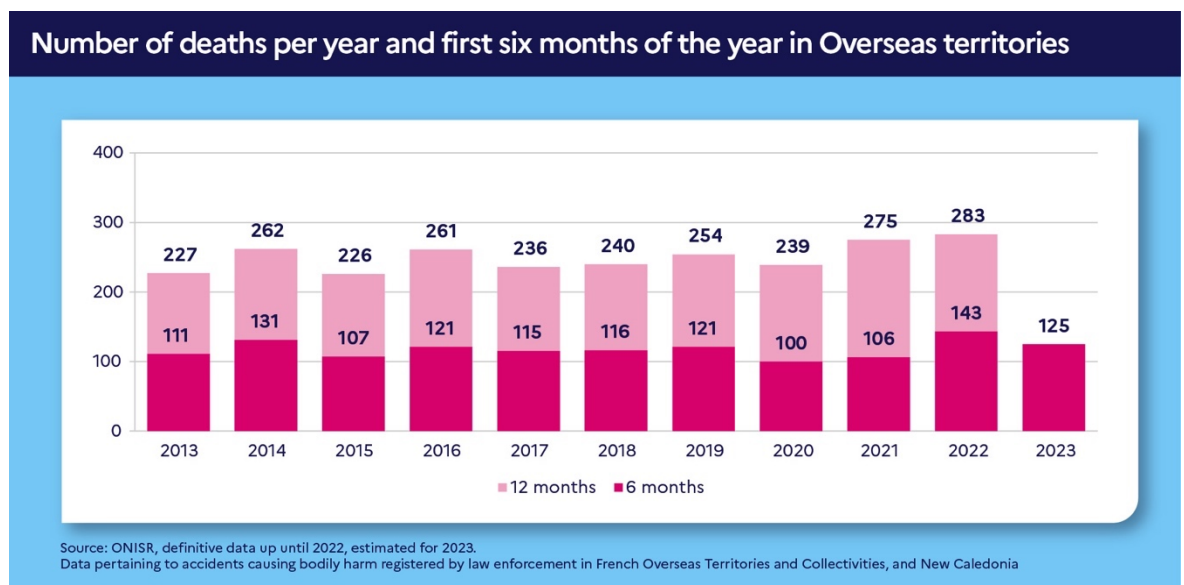
However, the influence of alcohol or narcotics in road deaths has remained stable over the past 10 years:



## A. Accident statistics

Lifelong education in road use, and moreover the acquisition of robust skills and a more acute perception of road risks, notably among young people and more specifically among young men, must be further developed. Improved awareness of these issues should result in a heightened sense of responsibility among all road users, and by consequence help to instil the notion that the most serious offences cannot be considered involuntary (even though they may not be classed as “intentional” in the legal sense).

Moreover, this overview of road accident rates does not substitute the need for a more specific examination of the worrying deterioration in accident rates in Overseas Territories, notably during the past two years.



Finally, **in terms of the current situation**, in mainland France the first six months of 2023 showed a significant (11%) reduction in fatality rates compared to 2022. Aside from the two atypical years of 2020 and 2021, this is the best result ever recorded for the first half of any year in the history of road safety. While it is prudent to await confirmation of this trend over time, the figure nonetheless represents an encouraging sign of progress. In particular, these numbers indicate a downward trend in cyclist fatalities even as the practice itself grows in popularity, demonstrating the early effects of sustained preventative actions and campaigns designed to increase awareness among both cyclists and drivers.



## B. Key measures

### Priority 1: Education to improve shared road use

#### Measure 1: Including a cycling module in the secondary school learning continuum

**Objective: Reinforcing skills among student road users, and establishing bicycle use as a standard everyday transport option**

While cycling has increased significantly in popularity in recent years, 29% of secondary school students and 19% of high school students are still accompanied by an adult when travelling to school. Cycling to school could be a way for young people to increase their sense of independence, while also helping to combat sedentary lifestyles (73% of young people aged 11 - 17 do not engage in 60 minutes of physical activity per day<sup>1</sup>) and contributing to low-carbon transport.

#### THE MEASURE

In order to safely support the soaring popularity of this practice within this age range, **introduce a training module into the secondary curriculum, to be taught during school hours.** This will serve to reinforce the "Cycling proficiency" (*Savoir rouler à vélo*) course for 6-11 year-olds. Further validation of the skills acquired will be provided via the addition of a specific cycling module during completion of the ASSR 1 in year 8.

#### For more information:

Eduscol portal: <https://eduscol.education.fr/984/le-continuum-educatif-de-securite-routiere-enjeux-et-mise-en-oeuvre>

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<sup>1</sup> ADEME Study, published September 2022



# ROAD SAFETY AT SCHOOL

## IN THE CLASSROOM

## LIFE LONG LEARNING

**CYCLE 1**

3 YEARS

4 YEARS

5 YEARS



**APER**

Early education certificate in road safety during cycles 1, 2 and 3

**CYCLE 2**

6 YEARS

7 YEARS

8 YEARS

**SRAV**

Cycling proficiency

**Objective**

Helps develop independent cycling proficiency in real-world conditions encountered when biking to school.

**Public**

Children aged 6-11.

**Who can you contact?**

Schools, local councils, associations, prefectural road safety coordinators.

## CYCLING MODULE IN YEAR 8

**CYCLE 3**

9 YEARS

10 YEARS

11 YEARS



**ASSR 1**

Educational certificate in road safety level 1 completed **in year 8**

**ASSR 2**

Educational certificate in road safety level 2 completed **in year 10**

**CYCLE 4**

12 YEARS

13 YEARS

14 YEARS

**The AM or Learner motorcyclist license**

Allows the holder to drive a moped or a light motorised quadricycle.

Accessible with **ASSR 1, ASSR 2 or ASR**, and upon completion of 8 hours of practical training.

**ASSR 2 / ASR**

Compulsory half-day on road safety for all students entering high school or trade schools

High school and trade schools



15 YEARS

16 YEARS

17 YEARS

18 YEARS

19 YEARS

20 YEARS

21 YEARS

**Driving license**

Provisional driver status (driving while supervised) starting at 15.

Legal age for obtaining a driving license set at 18 (17 as of January 2024).

**ASR**

Road Safety Certificate

Compulsory exam to obtain a 1st driving license for candidates who are not **ASSR 2** holders and are **under 21**.

Lifelong learning establishment (GRETA).

## B. Key measures

### Priority 1: Education to improve shared road use

#### Measure 2: Creating an introductory theory test

**Objective: Increasing young road users' awareness of driving rules and the shared use of roadways, in order to reduce accident rates**

Young people are obtaining their driving licenses later and later in life (average age 23), with some not wishing to do so at all. They are also increasingly likely to use soft mobility – cycling, personal transporters – or car alternatives such as light quadricycles.

All of these users travel alongside other road users without having obtained a driving license, with the majority holding only the level 2 "Educational certificate in road safety" (ASSR2), which is obtained in Year 10 provided the student answers 10 questions out of 20 correctly.

#### THE MEASURE

**Strengthening road safety education within the school system as students prepare to take the ASSR 2, in order to instil robust basic knowledge of driving rules.**

**Increasing the ASSR 2 pass mark from 10 - 14 correct answers, making it akin to an introductory driving theory test.**

**For more information:**

Eduscol portal: <https://eduscol.education.fr/986/l-education-la-securite-routiere-au-college>

## B. Key measures

### Priority 1: Education to improve shared road use

#### Measure 3: A quality, streamlined and less expensive driving license process

##### Objectives:

Improving the clarity of driving license prices and training programmes

Reducing the average cost of preparing for the driving license

Driving lessons remain a significant investment for families, costing €1,600 on average (theory test included) as of Q1 2023. In many cases, driving is the only way for commuters to get to work.

#### THE MEASURE

**Starting in January 2024, introducing an obligatory digital logbook for driving schools in order to monitor candidate progress:** this tool will help to improve oversight of learner drivers' progress, and also provide a register of the precise number of driving hours completed per candidate and per driving school. This data will be fed into the comparative platform for driving schools published by the Road Safety Commission (*Délégation à la Sécurité*), known as the *carte des auto-écoles* or "driving school map". Prospective candidates will therefore be better equipped to assess the cost of training with a given driving school, and to make their choice based on the average number of hours observed.

**Lifting the 3-month waiting period to learn to drive a manual vehicle for those who already have a license to drive an automatic vehicle.**

During their "manual" driving course, allowing holders of an "automatic" license **to complete 2 of the required 7 hours on a driving simulator (compared to 1 hour currently).**

**Encouraging the development of early learning for driving (accompanied and supervised driving)** in order to lower the number of hours spent with a driving instructor once the provisional license has been duly validated.

**Boosting communications on the accompanied driver scheme,** notably on how it is now easier to become a designated driving supervisor, both for extended family members (siblings, cousins, etc.) but also for other trusted individuals (friends, etc.).

**Informing learners of their options in terms of supervised driving prior to the exam, and allowing them to go back to practising this way in the event they fail.**

##### For more information:

View the online registry of driving schools:

<https://autoecoles.securite-routiere.gouv.fr/#/>



# THE DRIVING LICENSE



## VARIOUS TYPES OF ACCOMPANIED DRIVING

### APPRENTISSAGE ANTICIPÉ DE LA CONDUITE (AAC)

<b>Minimum conditions</b>	<ul style="list-style-type: none"> <li>• Must be at least 15</li> <li>• Must have permission from a legal guardian and the vehicle insurer</li> <li>• Must have obtained the initial training completion certificate (AFFI) indicated in the appendix of the learner driver booklet</li> <li>• Must have passed the theory test</li> <li>• Must have completed practical training with a driving school (13 hours in an automatic car and 20 hours in a manual).</li> </ul>
<b>Training</b>	<ul style="list-style-type: none"> <li>• Initial meeting prior to starting lessons</li> <li>• Accompanied driving duration of at least 1 year</li> <li>• Number of kilometres travelled over 3000</li> <li>• Two 3-hour training sessions with an instructor OR three 2-hour training sessions</li> </ul>
<b>Chaperone(s)</b>	<ul style="list-style-type: none"> <li>• Must hold a B license that has been valid for at least 5 consecutive years</li> <li>• Must have obtained approval from their insurer.</li> </ul>

### SUPERVISED DRIVING

<b>Minimum conditions</b>	<ul style="list-style-type: none"> <li>• Must be aged at least 18</li> <li>• Must have passed the theory test</li> <li>• Must have completed practical training with a driving school instructor (13 hours in an automatic and 20 hours in a manual vehicle)</li> <li>• Must have obtained the initial training completion certificate (AFFI) indicated in the appendix of the learner driver booklet</li> <li>• Must have obtained approval from the vehicle's insurer.</li> </ul>
<b>Training</b>	<ul style="list-style-type: none"> <li>• Initial meeting between with the driving instructor, the learner and the future chaperone</li> <li>• Supervised driving does not imply any minimal duration or distance.</li> </ul>
<b>Chaperone(s)</b>	<ul style="list-style-type: none"> <li>• Must hold a B license that has been valid for at least 5 consecutive years</li> <li>• Must have obtained approval from their insurer.</li> </ul>

### MANAGED DRIVING (FOR LEARNERS ENGAGED IN PROFESSIONAL TRAINING)

<b>Minimum conditions</b>	<ul style="list-style-type: none"> <li>• Aged at least 16 years</li> <li>• Studying for a diploma or professional qualification in a National education or training establishment</li> <li>• Have passed the driving theory test. Have obtained permission from the head of the establishment</li> <li>• Have attended a preliminary meeting</li> </ul>
<b>Training</b>	<ul style="list-style-type: none"> <li>• Training meeting between the establishment's driving instructor, the chaperone and the student, over the course of the managed driving period</li> <li>• Driving with a chaperone compulsory up until receipt of the professional diploma requiring the issuance of the driving license (provided the candidate is 18 at this time, which remains the legal age until Jan 2024)</li> <li>• In the event of failure to obtain the professional diploma and based on the diploma presented, one or several categories of driving license may be issued if the candidate meets the following three conditions: is 18 years old, has passed the corresponding tests, and has attended all tests required for the diploma.</li> </ul>
<b>Chaperone(s)</b>	<ul style="list-style-type: none"> <li>• Must hold a B license that has been valid for at least 5 consecutive years</li> <li>• Must have obtained approval from their insurer</li> <li>• Must work in the company in which the young person is completing their training.</li> </ul>

## FINANCIAL AID AVAILABLE FOR OBTAINING THE DRIVING LICENSE

<b>Driving license for €1 a day</b>	<b>The personal training allowance</b>
This scheme enables young people aged 15-25 to spread the cost of obtaining an A or B driving license so they pay only €1 per day. This involves taking out a zero-interest loan (interest covered by the State).	Since 15 March 2017, it is possible to use one's personal training allowance (CPF) to cover the cost of driving tests (theory and practical)
<b>Financial aid from France Travail (unemployment benefits)</b>	<b>Local financial aid</b>
For those in search of employment, financial aid of up to €1200 is available. This will be directly paid by Pôle Emploi/France Travail to the candidate's driving school	Various financial aid schemes are available from regions, departments and town councils.

## B. Key measures

### Priority 1: Education to improve shared road use

#### Measure 4: Creating an e-training module for lifelong learning on road safety

**Objective: Enabling all interested road users to engage in ongoing training in the rules of the road, and to make this lifelong learning free of charge**

In many cases, driving lessons completed in preparation for the driving test are the only road user training that drivers will undertake during their entire life as a motor vehicle driver; this despite the fact that the driving environment and the Highway Code itself are constantly evolving. For all other forms of transport, no prior training is required. The rules and risks of the road are therefore less well known to these user categories.

The learning continuum for road safety, which starts in school, tends to enter a state of dormancy between the time an individual leaves school and the time they obtain their driver's license. Only a minority of drivers and road users benefit from any kind of refresher course or testing of their conduct via the completion of road safety awareness courses (whether voluntary or obligatory), a post-driving test training course (completed voluntarily), other voluntary training schemes for new modes of transport, or cycling proficiency refresher courses.

Given the changing layout of public spaces, the rising popularity of new modes of transport and associated regulatory modifications, it is necessary for all road users to be able to undertake training at any point in their lives, whenever they feel the need to do so.

#### THE MEASURE

**Making e-modules available to all users, free of charge, via the national road safety website.**

The goals of this e-training course are to:

- Inform road users of new regulations added to the Highway Code;
- Teach users about new modes of transport and the rules associated with them;
- Modernise practices and types of road use while taking sustainable development objectives into account;
- Encourage drivers to engage in self-assessment of their conduct.

In order to reach a wide audience, this training would be provided online, without prior appraisal of the user's practices, in order to allow them to fully appropriate the assessment of their conduct and implement any necessary changes.

## B. Key measures

### Priority 1: Education to improve shared road use

#### **For more information:**

#### **What will the content of this e-training module involve?**

The e-training course will be made up of two 1-hour modules:

- A module taking the form of a self-assessment questionnaire:
- A module testing the user's knowledge of the Highway Code, covering new modes of transport, new regulations and rules for sharing the road. Explanations will be provided for wrong answers, in some cases accompanied by a short video providing a demonstration of the implications.

A library of additional modules will also be compiled, organised by topic and lasting 30-45 minutes each, covering the rules for sharing public spaces and the (valid and objective) reasons for them, as well as regulations or rules that help maintain social harmony.

This e-training resource could be expanded to every phase in the learning continuum, in order to help involve parents in their children's road safety education.

It will be made available on the French Road Safety website, and a link to the training course will be available on ministry and prefecture websites.

## B. Key measures

### Priority 1: Education to improve shared road use

#### Measure 5: Expanding access to HGV licenses for disabled individuals

**Objective: Enabling disabled individuals to access work as haulage drivers, provided this is made possible and completely safe via technical arrangements**

The government order issued on 28 March 2022 enabled certain individuals with profound deafness or significant motor disabilities to drive “heavy vehicles”, (i.e. those listed in categories BE, C1, C1E, C, CE, D1, D1E, D and DE), which had previously been prohibited.

This change was brought about as the result of work undertaken by the Road Safety Committee (DSR) and France’s National association for disability employment access (Agefiph), in order to take into account the development of new vehicle features, including in HGVs, and to codify these developments in a way that would guarantee the safety of all road users. In effect, these new features can compensate for a number of motor or hearing disabilities.

These advances have been validated by France’s National Consultation Council for Disabled Individuals (*Conseil National Consultatif des Personnes Handicapées*, or CNCPH).

#### THE MEASURE

In order to enable these improvements to be implemented in optimum conditions:

- **Adapting regulations on driver training and testing;**
- **Undertaking communications actions with the general public, employers and disabled individuals;**
- **Registering driving schools offering training to disabled individuals and listing them on the driving school map throughout the country.**

#### For more information:

[French government order issued on 28 March 2022 indicating the list of medical conditions deemed compatible or incompatible, with or without special arrangements or restrictions, for obtaining a driving license or requiring the issuing of a license valid](#)

CEREHM website: <https://www.ceremh.org/>



## B. Key measures

### Priority 2: Improving detection, assessment and monitoring of unfit drivers

#### Measure 6: Improving detection of all types of dangerous conduct

**Objective: Reducing accident rates linked to driver health or the consumption of alcohol and/or narcotics**

The methods and measures used to detect situations of driver unfitness, whether as the result of pathologies or personal conduct, are currently insufficient. As such it is necessary to develop greater awareness, among healthcare stakeholders, of the driving risks associated with all types of pathologies and addictions.

In the field of addiction, particularly with regard to the use of narcotics, it is also necessary to step up detection measures used by law enforcement.

#### THE MEASURE

**Developing an extensive range of pathways enabling improved detection of dangerous situations, notably by increasing awareness among doctors and via alerts issued to prefects by law enforcement.**

**For healthcare stakeholders:**

- Increasing awareness of road safety issues among GPs, in connection with certain pathologies and treatments;
- Using regulatory pathways to specify which situations should lead doctors to inform their patients of potential driving dangers linked to their health status;
- Supporting preventative actions by professional organisations representing employment sectors which are particularly exposed to road safety risks, working closely alongside stakeholders in healthcare, accident prevention and workplace health and safety.

**By law enforcement:**

- Issue a recommendation that law enforcement agencies develop a more systematic strategy for reporting regular drug users to local prefects;
- More systematic testing for alcohol consumption during all drug testing, and for the presence of narcotics during any positive alcohol testing.

## B. Key measures

### Priority 2: Improving detection, assessment and monitoring of unfit drivers

#### FOCUS ON

**Enabling the suspension of drivers' license without prior review by a medical board, for certain situations involving road safety offences or accidents causing material or bodily harm, even in the absence of alcohol or narcotics, whenever there is a strong assumption that a medical issue was the cause.**

**Objective:** Suspending the right to drive for a driver involved in a road accident that has placed other road users in danger, whenever it appears the accident or hazardous situation was due to a health issue that is evidently incompatible with the ability to drive a vehicle.

While law enforcement or a driver's family/friends currently have the ability to report (to a prefect) the fact that the driver's health status may be incompatible with the validity of their driving license, the current legal framework does not enable any administrative authority to forbid the individual to drive until their ability has been appraised by a medical board.

However, the administrative authority can decide to suspend the license if the driver has committed a Highway Code violation.

#### **IN DETAIL**

Whenever justified by the circumstances of an accident or infraction, it will be possible to require the driver to undergo a medical exam in order to assess the compatibility of their health status with their ability to drive a vehicle in the immediate future.

Once a doctor has concluded that an incompatibility exists, the individual's driving license will be withheld as a protective measure. This confiscation may be followed by a prefectural decision to suspend the license, requiring the driver to undergo a medical assessment of their ability to drive carried out by an approved doctor, with the driving license remaining suspended until the assessment has been passed.

Based on the medical opinion issued, the prefect may issue a limitation of validity, suspension or cancellation of the driving license.

## B. Key measures

### Priority 2: Improving detection, assessment and monitoring of unfit drivers

#### Measure 7: Improving the process of medical assessments of driver fitness

##### Objectives:

Reforming and enhancing the process of driver medical assessments in order to provide greater support for the most at-risk road users in the assessment of their driving faculties  
Emphasising the policy of prevention vis-a-vis road safety issues linked to the consumption of alcohol and/or narcotics

The medical assessment of driver fitness by a certified road safety doctor or by a medical board made up of two certified doctors occurs in the following cases:

- Highway code violations having resulted in the restriction or suspension of an individual's driving license for a period of over one month;
- Highway code violations linked to the consumption of alcohol and/or narcotics;
- For drivers of vehicles in the "heavy" category, or for professional drivers;
- For drivers afflicted with certain conditions listed in government regulations;
- On the basis of reports made to the prefect, for which the information obtained will indicate whether the license holder's health status could be incompatible with the right to drive (art. R.221-14 of the Highway Code).

#### THE MEASURE

**Enhancing initial and ongoing training for road safety-certified doctors in terms of the medical content of the assessment** (testing for pathologies, addiction and age-related incapacities);

In Departments where there is a lack of road safety-certified doctors, **extending the age limit for certified doctors via individual dispensations** issued by the prefect for interested parties;

**Enabling prefects to direct drivers reported as regular users of narcotics toward medical boards;**

**Using regulatory measures to require certified doctors to communicate their decision to the prefecture;**

**Enabling certified doctors to consult the individual's driving record** in order to understand their past conduct;

## B. Key measures

### Priority 2: Improving detection, assessment and monitoring of unfit drivers

**Composing a medical board of appeal, where necessary at the inter-departmental level, made up of two specialists and establishing a list of volunteer specialists to issue their opinion to the initial board or board of appeal**

#### FOCUS ON

**Enhancing technical medical platforms to enable improved assessment of medical driving aptitude for patients afflicted with cognitive or neuro-motor conditions.**

**Objective:** Improving the safety of road users afflicted with pathologies which are incompatible with the capacity to drive

A doctor may assess, without any great difficulty, the inability to drive based on a visual impairment or the risk of sudden loss of consciousness (cardiac arrest, epileptic fits, hypoglycemia, excessive drowsiness, etc.). However, this assessment is much more complicated for certain medical conditions, notably including post-traumatic conditions and post-vascular accidents, as the symptoms to be assessed are cognitive and neuro-motor in nature, or for certain pathologies whose symptoms are sensitive to treatment, at least on a temporary basis.

It is therefore advisable to provide access to specialist technical platforms enabling doctors to reliably detect the inability to drive without posing a risk to others. Around a hundred technical platforms currently exist throughout various medical care and re-adaptation centres (SMR)<sup>1</sup>. This number is insufficient in order to address demand.

#### IN DETAIL

France's "Healthcare Modernisation and Investment Fund" (*Fonds pour la modernisation et l'investissement en santé, or FMIS*) will provide financing for new technical facilities in areas where these are lacking.

The FMIS is devoted to the renovation of healthcare establishments and improving treatment for victims of road accidents. It is partly funded by income from automated traffic monitoring fines.

## B. Key measures

### Priority 3: Protecting vulnerable road users and supporting victims

#### Measure 8: Establishing a victim support scheme in local regions

**Objective: Guaranteeing appropriate support for bereaved families following the death of a relative in a road accident, particularly with regard to legal and medical procedures**

Victims of road accidents and their families persistently indicate a lack of support, although dedicated public bodies do exist to assist with their needs – such is the role of local victim support committees.

Initially created to provide support and assistance for terrorist attack victims, “local victim monitoring committees” (*comités locaux de suivi des victimes*, or CLSV) are now “local victim support committees” (*comités locaux d’aide aux victimes*, or CLAV) – expanded to include other categories of victims – with the aim of reinforcing the localised aspect of public policy in victim support.

As coordination bodies tasked with implementing national victim support policy at the local level, and also to guarantee the effectiveness and coherence of support measures across all Departments, the CLAVs bring together the various local institutional and non-profit stakeholders involved.

Having demonstrated their usefulness during post-crisis periods (following terrorist attacks, natural disasters, large-scale accidents or acts of destruction), and because their scope is intended to encompass all penal offences, it has been possible to activate these committees to support victims of domestic or intra-family abuse, as well as child victims.

#### THE MEASURE

Via an extension of the inter-ministerial memorandum pertaining to the announcement of deaths and the respectful treatment of deceased individuals and their loved ones (issued on 2 December 2022), **implementing, by way of the CLAVs and at the Departmental level, support for families of victims of fatal road accidents**, in order to guarantee that they receive full support for the legal processes they will need to navigate following the death of their loved one.

## B. Key measures

### Priority 3: Protecting vulnerable road users and supporting victims

#### For more information:

[French inter-ministerial memorandum pertaining to the announcement of deaths and the respectful treatment of deceased individuals and their loved ones, issued on December 2022](#)

#### The objectives of the CLAV are to:

- **Ensure coherence between** the approaches undertaken by all stakeholders involved in victim support at the local level,
- **Sharing relevant information** on assistance and ongoing support for families in accordance with the prerogatives of each of these stakeholders,
- Supporting bereaved families **in the long term** and in a practical manner, ensuring that all their needs are taken into account throughout the duration of the legal process,
- Promoting **equal treatment** for all victims and their loved ones, no matter where they are in the country, in order to correct regional imbalances as much as possible,
- Generating and encouraging initiatives and **professional best practices** in victim support within local regions.

## B. Key measures

### Priority 3: Protecting vulnerable road users and supporting victims

#### Measure 9: Working to improve treatment and assistance for those injured in road accidents by improving the national network of major facilities

**Objective: Improving treatment and assistance for road users involved in**

During the Inter-ministerial Committee convened in 2018, it was decided that a portion of the revenue generated by speed camera fines would be directed into healthcare facilities, in order to improve the treatment of road accident victims. The amount in question has been set at €26 million per year since 2019.

#### THE MEASURE

**Pursuing the financing of investment projects in healthcare establishments** in order to improve treatment and assistance for those injured in road accidents.

Ensuring **emergency services, addiction centres, re-education and re-adaptation services** are better equipped, notably in terms of innovative equipment.

**For more information:**

FMIS website: <https://politiques-sociales.caissedesdepots.fr/FMIS/>



# PEOPLE INJURED ON ROADS KEY FIGURES 2022

**237,000**  
people injured\*  
on roads in mainland  
France



of which  
**16,000**  
seriously



\*Based on the ONISR-Université  
Gustave Eiffel estimation method  
(Rhône Registry)



## FOCUS ON VULNERABLE ROAD USERS

In 2022  
**66%** of seriously  
injured individuals were  
**VULNERABLE ROAD USERS**

users of personal  
transporters

pedestrians

cyclists

2-wheeled  
motor vehicle  
users



## EVOLUTION OF SERIOUS INJURY RATES | COMPARED TO 2019

**+1.8%**  
serious  
injuries

**+4%**  
55-64  
year-olds



**+5%**  
14-17  
year-olds



Source: ONISR, 2022



## B. Key measures

### Priority 3: Protecting vulnerable road users and supporting victims

#### Measure 10: Establishing the classification of vehicular manslaughter

**Objective: Reinforcing the symbolic value of the crime of “involuntary” manslaughter committed when driving a motorised land vehicle, and bringing about wider social acceptance of this categorisation**

The French Penal Code distinguishes between voluntary and involuntary manslaughter, depending on whether or not the perpetrator of the action intended to threaten the life of the deceased.

When involuntary manslaughter is committed by driving a motorised land vehicle, it is punishable by five years in prison and a €75,000 fine (article 221-6-1 of the French Penal Code), as opposed to standard involuntary manslaughter which is punishable by three years in prison and a €45,000 fine (article 221-6 of the Penal Code).

Despite the existence of this special category of offence, victims or their families take umbrage with the description of an action as “involuntary” when its potential consequences are known to be serious, particularly when the perpetrator was under the influence of alcohol and/or drugs.

While the perpetrator may not in fact have had the intention of threatening the life of the deceased, their decision to drive a vehicle after consuming these substances (whose effects they knew to be incompatible with the ability to drive safely) was voluntary.

#### THE MEASURE

**Modifying article 221-6-1 of the Penal Code so that the act of involuntary manslaughter committed by the driver of a motorised land vehicle may be classed as “vehicular manslaughter”, whether aggravated or not** (with or without the presence of alcohol, narcotics, etc.). The addition of this type of highly symbolic classification would enable the offence to be more precisely indicated within the charges brought, without mitigating their legal effect.

It is also suggested that involuntary injuries perpetrated by a driver as indicated in articles 222-19-1 and 222-20-1 be renamed “vehicular bodily harm.”

#### For more information:

Link to [article 221-6-1 of the Penal Code](#)

Link to [article 222-19-1 of the Penal Code](#)

Link to [article 222-20-1 of the Penal Code](#)

## B. Key measures

### Priority 3: Protecting vulnerable road users and supporting victims

#### Measure 11: Keeping road users and elected officials informed on new modes of transport

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**Objective: Reducing injury and fatality rates among users of these new modes of transport, and alleviating tension between road users**

The rapid rise in popularity of modes of transport such as cycling or electric scooters, coupled with insufficient knowledge of the rules of use for these vehicles, or the ways in which roadways have been adapted for them, are accompanied by an increase in bodily injuries and fatalities associated with these modes of transport.

#### THE MEASURE

**Leading communications campaigns in order to ensure users of these new forms of transport are more familiar with the rules and recommendations allowing them to travel in safety and improve shared use of roadways.**

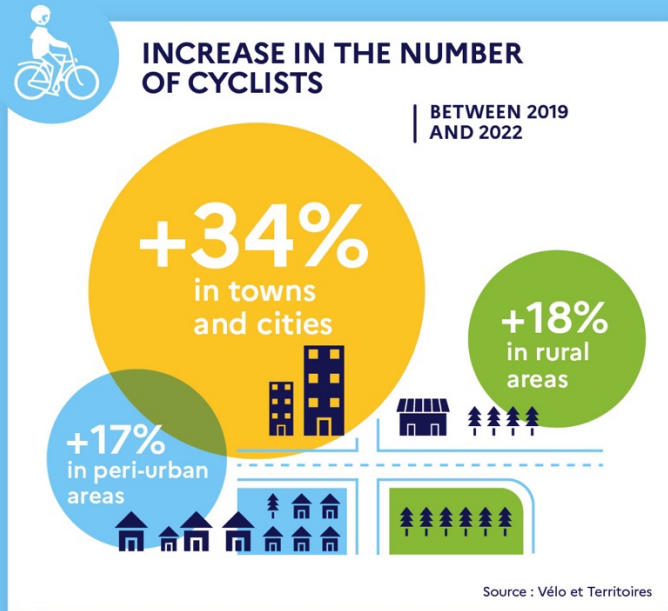
**Communicating and informing both users and sales outlets on the definitions of these various vehicles and the associated rules for their approval and road use.**

**Sharing information with elected officials, transport organisation authorities, urban developers, and regional and municipal governments, in order to ensure they remain informed and aware of best practices in terms of road layouts and configurations, and so they can help spread awareness of soft mobility issues.**



# SUPPORTING THE DEVELOPMENT OF NEW MODES OF TRANSPORT

## POPULARITY TRENDS



**3.1M** French people own an electric scooter

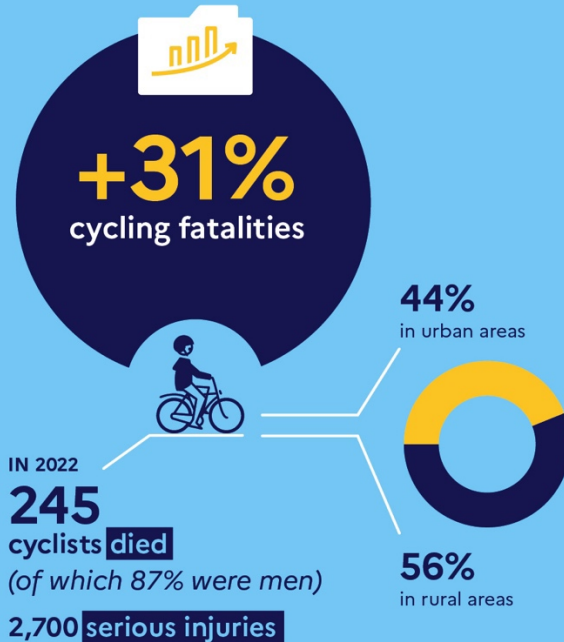


**100,000** journeys were made per day with free-hire scooters in 2022

**759,000** electric scooters were sold in France in 2022

Source : Plan national pour mieux réguler les trottinettes électriques (2023)

## INCREASE IN ACCIDENT RATES | BETWEEN 2019 AND 2022



**X3.5**

increase in the number of deaths when riding personal transporters



IN 2022  
**35** users of personal transporters died (of which 80% men)

**71%** in urban areas

**29%** in rural areas

**600** serious injuries



Sources : ONISR Bilan définitif de l'accidentalité 2022, Plan national pour mieux réguler les trottinettes électriques (2023)

## B. Key measures

### Priority 3: Protecting vulnerable road users and supporting victims

#### Measure 12: Experimenting with “indirect lefts” for cyclists and users of personal transporters

---

**Objective: Reducing the level of risk exposure for cyclists and users of personal transporters at the most high-risk intersections**

At intersections with traffic lights, making a left turn for a cyclist carries the risk of a head-on collision with oncoming traffic. The cyclist may end up having to wait in the middle of the intersection, between vehicles coming from in front and those coming from behind.

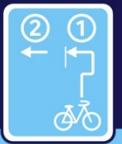
#### THE MEASURE

**Experimenting with local governments on a voluntary basis to trial the “indirect left turn” as practised in Denmark.** This method allows cyclists and users of personal transporters to traverse busy traffic lights intersections with less risk to their safety.

**Communications campaigns for the indirect left turn method.**

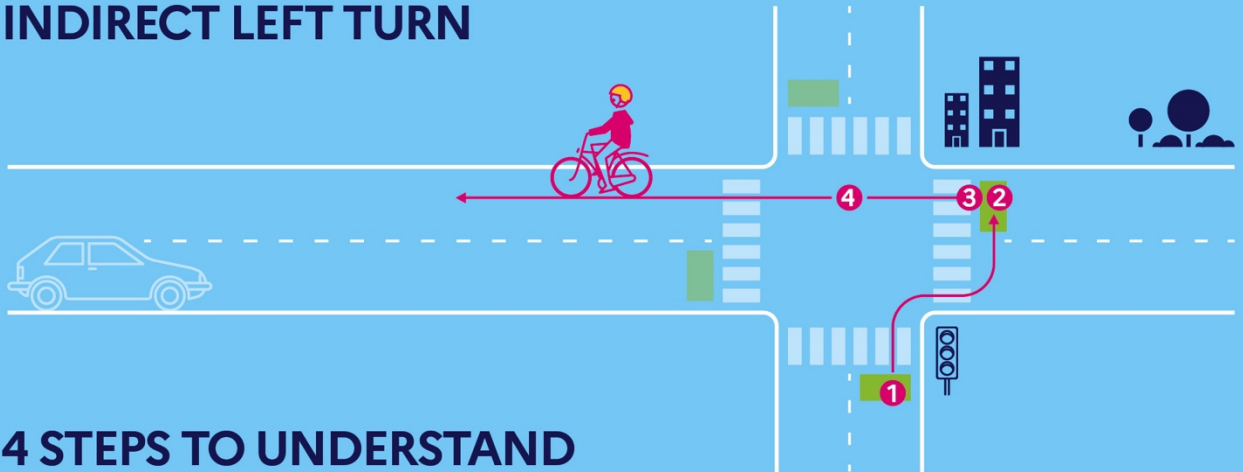


# INDIRECT LEFTS FOR CYCLISTS AND USERS OF PERSONAL TRANSPORTERS\*



\*Motorised kick scooters

## INDIRECT LEFT TURN



## 4 STEPS TO UNDERSTAND

**1**

**RED LIGHT**  
The cyclist or personal transporter user comes to a halt to the right of the cycle box

**2**

**GREEN LIGHT**  
The cyclist or personal transporter user moves forward to stop in the cycle box of the right-hand road

**3**

**RED LIGHT**  
The cyclist or personal transporter user waits at the red light

**4**

**GREEN LIGHT**  
The cyclist or personal transporter user starts moving at the same time as other vehicles, remaining to the right of the lane

## B. Key measures

### Priority 3: Protecting vulnerable road users and supporting victims

#### Measure 13: Organising a consultation on rules of the road for cargo bikes

**Objective:** Doing more to protect users of these new bicycles, and especially their young passengers

As cycling continues to increase in popularity, new modes of use are appearing. One such example is cargo bikes, which are used in particular to transport children. Their dimensions and the number of people they can transport are not currently subject to regulation.

#### THE MEASURE

**Engaging in a consultation with cargo bike stakeholders and users, as well as local governments,** with the goal of developing a suitable framework for the use of these vehicles on roads and the protection of their users.

**Introducing specific rules on road use and parking to the Highway Code,** based on the results of this consultation.

#### For more information:

Read the leaflet on ["Safe Cycling"](#)



## B. Key measures

### Priority 3: Protecting vulnerable road users and supporting victims

#### Measure 14: Imposing a 30km/h urban speed limit on roads with no footpath

**Objective: Improving pedestrian safety in streets without footpaths, or which do not meet regulatory requirements**

In urban areas, the speed at which motorised vehicles travel is one of the main factors impacting the occurrence of serious or fatal accidents involving a pedestrian<sup>2</sup>.

Road users who would normally travel on the footpath (pedestrians, disabled individuals) regularly find themselves having to travel along vehicle lanes due to the lack of a footpath, or a footpath which does not meet regulatory requirements.

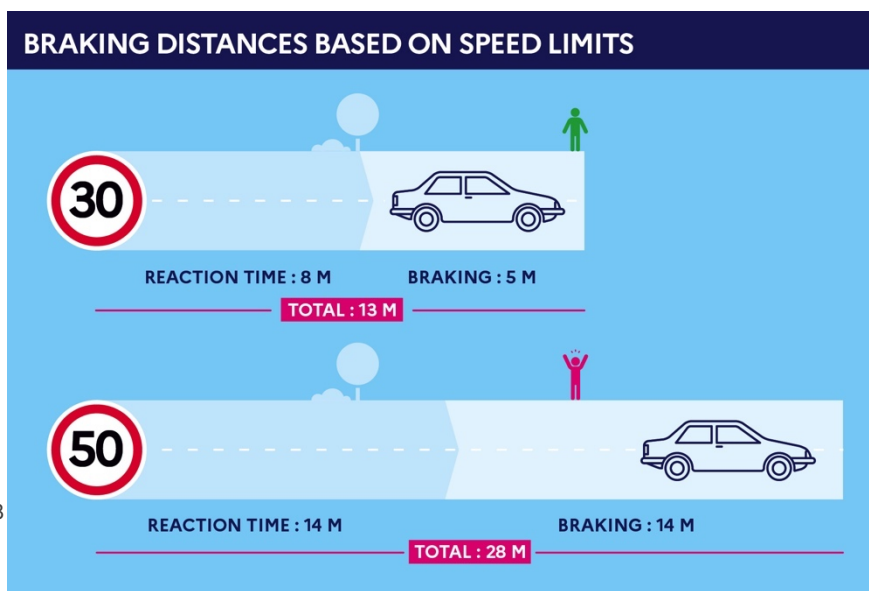
This situation contributes to the increase in risk for these road users – notably when street lighting is lowered during the evening and at night. However, it has been shown that lowering speed limits from 50 - 30 km/h can dramatically reduce the risk of pedestrian fatalities<sup>3</sup>. In effect, speed has several effects on the occurrence of accidents: it determines the severity of the impact and increases the braking distance, as well as the distance travelled during the reaction time (the majority of drivers who collide with pedestrians do not have time to begin braking prior to impact). Reducing the maximum speed limit to or below 30km/h therefore helps improve the safety of pedestrians and disabled individuals who find themselves forced to use vehicle lanes.

#### THE MEASURE

**Imposing a maximum speed limit of 30km/h for roads that do not have footpaths, or where the footpaths do not meet regulatory requirements.**

<sup>2</sup> According to a study by FLAM, 2015

<sup>3</sup> According to a study by VOIESUR, 2013



## B. Key measures

### Priority 3: Protecting vulnerable road users and supporting victims

#### Measure 15: Studying the feasibility of measures to improve the observation of “move-over lanes”, in order to protect roadside personnel

##### Objective: Improving the safety of roadside operators

Les Rates of bodily injuries sustained by roadside workers and emergency responders (road works agents, breakdown assistance, law enforcement and civil defence agents), collisions with operational vehicles, and incursions by vehicles into construction areas as well as emergency response areas are all increasing sharply.

Roadside personnel and their vehicles are regularly victims of collisions, even though they are inside a clearly signalled working area. When these workers are present, the Highway Code requires road users to slow down and to leave maximum space, if possible, by changing lanes (known as a “move-over lane” rule).

Despite communications campaigns coordinated by the Ministry of the Interior, the Ministry of Transport and motorway utility companies, this rule, which has been a part of the Highway Code since September 2018, is seldom correctly observed by road users. Carrying out checks on compliance with this rule is a major objective in terms of curbing the alarming rise in safety incidents around roadworks or response areas.

Excessive or unsuitable speed around roadworks/emergency response sites does not leave the driver sufficient time to react when they arrive in the area with reduced lane availability, notably when the speed factor is coupled with distractedness or hypovigilance.

When they are put in place, speed cameras are an effective response (numerous tickets/fines issued at the beginning of the works operation, followed by a drop in speeds observed), but the conditions of their deployment are not compatible with the short-duration repairs or accident/incident response operations.

#### THE MEASURE

**Studying the legal, technical and organisational feasibility of new measures that would, in time, enable authorities to detect and sanction failures to respect the move-over lane, in order to change driver behaviour in terms of speed and trajectory when passing road works or incident response teams.**



## B. Key measures

### Priority 3: Protecting vulnerable road users and supporting victims

This measure should also:

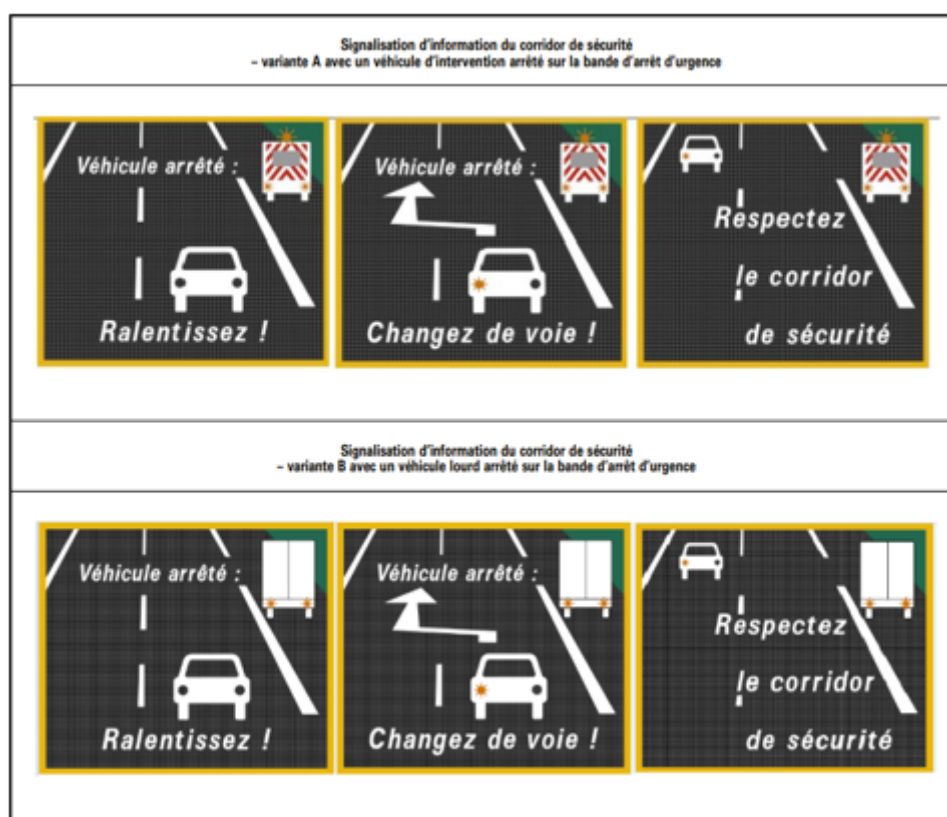
- alert roadside response agents when a speeding vehicle is approaching,
- issue a dissuasive signal, either visual (flashing light) or auditory, to oncoming vehicles.

The signal device will need to be light and portable in order to be suitable for accidents or unplanned incident response situations.

#### For more information:

When approaching personnel working on the side of a road, carriageway or motorway, drivers are obliged to change lanes so as to leave an empty lane between the personnel and passing vehicles, or, if this is not possible, to move as far left as possible within their lane and to reduce their speed significantly.

[Road signs currently being trialled to indicate the move-over lane \(Govt. decree issued 5 April 2022 on the experimental use of road signs to inform road users of the move-over lane law\):](#)



## B. Key measures

### Priority 4: Working to ensure the safety of all road users

#### Measure 16: Installing auditory alert signals on rural roads

**Objective: Reducing accident rates in the two-way road network, which is where the highest number of fatalities occur**

In 2022, rural non-motorway roads accounted for 59.2% of road deaths (1,934 fatalities). In almost 50% of fatal accidents, the vehicle collided with an obstacle on the edge of the road, and 24% of accidents were due to a collision with an oncoming vehicle (head-on collision).

Human factors (chiefly speeding and alcohol) were present in 90% of accidents.

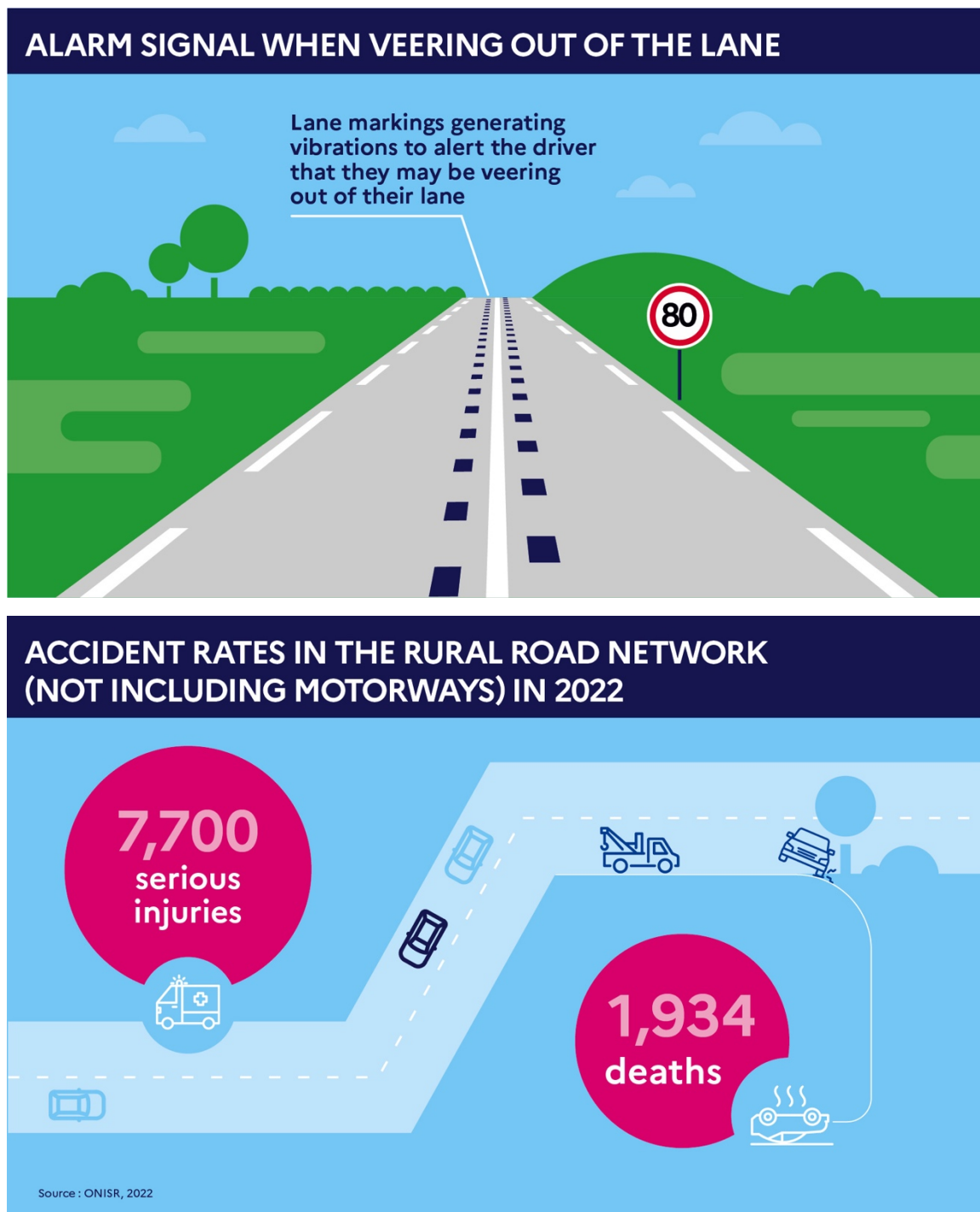
#### THE MEASURE

**Encouraging local authorities responsible for the management of two-way rural roads with significant levels of road traffic and/or HGVs to use sound signals** (except in cases where there is a risk of disturbing residents). These auditory alert signals installed by road services help warn the driver when their vehicle is veering off its "normal" driving trajectory. Roads services can select the location for the device based on the accident rates observed in their network.

## B. Key measures

### Priority 4: Working to ensure the safety of all road users

For more information:



## B. Key measures

### Priority 4: Working to ensure the safety of all road users

#### Measure 17: Clarifying the correct use of Edge Lane Roads (Advisory Bike Lanes)

**Objective: Making it easier for cyclists and motorists to coexist and lowering risk levels via this road layout**

Edge Lane Roads (ELRs) provide a low-cost bike-friendly road configuration, giving cyclists priority along a two-way vehicle lane. This roadway configuration is based around a central lane in which motor vehicles can travel in both directions, with bike lanes marked out along each shoulder. When two motor vehicles approach one another from opposite directions, they will be required to move into the bike shoulder lanes in order to pass one another. This situation is particularly sensitive in terms of shared road use.

#### THE MEASURE

**Clarifying the proper use of this road layout** in order to make traffic flows more compatible with the manoeuvres to be carried out.

**Specifying the conditions for setting up an ELR**, in order to ensure the configuration is only applied to suitable roads.

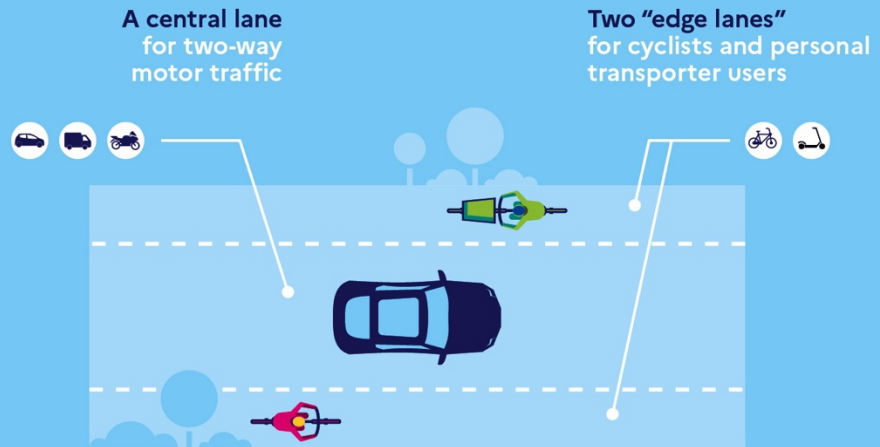


# UNDERSTANDING EDGE LANE ROADS



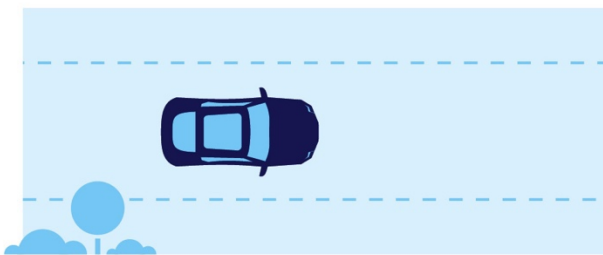
## WHAT ARE THEY ?

An edge lane road (AKA advisory bike lanes) provide a space for cyclists on roads that are too narrow for standard bike lanes. These road layouts help make cycling safer.



## 3 SCENARIOS FOR DRIVERS

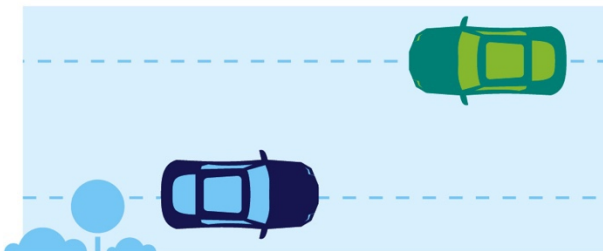
1



### ROAD IS CLEAR

The vehicle travels along the middle lane.

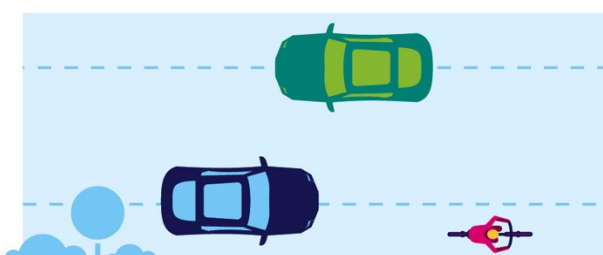
2



### TWO VEHICLES MEET ONE ANOTHER

They each move to their right, driving partially within the cycle lanes.

3



### TWO VEHICLES MEET WHILE THERE IS A CYCLIST IN THE CYCLE LANE

The vehicles move to their right, driving partially within the cycle lanes. The vehicle behind the cyclist slows down and remains behind them, without pressuring them in any way.

## B. Key measures

### Priority 4: Working to ensure the safety of all road users

#### Measure 18: Creating a road safety operational reserve

**Objective:** Increasing the human resources necessary for on-the-ground deployment of apposite road safety initiatives

Government departments and local authorities benefit from the input of citizens working on an individual, voluntary basis. This involvement enables apposite road safety initiatives to be deployed on the ground, whether delivered by associations or coordinated and organised by prefectural road safety departments. The title of Departmental Road Safety Operative (*intervenant départemental de sécurité routière*, or IDSR) gives these volunteers the status of "casual" public sector staff. There are currently 3,000 of these operatives, but it has become difficult to recruit new volunteers and their numbers are trending downward.

In addition, the projects undertaken at the local level by Departmental Road Safety Observatories (*observatoires départementaux de sécurité routière*, or ODSRs) are suffering from a lack of expertise which could be addressed by reservists.

#### THE MEASURE

**Setting up a road safety operational reserve**, open to citizens wishing to contribute to road safety and accident prevention, using the example of other existing citizen reserves (National Gendarmerie, National Police, Civil Defence). This would help provide a framework for this form of civic engagement, to give reservists a structured sense of community and to award them a financial bonus.

## B. Key measures

### Priority 4: Working to ensure the safety of all road users

#### Measure 19: Sharing insights with elected officials on road network accident rates

**Objective:** Enabling roads services (departments of transport) to make the best decisions in terms of road infrastructure investments by providing them with more detailed information regarding accident patterns in their network

Authorities with policing power and roads services play a major role in combating road safety risks. The choices made by elected officials with regard to the resources and projects they undertake can have a considerable impact on road accident rates.

#### THE MEASURE

**Making it compulsory to share road accident reports with the authorities responsible for overseeing the road network.**

#### **For more information:**

Le 2009 report by the International Transport Forum (OECD): [Towards Zero: Ambitious Road Safety Targets and the Safe System Approach](#)

Topic of focus by the Committee of Experts: [Urban and inter-urban infrastructures: management and road safety initiatives](#)

## B. Key measures

### Priority 4: Working to ensure the safety of all road users

#### Measure 20: Boosting support for associations in order to mobilise their actions at the local level

**Objective:** Increasing targeted prevention and awareness actions to reflect user needs in local areas, including overseas

Community associations are key stakeholders in the implementation of the educational and preventative aspects of road safety policy, both at the national and local levels via the Departmental Road Safety Plans (*plans départementaux de sécurité routière*, or PDASR). Around 40% of the budget allocated to prefects under the PDASR is used to support associations, enabling them to reinforce the local partnership aspect of road safety policy.

#### THE MEASURE

**Issuing a national open call for projects (AAP)** accompanied by increased financial support for associations.

**Providing associations with project engineering training** in order to boost their operational efficiency.

**For more information:**

**How much funding to road safety associations receive through State subsidies?**

Budget	2021	2022	2023
Departmental Road Safety Action Plan	€3.2 M	€3.2 M	€3.3 M
National Partnerships	€420,000	€420,000	€550,000



## B. Key measures

### Priority 4: Working to ensure the safety of all road users

#### Measure 21: Creating links between industry branches, companies and public employers on occupational road safety

##### Objective: Reducing accident rates and fatalities during work-related travel or commuting

In France, road risks are the leading cause of occupational fatalities: in 2022, 485 people were killed in work-related road accidents, of which 345 occurred during the commute between homes and workplaces, and 140 occurred during the performance of employment duties.

In order to gain a more precise understanding of the origins of these accidents, the Labour Ministry, as part of its third Occupational Health and Safety Plan (PST3) for 2016-2020, undertook an analysis of accident statistics.

This inquiry confirmed the benefits of compiling, alongside professional organisations from the sectors most affected by road safety risks, a development strategy that would provide practical prevention tools and initiatives for the most heavily impacted companies and jobs. As such, the PST4 (2021-2025) plans to involve industry sectors in establishing a range of occupational road safety services, whose role will be to design awareness initiatives and train company leaders in the assessment of road safety risks, and to ensure these risks are fully taken into account in each company's "Comprehensive assessment of occupational hazards", (*document unique d'évaluation des risques professionnels*, or DUERP, which is adapted to each industry sector and reflects the working methods involved).

In addition, Recommendation n°3 issued by the National Road Safety Council on 28 November 2022 confirms the benefit of mobilising industry sectors identified as priority targets.

#### THE MEASURE

**Establish partnership agreements for the prevention of occupational road safety risks with industry federations.**

**Pursue local awareness initiatives** within the "Company Road Safety Clubs" framework.

**Continuing to promote the signature of the "7+ commitments for safer roads" charter by public and private sector employees.**

## B. Key measures

### Priority 4: Working to ensure the safety of all road users

**For more information:**

**The 7+ Commitments for Safer Roads:**

On 11 October 2016, 21 heads of major companies made a public commitment to road safety by signing up to 7 key commitments for commuter safety for their employees.

Today, almost 2,800 private and public employers have joined them, in an effort to improve road safety for over 4.5 million employees.

To address the rapid rise in soft mobility, the Road Safety council has upgraded the charter's 7th commitment in order to encourage employers to promote safety equipment for all employees travelling on two-wheeled vehicles, including cyclists and electric scooter users.

[Employers for Road Safety National Appeal](#)

[Occupational Road Safety Risks](#)

Consult the [4th Occupational Health and Safety Plan](#)

## B. Key measures

### Priority 5: Combating the most hazardous types of conduct

#### Measure 22: Reinforcing efforts to combat driving under the influence and prevent repeat offences

**Objective:** More efficient measures to combat driving under the influence and prevent repeat offences

Driving under the influence of drugs or alcohol continues to constitute a major factor in accident rates on French roads, notably among younger drivers.

In particular, driving under the influence of narcotics coupled with the consumption of alcohol leads to a sharp increase in the risk of accidents.

Law enforcement agencies have considerably stepped up roadside testing campaigns. 776,829 drug screenings were carried out in 2022, compared to 651,256 in 2021 (a 19% increase).

When security forces observe a driving offence committed under the influence of drugs or alcohol, the prefect may suspend the driver's license and order their vehicle to be towed and immobilised, and possibly confiscated by the courts.

Being convicted of any of these offences, or for driving under the combined influence of drugs and alcohol, characterised by a blood-alcohol level or breath-alcohol level equal to or exceeding the levels stipulated in legislative or regulatory measures, leads to the loss of 6 points from a road user's driving license.

#### THE MEASURE

**Systematic administrative suspension of the driving license following the observation of a driving offence committed under the influence of drugs.**

When the act of driving under the influence is observed following a roadside test or serious/fatal accident, this will result in the automatic administrative suspension of the driver's license, without prejudice to any subsequent legal ruling on the matter. Per application of the provisions of Article L. 224-2 of the French Highway Code, which will be modified to this effect, the decision to suspend the license will no longer be taken at the prefect's discretion (the prefect shall only be able to adjust the duration of the suspension). In the same conditions, the prefect will be required to proceed with the suspension of the driving license for the offence of driving while under the influence of alcohol.

## B. Key measures

### Priority 5: Combating the most hazardous types of conduct

**In cases where drugs and alcohol have been consumed together, systemically immobilising and impounding the vehicle and making its confiscation compulsory.**

**Increasing the number of points taken off the license to 8 when a driver is convicted of driving under the combined influence of drugs and alcohol.**

A conviction for driving under the combined influence of drugs and alcohol will thereby lead to the loss of the maximum authorised number of points from the driver's license, i.e. two-thirds of available points (8 out of 12).

**Studying the establishment of an obligatory training course on the prevention of risks incurred by drug use for drivers who have tested positive for these substances (to be completed at their own expense).**



## NARCOTICS AND DRIVING 2022 OVERVIEW



# 1 in 5

In one out of 5  
fatal accidents,  
the driver  
**tested positive  
for narcotics**

## 672

people were killed  
in road accidents  
involving a driver  
who under the influence  
of narcotics

## 59%

at night



## 43%

on weekends



Drivers who tested **POSITIVE FOR NARCOTICS**  
in fatal accidents were :

**65%**  
car drivers



**58%**  
aged 18 - 24



**91%**  
men



## DRINK DRIVING 2022 OVERVIEW



The risk of being responsible for a fatal accident

**IS 18 TIMES HIGHER**

for drivers WHO ARE INTOXICATED



## B. Key measures

### Priority 5: Combating the most hazardous types of conduct

#### Measure 23: Reinforcing the legal protocols applicable to the “prefectural breath alcohol ignition interlock device”, and improving coherence between administrative and judicial measures restricting the right to drive

**Objective: Limiting the number of people driving with an excessive blood alcohol level**

Announced by the CISR of 9 January 2018 to supplement existing measures<sup>4</sup>, a prefectural decision to prohibit driving any vehicle that has not been equipped with a breath alcohol ignition interlock device may be taken if security forces find that a driver has committed an offence while in a state of alcoholic intoxication.

This measure acts as an alternative to the suspension of a driver’s license (which was previously the only option available to prefects), with the notable objective of enabling drivers to remain in employment while also guaranteeing the safety of other road users.

As a practical tool for curbing repeat offences, but also a way of enhancing the sense of personal responsibility that will induce a long-term change in behaviour, the legal protocols applicable to breath alcohol ignition interlock devices issued by prefects do not appear to be sufficiently dissuasive, and are difficult to interlink with other legal measures.

#### THE MEASURE

**Heavier penalties for individuals who drive vehicles that do not have a breath alcohol ignition interlock device**, after a prefectural decision has limited their right to drive to these vehicles only.

**Creating greater coherence between administrative and legal decisions with regard to prohibiting drivers from driving vehicles not equipped with breath alcohol ignition interlock devices.**



# HOW DOES A BREATH ALCOHOL IGNITION INTERLOCK DEVICE WORK?

## BEFORE THE ENGINE CAN START

The driver must breathe into the device



**THE BLOOD ALCOHOL LEVEL IS OVER THE LEGAL LIMIT**  
The device prevents the engine from starting



**THE BLOOD ALCOHOL LEVEL IS BELOW THE LEGAL LIMIT**  
The device allows the engine to start



## 5 - 30 MINUTES AFTER THE ENGINE STARTS

a signal is sent indicating the driver must breathe into the device again

The driver then has 20 minutes to breathe into the device again.

They must do so with the vehicle and engine stopped, otherwise the device will continue beeping.



**2<sup>ND</sup> BREATH BLOWN (WITH THE ENGINE OFF)**



**THE BLOOD ALCOHOL LEVEL IS OVER THE LEGAL LIMIT**  
The device prevents the engine from starting



**THE BLOOD ALCOHOL LEVEL IS BELOW THE LEGAL LIMIT**  
no further breaths must be performed, unless the vehicle is stopped for more than 2 minutes



**2<sup>ND</sup> BREATH NOT PERFORMED**



**THE DEVICE PREVENTS THE ENGINE FROM RESTARTING** once it has been shut off for over 10 seconds

**The vehicle cannot be restarted, and must be towed to the workshop of a certified installer**



\*The 2<sup>nd</sup> breath notably enables the device to check whether or not the blood alcohol level remains below the legal limit, and therefore whether the driver's blood alcohol level is rising, and to verify that another person did not breathe for them before letting them drive off alone.



## B. Key measures

### Priority 5: Combating the most hazardous types of conduct

#### Measure 24: Criminalising excessive speeding

##### Objective: Reducing the occurrence of excessive speeding

Excessive speeding remains the leading cause of accidents on French roads. Speed impacts the occurrence of accidents, the ability of the driver to react to the situations they encounter, vehicle stopping times and the severity of injuries incurred. The higher the speed, the less able vehicles are (despite technical progress in this regard) to withstand the impact of a collision.

Until now, the most serious speeding violation (driving 50km/h or more above the maximum speed limit) was penalised as a Class 5 offence but did not constitute a crime except in cases of repeat offence; this does not appear sufficient with regard to the rising number of speeding offences observed, and their severity.

	2019	2020	2021	2022
Excess speeding of at least 50km/h above the max speed limit by a motor vehicle driver	39,690	64,448	64,426	70,845

(Source : Report of driving offences and driving licenses, ONISR, 2022)

#### THE MEASURE

**Making speed violations of at least 50 km/h over the limit a crime, regardless of whether or not it is a repeat offence, punishable by 2 months in prison, a €3,750 fine and the loss of 6 points from the driving license.**

**Making this crime eligible for a fixed-rate fine** in order to enable an immediate penal response.

## B. Key measures

### Priority 5: Combating the most hazardous types of conduct

#### Measure 25: Loosening administrative sanctions on light speeding offences

**Objective:** Adopting a balanced and more socially acceptable response to the prevention of speeding infractions, by introducing administrative flexibility with regard to small speeding infractions likely to have been caused by inattention rather than a deliberate intention to break the law

##### THE MEASURE

**Modification of article R. 413-14 of the Highway Code to exempt slight speeding infractions (of less than 5km/h over the max speed limit) from the loss of a point off the driver's license.** This measure will be applied to both urban and rural areas.

It will come into effect as of 1 January 2024 in order to modify the automated processing procedure for speeding offences.

Once the measure comes into effect, monitoring protocols will be established in order to assess the evolution of speed levels used by drivers effected, and the eventual impact on accident rates.

The goal is not to decriminalise these infractions, as they will still be subject to a fine. Speeding fines will therefore be maintained.

##### For more information:

[Link to Article R. 413-14 of the French highway Code](#)

## B. Key measures

### Priority 5: Combating the most hazardous types of conduct

#### Measure 26: Making it a crime to misidentify the driver of a vehicle having committed an offence

**Objective:** Preventing any attempt to sidestep the loss of driving points, as this system is particularly effective in terms of encouraging adherence to the Highway Code

When the owner of a vehicle receives a fine for an offence observed by a speed camera, they may contend that they were not driving the vehicle at the time, "designating" another driver who had borrowed the vehicle on that day. This protocol is designed to ensure the offence is attributed to its actual perpetrator.

Between 4 - 5 million of these "designations" are submitted each year following the issuing of a fine, out of a total of around 17 million offences caught by speed cameras. A certain number of these designations are fraudulent, meaning that the designated individual was not in fact the perpetrator of the offence, but rather someone who has gifted or sold points from their license so that the actual perpetrator does not lose points from their own.

While the purchase or sale of points is already a crime ([Article L223-9 of the Highway Code](#))\*, this does not apply when points are freely given away.

However, a growing number of fraudulent cases has been observed, in which clearly inaccurate information is given regarding the driver involved in the incident.

#### THE MEASURE

**Making fraudulent designation a crime for vehicle owners who provide false information on the identity of the driver responsible for the offence.**

This measure would also enable an extension of the statute of limitations for fraudulent driver designation. This will enable more cases to be brought against designators suspected of acting fraudulently.

## B. Key measures

### Priority 5: Combating the most hazardous types of conduct

\* List of offences:

1-	28714	V3	Offence	Offering remuneration to an individual in exchange for that individual agreeing to be designated as the driver of the vehicle by the perpetrator of a driving violation resulting in the loss of driving points
2-	28715	V3	Offence	Remuneration, by the perpetrator of a violation resulting in the loss of driving points, of a person having agreed to be designated as the driver of the vehicle
3-	28716	V3	Offence	Offering, in exchange for remuneration, to be designated as the driver of a vehicle in which a driving violation was committed, resulting in the loss of driving points
4-	28717	V3	Offence	Agreeing, in exchange for remuneration, to be designated as the driver of a vehicle by the perpetrator of a driving violation resulting in the loss of driving points
5-	28718	V3	Offence	Habitually offering, in exchange for remuneration, to be designated as the driver of a vehicle in which a driving violation was committed, resulting in the loss of driving points
6-	28719	V3	Offence	Habitually agreeing, in exchange for remuneration, to be designated as the driver of a vehicle by the perpetrator of a driving violation resulting in the loss of driving points
7-	28720	V3	Offence	Publishing public messages offering, in exchange for remuneration, to be designated as the driver of a vehicle in which a driving violation was committed leading to the loss of driving points

## B. Key measures

### Priority 5: Combating the most hazardous types of conduct

#### Measure 27: Requiring payment of a deposit when a driver wishes to designate a holder of a foreign driving license

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**Objective: Preventing any abuse of the designation procedure, which will result in greater compliance with the rules of the Highway Code**

When designating an individual other than the vehicle owner as the driver in the event of an offence, it is necessary to provide the identity, address and reference number of the driving license belonging to the person assumed to have been driving the vehicle when the offence occurred.

However, an increasingly widespread phenomenon involves listing reference information for driving licenses issued abroad, and/or individuals residing abroad. When this occurs, the offence cannot always be processed given the difficulty in verifying the accuracy of the information provided, or the impossibility of recovering the fine incurred. Despite this, the owner of the vehicle is no longer liable for the payment of the fine and the loss of points.

#### THE MEASURE

**Introducing stricter conditions when designating a driver holding a driving license issued abroad, or residing abroad:** the “designating” vehicle owner will have to deposit a sum equivalent to the fine incurred when making their designation claim. This deposit will be repaid to the “designating” vehicle owner in the event the “designee” pays the fine.

## B. Key measures

### Priority 5: Combating the most hazardous types of conduct

#### Measure 28: Doing more to punish repeat offences of driving without a license

##### Objectives:

**Reinforcing the dissuasive nature of penalties for multiple repeat offenders**

**Reducing the number of unlicensed drivers**

Certain disparate driving offences are legally considered to constitute an "interchangeable offence" in terms of recidivism (charging drivers with a repeat offence).

Currently, these are:

- driving a vehicle despite never having obtained the necessary driving license, or driving with a license that does not cover the type of vehicle in question;
- the vehicle driver's refusal to obey a command to stop;
- the vehicle driver's refusal to obey a command to stop, directly exposing others to the risk of death or permanent injury;
- driving a vehicle in an evidently intoxicated state or under the influence of alcohol;
- driving a vehicle after having consumed substances or plants classified as narcotics;
- excess speeding of at least 50 km/h above the max speed limit by a motor vehicle driver.

In practical terms, this means that if a driver is convicted of driving a vehicle while drunk, and within the next 5 years is charged with driving without a license, the second offence is considered a repeat of the first, and the penalties incurred will be doubled.

Driving without a license is an increasingly noted occurrence, through it is difficult for security forces to identify except via traffic stops. The current proliferation of repeat unlicensed driving offences requires an extension of the list of offences considered to constitute a repeat offence with regard to restrictions to the right to drive.

## B. Key measures

### Priority 5: Combating the most hazardous types of conduct

#### THE MEASURE

**Extending the list of actions that may constitute repeat offences to include any and all offences committed by individuals found to be driving without a license, notably including:**

- the refusal to hand in one's driving license or driving despite an order to return one's license after all its points have been rescinded,
- the refusal to hand in a driving license or driving in spite of an administrative (prefectural) or legal suspension,
- driving a vehicle that is not equipped with an ignition interlock device when one has been banned from doing so,
- driving a vehicle despite being legally banned from driving said vehicle.

The judicial authority may prohibit an individual from driving any vehicle, even those for which a driving license is not required.

**For more information :**

[Link to Article 132-16-2 of the Penal Code, which lists driving offences considered to constitute an "interchangeable offence" in terms of repeat offences](#)

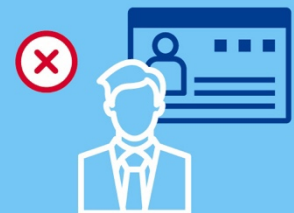
#### ACCIDENT RATE LINKED TO UNLICENSED DRIVING IN 2022

**281**  
people  
were killed

in accidents  
involving drivers  
**without a valid license**

**6%**

of drivers involved in fatal  
accidents were driving  
without a license



Source : ONISR, 2022

## B. Key measures

### Priority 5: Combating the most hazardous types of conduct

#### **Measure 29: Extending to twelve months the duration for which a state prosecutor may confiscate a license in the event of a non-trial settlement procedure**

**Objective: Making the period during which a license is suspended by the courts more dissuasive in the event of a crime**

State Prosecutors may, in the context of a non-trial settlement procedure, require the license of a driver having admitted to committing an offence punishable by a maximum of five years imprisonment to be handed over to the court. This confiscation of the license is currently capped at a maximum of six months.

For more minor offences, this confiscation by the court is limited to three months.

This duration is not sufficiently dissuasive and should be extended, particularly when the driver was in a state of inebriation or intoxication.

#### **THE MEASURE**

**Extending to twelve months the duration of the confiscation of the license of an individual who admits to having committed an offence punishable by up to five months' imprisonment.**

**For minor offences, extending the time limit to six months.**

**For more information:**

[Article 41-2 4° of the Penal Procedural Code](#), enabling State Prosecutors to require driving licenses to be handed over to the court.



## B. Key measures

### Priority 6: Simplifying life for road users

#### Measure 30: Simplifying new car registrations with Simplimmat

**Objectives:**

**Enhancing vehicle registration services using a modern, digitally compatible tool**

**Facilitating and digitising the administrative processes involved in the registration of second-hand vehicles, with enhanced protection of user data**

In 2017, the procedure for issuing vehicle registration certificates (known in French as the "grey card" or *carte grise*) was fully digitised, with prefectures no longer handling the procedure.

In 2021, the Simplimmat application was launched on an experimental basis by State services, in order to facilitate and secure the purchase of second-hand vehicles and the acquisition of a *carte grise*.

Users selling second-hand vehicles can now download the Simplimmat app (developed by the government's ANTS service) on their smartphone. This application is available free of charge via Google Play and the Apple Store, and allows individuals to simultaneously declare the transfer of ownership and request a new vehicle registration certificate (*carte grise*) for a second-hand vehicle (making the sale official) using their smartphone.

From the app, the seller and the buyer can complete the procedures simultaneously and in real time during the vehicle transaction, just before the keys are handed over. This requires the buyer and seller to be physically in one another's presence, carrying an official form of ID and the existing *carte grise*.

The buyer receives the new *carte grise* in their own name a few days later via post.

Since late May 2021, the application's trial phase has made Simplimmat accessible to users residing in Centre Val-de-Loire, Normandy, Brittany and Ile-de-France

#### THE MEASURE

**Extending Simplimmat for nationwide use in the autumn of 2023.**



# HOW TO USE SIMPLIMMAT ?

Simplimmat is the official French government application designed to simplify administrative procedures for individuals buying or selling a used car.

## ▶ DECLARE THE SALE OR PURCHASE OF A USED CAR



- 1 TAKE A PICTURE of your vehicle registration card and ID
- 2 SHARE the sale document with the future owner
- 3 DECLARE THE SALE
- 4 DOWNLOAD the signed and completed certificate of sale



- 1 TAKE A PICTURE OF YOUR ID
- 2 CHECK the vehicle characteristics
- 3 VALIDATE THE SALE DOCUMENT with the owner
- 4 DECLARE THE PURCHASE and download the signed and completed sale certificate

## ▶ REQUESTING A NEW VEHICLE REGISTRATION CARD



- 1 SCAN a proof of address
- 2 ADD co-owners
- 3 IMMEDIATELY RECEIVE the provisional registration certificate



### MANAGE YOUR DOCUMENTS



- CONSULT your latest transactions
- ACCESS DOCUMENTS at any time

## B. Key measures

### Priority 6: Simplifying life for road users

#### Measure 31: Making it easier for drivers to check their points tally

##### Objectives:

**Making the driving license points checker more accessible: ability to quickly access effective, reliable information regarding the loss or return of points**

**Increasing user uptake for the points checking system, reinforcing its educational value, and reducing the number of offences and road accident rates**

Since its creation in 1989, the driving license points system has been an effective means of improving road safety. It has also been subject to significant modifications and upgrades, such as the introduction of the probationary period in 2003.

Since the implementation of the “new-generation prefecture” plan in 2017, use of the platform has increased by 23%. Half of all uses of the platform were by drivers checking how long it would take to earn their points back.

#### THE MEASURE

**Making it easier for drivers to check the amount of points remaining on their license, by implementing 4 actions:**

**1) Modernising the Télépoints website, which will become MesPointsPermis**

A new website will enable users to check their points tally, but also their entire driving license history with new information available (provisional date for recovery of points, usefulness of completing a road safety awareness course). This new application will comply with GDPR, offering users the option of creating a login ID and password, or logging in using the FranceConnect service. The site will go online by the end of this year.

**2) Making it compulsory to declare any change of address**

In order to improve the reliability of driving license holder data, updating driver addresses on a regular basis will enable the user to be kept informed of the status of their driving rights. The move falls within the new administrative process for changing address, which was introduced as part of the *Dites-le nous une fois* scheme.

**3) Instituting a maximum time limit for authorities to a) inform road users of any offence for which the Highway Code stipulates the loss of points from their license, and b) process any claims from road users contesting their decision.**

The creation of an interconnection between the information systems used by the courts and driving license services will enable a reduction in communications times.

## B. Key measures

### Priority 6: Simplifying life for road users

#### 4) Clarifying rules pertaining to the recovery of driving points.

The Highway Code outlines 5 ways in which driving points may be restored to a driving license. Aside from the recovery of points following completion of a road safety awareness training course, the other methods of regaining points are generally not well understood by the average citizen. The mechanism will therefore be simplified, and will indicate only the time required to recover points based on the number of points removed.

#### For more information :

To check how many points remain on your license: <https://www.securite-routiere.gouv.fr/le-permis-points/consulter-son-solde-de-points>

### Measure 32: Digitising the driving license

#### Objective: Securing and simplifying driving license documentation

As part of ongoing efforts to simplify access to public services, France is currently developing a digital identity service. The National Agency for Secure Identity Documents (*agence nationale des titres sécurisés*, or ANTS) is overseeing the development of the France Identité mobile application, which will be brought before the European Commission to join the portfolio of European digital I.D. documents.

Furthermore, from 2024 onwards the application will enable citizens to obtain a digitised version of their driving license.

#### THE MEASURE

**Making the driving license available via smartphone in a way that is secure and can be checked by law enforcement and third parties, and backed by the France Identité application.**

The digital license will be accessible to all citizens from 2024 onward. However, it will not be obligatory, and users may continue to use their physical license.

## B. Key measures

### Priority 6: Simplifying life for road users

#### Measure 33: Phasing out car insurance stickers and “green cards”

##### Objective: Combating uninsured driving

In 2022, in 7% of fatal accidents and 7% of accidents causing bodily harm, one of the vehicles involved was not insured. 239 people were killed in these accidents.

The number of uninsured vehicles is estimated at around 900,000 by the Inter-ministerial Road Safety Observatory (*Observatoire interministériel de Sécurité routière*, or ONISR). The cost of non-insurance amounted to €107 million in 2022: this reflects the amounts paid out to victims of uninsured drivers by the *Fonds de garantie des assurances obligatoires* (which arranges compensation for victims when the liable party is unidentified or uninsured) – a figure which rose by 24% between 2017 and 2022.

#### THE MEASURE

**Eliminating the paper insurance documents issued by insurers to vehicle owners and replacing them with the digital Insured Vehicles Registry (*Fichier des véhicules assurés*, or FVA), which can be checked by law enforcement and is kept updated by insurance companies.** This new system will stop drivers from presenting falsified documents, or insurance certificates which may appear valid even after the contract has been cancelled.

Verification of a vehicle’s insurance status will therefore be based on whether or not its license plate number is listed in the FVA.

Vehicle owners will no longer receive hard copy insurance documents from their insurer every year. Penalties for failure to display these documents in the vehicle will be eliminated.

At the same time, checks on vehicle insurance will become more thorough, thanks to the data overlap between the FVA and vehicles which have been picked up by speed cameras.

Finally, there is a proposal to **organise a consultation bringing together a wide panel of stakeholders (including ministers, insurers and the Victim Guarantee Fund, or FGAO) to address the issue of uninsured younger drivers.**

This committee will work to diagnose the difficulties young people experience when seeking insurance (both economic and non-economic), documenting areas for consideration and providing a mutually agreed response.

## B. Key measures

### Priority 6: Simplifying life for road users

#### For more information:

#### What is the purpose of insurance?

The “green card” and insurance certificate are documents proving that drivers have complied with their legal obligation to insure their vehicles against the potential harm they may cause to others. At present, these must be displayed beneath the vehicle’s wind shield (certificate) or presented to law enforcement during traffic stops. These documents are updated each year and re-issued to insurance holders by the insurance company.

#### Does the physical nature of these documents carry certain limitations? YES

- The risk for users of being fined for failure to present valid proof of insurance, even though their vehicle may be fully insured;
- The relatively high cost of printing hard copies (€150 million according to insurers) and a non-negligible environmental cost, given the sheer volume of certificates to be issued (estimated by insurers at over 1200 metric tonnes of CO2 emissions);
- Risks of falsification and a lack of automatic renewal, impeding law enforcement’s ability to carry out effective checks.

#### Will this measure lead to the digitisation of all documents? NO

In addition to the registration of data in the FVA, a formal document will be issued by the insurer. Each time an insurance contract is taken out, a document listing the vehicle’s insurance details will be issued. This document must be kept inside the vehicle so that the driver can check their contract information should they need to do so (in particular when filling out an accident report). This document will also serve as a temporary proof of insurance during the 15-day period after a contract is taken out, covering the time required for the information to be registered on the FVA by insurers (up to 72 hours of latency), and to avoid fines being levied on drivers who are insured but whose details have not yet been updated in the online registry.

#### How will drivers be informed of this new procedure?

This reform will be accompanied by a communications campaign that will also remind drivers of their obligation to take out insurance and the civic responsibility of driving, as the phasing out of the green card could be misinterpreted by certain drivers as an indication that insurance is no longer a requirement. A website will be launched in order to allow vehicle owners to check that their vehicle is fully registered in the Vehicle Insurance Registry (FVA).

## B. Key measures

### Priority 6: Simplifying life for road users

#### Measure 34: Simplifying vehicle impounding procedures

**Objective: Improving services for users (private vehicle owners, rental operators, victims of vehicle theft, etc.) when their vehicle has been impounded**

Of the 450,000 vehicles impounded in France in 2022, almost 85% were recovered by their owners.

#### THE MEASURE

**Setting up a web service, hosted on the service-public.fr website, designed to assist users. The site will have 3 functions:**

- Checking if a vehicle has been impounded
- Checking the status of an impounded vehicle file
- Making an online request to recover a vehicle from an impound facility

This digital service will go online in summer 2023.

## B. Key measures

### Priority 7: Taking action to improve road safety in overseas territories and regions

#### Measure 35: Improving understanding of road user conduct and adapting communications

**Objective: Improving understanding of the specific nature of road safety in overseas territories, in order to provide a more apposite response**

For French overseas territories, detailed information available on the nature of road accidents in each different region is insufficient. Although the main accident factors observed differ only slightly from those in mainland France (speed, alcohol, drug use), there are particularities to take into account.

The completion of quantitative and qualitative behavioural studies would enable actions to be adapted to the local context, and help bring about new strategies.

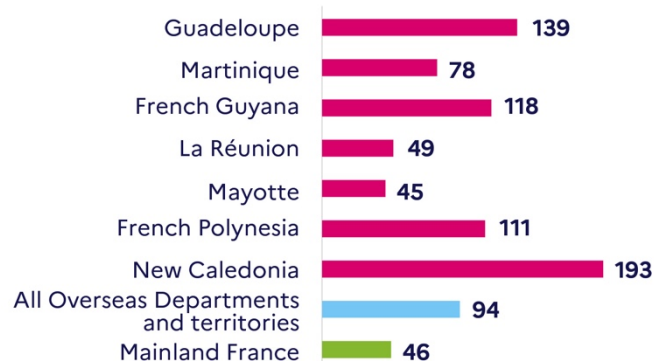
The communications strategies deployed locally will be based on the results of these behavioural studies.

#### THE MEASURE

**Carrying out a qualitative and quantitative study in each of the regions involved, examining road user behaviours and expectations, with the ambition of determining the most effective methods of increasing road safety awareness.**

The creation of a dedicated fund for road safety communications campaigns in overseas regions will enable local communications strategies to be properly defined and implemented. As of 2023, this fund will be worth €500,000. It can also be mobilised to enact an active policy of occupational driving risk prevention, in partnership with the local economic fabric of each area.

Average annual fatalities per million inhabitants in Overseas departments and territories (2019-2022)







# ACCIDENT RATES IN OVERSEAS DEPARTMENTS AND TERRITORIES IN 2022

**283**

people killed  
on the roads



**172**

in Overseas  
Departments

**111**

in Overseas collectivities  
or in New Caledonia



**+11%**

compared  
to 2019

## RISE IN ROAD DEATHS AMONG YOUNG PEOPLE BETWEEN 2019 AND 2022



**+18%**

18-24 years



**+34%**

25-34 years

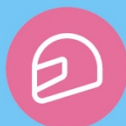


**2-WHEELED  
MOTOR VEHICLES**

**35%**

of road deaths  
in Overseas  
Departments  
and Territories

## DANGEROUS CONDUCT



NOT WEARING A MASK  
when riding a two-wheeled  
motor vehicle

**= 1 IN 5 DEATHS**



NOT WEARING A SEATBELT  
in a car

**= 3 IN 5 DEATHS**

## B. Key measures

### Priority 7: Taking action to improve road safety in overseas territories and regions

#### Measure 36: Leading new local partnerships designed to generate engagement in road safety

##### Objective: Remobilising to address the issue of road safety in French overseas territories

French Overseas Departments are equipped with the same tools as their mainland counterparts in terms of enacting local road safety policies (General Orientation Document, Departmental Road Safety Plan). However, local project leaders with the ability to carry over and implement State initiatives in terms of risk prevention remain few in number. The same observation applies in territories where road safety policy falls under local government jurisdiction (French Polynesia, New Caledonia).

However, certain experimental remobilisation efforts initiated by prefects, notably in the form of the Road Safety Convention (*Assises de la sécurité routière*, such as in Guadeloupe) have proven to be effective and have stimulated renewed involvement from both local associations, economic stakeholders and local governments. A similar initiative has been announced for next autumn by the government of New Caledonia.

#### THE MEASURE

**Making local Road Safety Conventions (“Assises”) a standard practice**, encouraging actions from local executives in charge of road safety and requesting they be organised by the prefects of Overseas Departments. The DSR will provide methodological and financial support for these initiatives. These events will bring together the entire local ecosystem of road users, and will generate new impetus in terms of community association commitments and the mobilisation of local governments.

Particular emphasis will be placed on **the treatment and management of addiction** (alcohol, narcotics) during these events, in order to support the emergence of local structures for the prevention and treatment of the effects of these addictions on road accident rates.

##### For more information:

[The Regional Convention on Road Safety in Guadeloupe, 17 March - 12 April 2022](#)

## B. Key measures

### Priority 7: Taking action to improve road safety in overseas territories and regions

#### Measure 37: Supporting the reinforcement of efforts to crack down on illicit conduct by road users

**Objective:** Ensuring law enforcement agencies in overseas territories are better equipped, in order to allow them to carry out more effective and more frequent crackdowns and improve compliance with the Highway Code

#### LA MESURE

**Installing and modernising automated speed monitoring devices (notably in New Caledonia and French Polynesia).**

**In Saint-Martin and Saint-Barthélemy, deploying an electronic penalty system** as the absence of ticketing/fining resources constitutes a considerable impediment to the authorities in charge of curbing driving offences.

**In Saint-Pierre-et-Miquelon, enabling the local prosecutor's office to function as the *officier du ministère public*, equivalent to a police commissioner.**

**Improving the collection rate for penalty fines**, which currently stands at below 50% for the majority of overseas departments and territories; well below the collection rate in mainland France.

**Supporting local governments in establishing functional impound facilities.** The lack of functional impound facilities means that administrative or judicial decisions to impound vehicles whose drivers commit offences are not always implemented.

## B. Key measures

### Priority 7: Taking action to improve road safety in overseas territories and regions

#### Measure 38: Improving treatment and assistance for road users involved in accidents

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**Objective: Improving treatment and assistance for victims injured in road accidents in overseas territories, by encouraging these territories to apply for FMIS funding**

Since 2019, the French government has deployed a practical financial instrument for the modernisation of structures providing treatment and assistance to those injured in road accidents, via a dedicated annual allocation of €26 million to the "Healthcare Modernisation and Investment Fund" (*Fonds pour la modernisation et l'investissement en santé*, or FMIS).

Overseas public and private hospital services have not applied for assistance from this fund, despite the fact that the number of people injured in road accidents is higher than the mainland average, and that medical and outpatient care structures are often less-well equipped in overseas regions.

#### THE MEASURE

In partnership with the Regional Healthcare Agencies (*Agences régionales de santé*, or ARS) and administrative structures responsible for healthcare establishments in each territory, **identifying the most pressing modernisation needs in terms of treatment, assistance and recovery care for victims of injury.**

**Financing these improvements via the FMIS.**

## C. Summary review of the CISR 2018

The Previous Inter-ministerial Committee on Road Safety (*Comité interministériel de la sécurité routière*, or CISR) was held on 9 January 2018, at a time when road deaths had fallen steadily for the past twelve years only to increase once again, and when road accidents were the leading cause of violent death in France.

Three key priorities were established for the road safety policy of that five-year period:

- Civic engagement in road safety
- Protecting all road users
- Putting new technologies to work for road safety

These three key priorities were subdivided into 18 structural measures. As of July 2023, after a five-year period intersected by a two-year health crisis, 12 of these measures had been fully implemented, 4 had been partially implemented as they required significant legislative measures, research efforts or IT developments, 1 had been achieved via a separate framework and 1 could not be achieved.

### Civic Engagement

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Based on the principle that road safety is everyone's responsibility, several actions were undertaken in order to enable all citizens to take action in favour of road safety (measure N°1).

For young people, this was reflected in the establishment of a community of civic volunteers, the installation 120 digital driving simulators around the country, the promotion of supervised driving hours following a trial phase carried out in 2020 via 8 local missions, as well as initiatives to prevent dangerous driving (involving alcohol and cannabis).

Training has also been offered to representatives of student associations in higher education establishments.

Doctors have been trained to discuss road safety issues during consultations with elderly patients, and a conference dedicated to Senior Citizens' Mobility was held on 29 June 2021.

Directions were issued to prefects on 17 December 2018 to enable labour associations to become more involved in prevention and awareness campaigns for occupational road safety.

Eight senior civil servants were nominated to oversee the occupational road safety policy for government employees: they met on 6 occasions to share best practices (notably during occupational road safety days), to improve agent training (driving courses) and to guide and support the implementation of mobility plans within each ministry via preventative measures. 5 ministries and almost 2,750 companies made an active commitment to road safety by signing up to the "Charter of 7 Commitments".

Finally, monitoring indicators for occupational driving risks are now regularly published in order to improve knowledge of the leading cause of occupational mortality.

In order to make them aware of the scope of their responsibilities (measure N°2), since December 2018 new driving license holders (of which there are 1.2 million each year) have had to sign a digital charter via which they pledge, for as long as they continue to drive, to respect and protect all road users.

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To motivate road users, especially driving license holders who still have all their points, to display exemplary conduct, a strategic inquest was held by the National Council for Road Safety on how to showcase exemplary conduct (measure N°3). However, no method deemed efficient enough to be employed emerged as a result.

In order to improve treatment and assistance for road accident victims (measure N°4), in January 2019 the Government established an investment fund for the modernisation of healthcare and medico-social structures responsible for treating and assisting road accident victims. This fund receives all surplus revenue obtained by the State as a result of maximum speed limits being lowered from 90 - 80km/h. As such, each year €26 million is allocated to the *fonds pour la modernisation et l'investissement en santé* (FMIS), and is used to finance over a hundred projects in these treatment and ongoing recovery facilities, as well as in medico-social establishments involved directly in assisting victims of road injuries.

### Protecting all road users

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Given that excessive or unsuitable speed is a factor in over a third of accidents, one of the major priorities of the CISR was to reduce the number of deaths by reducing average speeds on the most accident-prone roads.

A decree issued on 15 June 2018 modified regulations in order to reduce the maximum speed limit on two-way roads with no central barrier from 90km/h to 80km/h. The Cerema was tasked with evaluating this measure over a 20-month period from 1 July 2018 - 28 February 2020. According to its conclusions, this measure saved 349 lives over 20 months, as well as €700 million per year (financial gains owing notably to the reduction of accidents and reduced consumption of fuel), with the average journey time being extended by one second per kilometre.

The Transport Guidance Law (*loi d'orientation des mobilités*, or LOM) enacted on 24 December 2019 allowed presidents of Departmental Councils, as well as mayors, the option of setting the maximum speed limit at 90km/h along certain sections of their road network. As a result, the limit was raised along roughly 50,000km of Departmental roads (out of a total of 377,000km).

In 2021, the number of people killed on rural roads (not including motorways) of the 38 Departments in which the Departmental Council opted to raise the speed limit to 90km/h for all or part of the network was equivalent to the number of fatalities these Departments experienced in 2019. Over this same period, the number of deaths dropped by 16.4% (compared to 2019) in other departments (where the 80km/h speed limit was retained).

In 2022, the number of people killed on rural roads (not including motorways) of the 45 Departments in which the Departmental Council opted to raise the speed limit to 90km/h for all or part of the network was 1% higher than 2019 figures. Conversely, the

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number of deaths on these roads was 2% lower than the rest of departments that retained the 80km/h limit<sup>4</sup>.

Dynamic speed limits have been developed for certain sections in order to adapt speed limits to traffic conditions, with the installation of new-generation signs capable of indicating variable messages (measure N°6). The map of automatic speed cameras was made available online in July 2018 on the Road Safety website, in order to provide road users with reliable and transparent information (measure N°7). As regards the measure pertaining to the possibility of driving a vehicle equipped with a speed controller following the suspension of a license for speeding at over 40km/h above the legal limit, no satisfactory technology has been identified at this stage (measure N°8).

Given the alarming rise in pedestrian fatalities observed in 2018, all measures proposed by the CISR designed to protect pedestrians were carried out (measure N°9). Road markings immediately adjacent to pedestrian crossings must be redesigned to increase pedestrian visibility no later than December 2026, as per application of Article L. 118-5-1 of the roadways Code. A government order issued on 12 December 2018 gives departments of transport the option of drawing an advanced stop line up to five metres ahead of the crossing in order to indicate where vehicles should wait. Experimental initiatives were launched and CEREMA guides for roadway layouts were published, in order to increase the level of protection for pedestrians or sight-impaired individuals, for example, via optimised use of sound or tactile signals around traffic lights. The development of dedicated itineraries to enable children to travel safely (walking buses and bicycle buses) was codified in article L. 1214-2 of the Transport Code. An order issued on 17 September 2018 enables observation without intervention (notably video fines) of offences involving failure to observe the right of way for pedestrians as stipulated in the Highway Code, and reinforces the penalties applied to drivers committing these offences (increasing the number of points lost from 4 to 6): 4,919 offences of this type were registered in 2021.

The CISR pledged official support to ensure the practice of cycling could be developed safely (measure N°10). For children, the "Cycling proficiency" scheme is now a part of the Education Code, and is currently being made a standard practice in order to ensure that young people can benefit from the independence of cycling to secondary school: over 325,000 certificates were issued in 2019. For adults, the "Back in the Saddle" refresher courses were the subject of financial stimulus and organised by professional federations and cycle shops, in particular following the end of lockdown (6,400 courses were financed from May 2020 - March 2021 via the "coup de pouce vélo" assistance scheme). In addition, several studies were financed by the Road Safety commission with a view to improving understanding of the benefits of new equipment (folding helmets, etc.) and the role that safety gear played in reducing localised injuries and their severity among cyclists: 5 studies of this sort were carried out with €600k worth of funding, examining the safety of bike helmets, scooter helmets, approval for new lighting equipment, cyclist behaviour vis-a-vis the wearing of safety gear and the use of electrically assisted bikes by seniors.

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In order to combat driving under the influence of alcohol (measure N°11), which is one of the leading causes of road deaths, measures have been implemented to invite road users to self-test and to encourage the use of ignition interlock devices. Following the axing of the requirement to carry a breathalyser in vehicles, partnerships were signed with retail and distribution federations in order to develop preventative actions and communications campaigns. An order issued on 30 March 2021, followed by the application of the Transport Guidance Law on 24 December 2019, introduced the widespread sale of breathalyser tests, both beside alcoholic beverage aisles in all establishments selling drinks to be consumed off-premises, as well as on e-commerce sites. The installation of an ignition interlock device with medico-psychological monitoring in the event of repeat drink-driving offences was made compulsory by the aforementioned Transport Guidance Law, and a decree published on 17 September 2018 allows drivers found to have a blood alcohol level of over 0.8g/L, and whose license has been suspended, to continue driving during the suspension period on the condition that they only drive vehicles equipped (at their own expense) with an ignition interlock device. Since then, the number of prefectural orders requiring installation of an ignition interlock device in lieu of a license suspension has increased sharply, from 8,000 in 2019 to over 17,000 in 2022.

A decree published on 19 April 2021 in application of the Transport Guidance Law created the regulatory framework enabling law enforcement to temporarily suspend, at their request, systems providing the location of their drug/alcohol testing checkpoints; however, further I.T. developments are required in order to make this measure applicable (measure N°12).

Measures designed to increase compliance with the ban on holding telephones in one's hand when driving (measure N°13) are indicated in a decree published on 18 May 2020, as per the application of the Transport Guidance Law. From now on, law enforcement may confiscate a driving license if the driver was holding their phone in their hand when they committed an offence threatening the safety of those around them.

The aforementioned Transport Guidance Law also includes measures that allow towing of vehicles whose drivers have committed serious infringements of the Highway Code, such as driving without a license or while intoxicated (measure N°14).

Given the particularly high level of exposure for users of motorised two-wheel vehicles, who represent 21% of road deaths despite accounting for only 2% of motor traffic, all actions aiming to protect these road users (measure N°15) were put in place, with the exception of using fog lights during the day, as this could not be made compatible with the provisions of the Vienna Convention on Road Traffic. As such, communications campaigns and the signature of an agreement with the main stakeholders involved, as well as an "airbag plan" were launched starting in 2018 in order to encourage the use of protective gear, in particular when learning to ride. A government order issued on 18 February 2020 modernised the examination methods for driving tests for the A1 (light engines) and A2 categories (mid to high-powered engines). A specific test for motorcycles was created. It requires candidates to not only demonstrate proficient knowledge of the general rules of the road, but also the potential risks associated with driving this type of vehicle. The practical test has been redeveloped so that driving test inspectors can perform a more comprehensive assessment. The pass threshold was also raised from 17 to 21 points. Finally, the training course and motorcycle driving test now



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take into account an assessment of safety margins and safe distances observed when riding two-wheeled vehicles. The modification of the content of 7-hour training courses (which cover mopeds and motorcycles) has been retained under a different form, as part of the driving license reform measures introduced on 2 May 2019. A compulsory education and awareness meeting for the parents of minors attempting to pass their moped license was established via an order issued on 18 December 2019, using the same model as the meeting that exists for supervised driving.

In order to protect buyers of second-hand vehicles (measure N°16), the "HistoVec" website was set up in January 2019. The site provides any buyer of a second-hand vehicle with information on the vehicle's history, thereby providing certain guarantees prior to the transaction. Over 250,000 vehicle records are issued each month.

In order to improve handling of repeat offenders, measure N°17 planned to increase the duration of their driver awareness training course. This measure was not pursued, in light of the specific measures enacted on 2 May 2019 pertaining to the "License for all" (*Permis pour tous*) reform.

### Putting new technologies to work for road safety

In addition to the pursuit of research at the national and international level on self-driving cars, several actions have been implemented in order to anticipate new technologies which could be used to enhance road safety (measure N°18). Efforts have been launched to equip law enforcement with innovative technological resources, such as the design of multi-sensor ramps capable of reading license plates, or the approval of new-generation breathalysers. In addition, new portable speed guns will gradually be issued. A special "innovation" fund was also created in 2019 and currently receives €2 million in annual financing: it helps support research projects such as the "Narco-meter", which would be used by law enforcement during drug screening traffic stops. Finally, a software tool for mapping accident data has been deployed to law enforcement in order to improve the effectiveness of highway patrols.



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