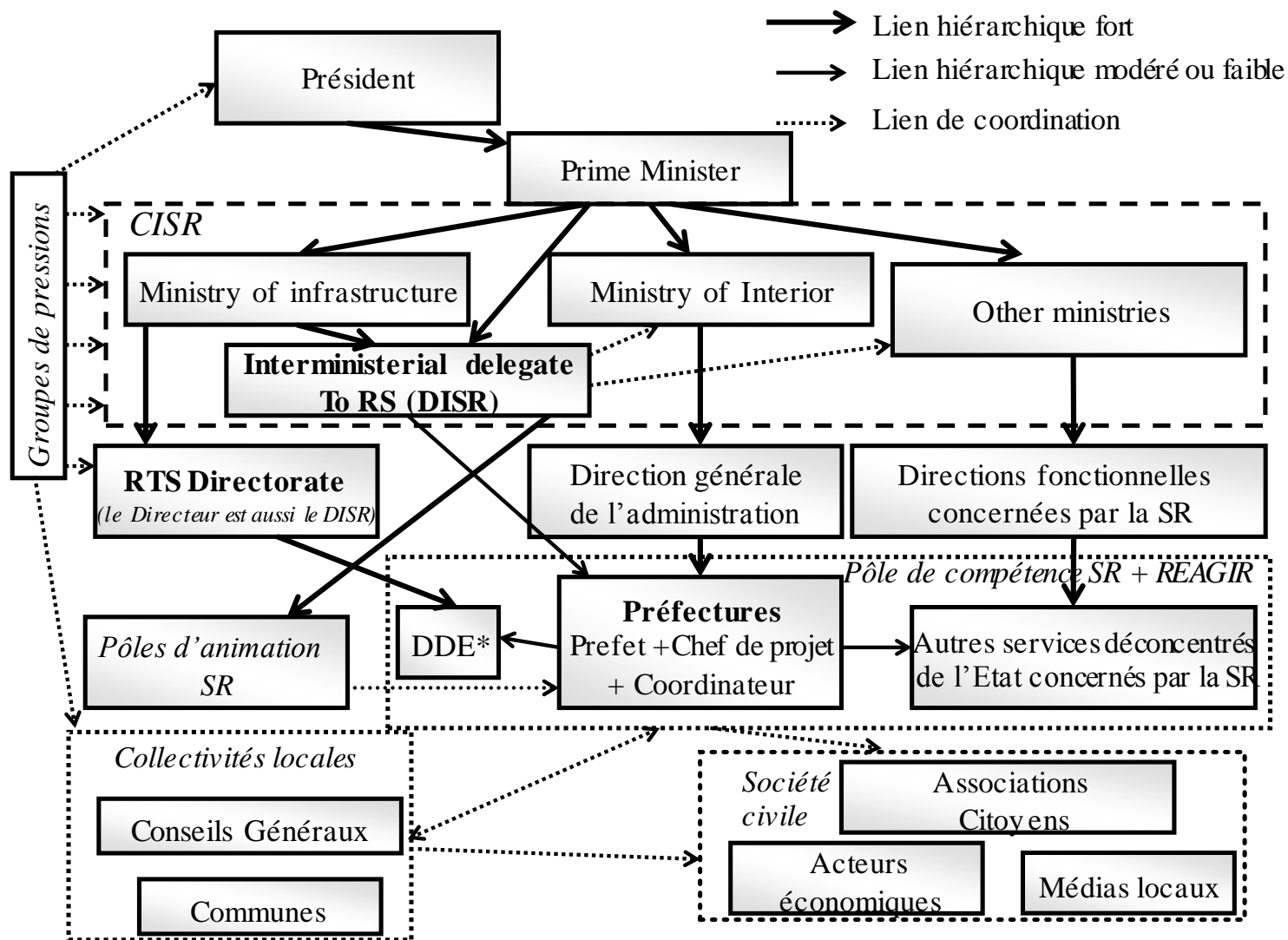


Safe system approach : France case

Sylvain Lassarre

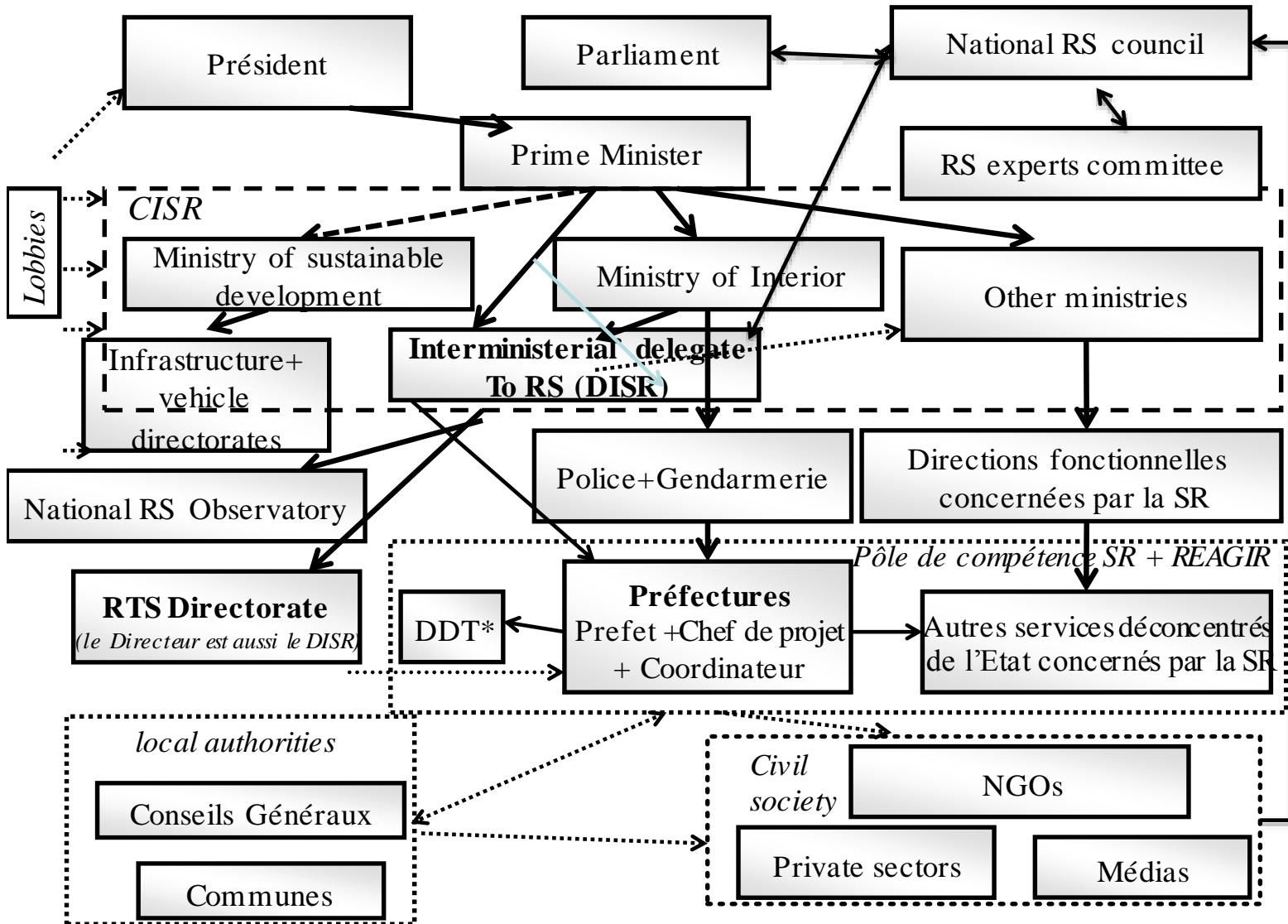
GRETTIA/COSYS - IFSTTAR

Past



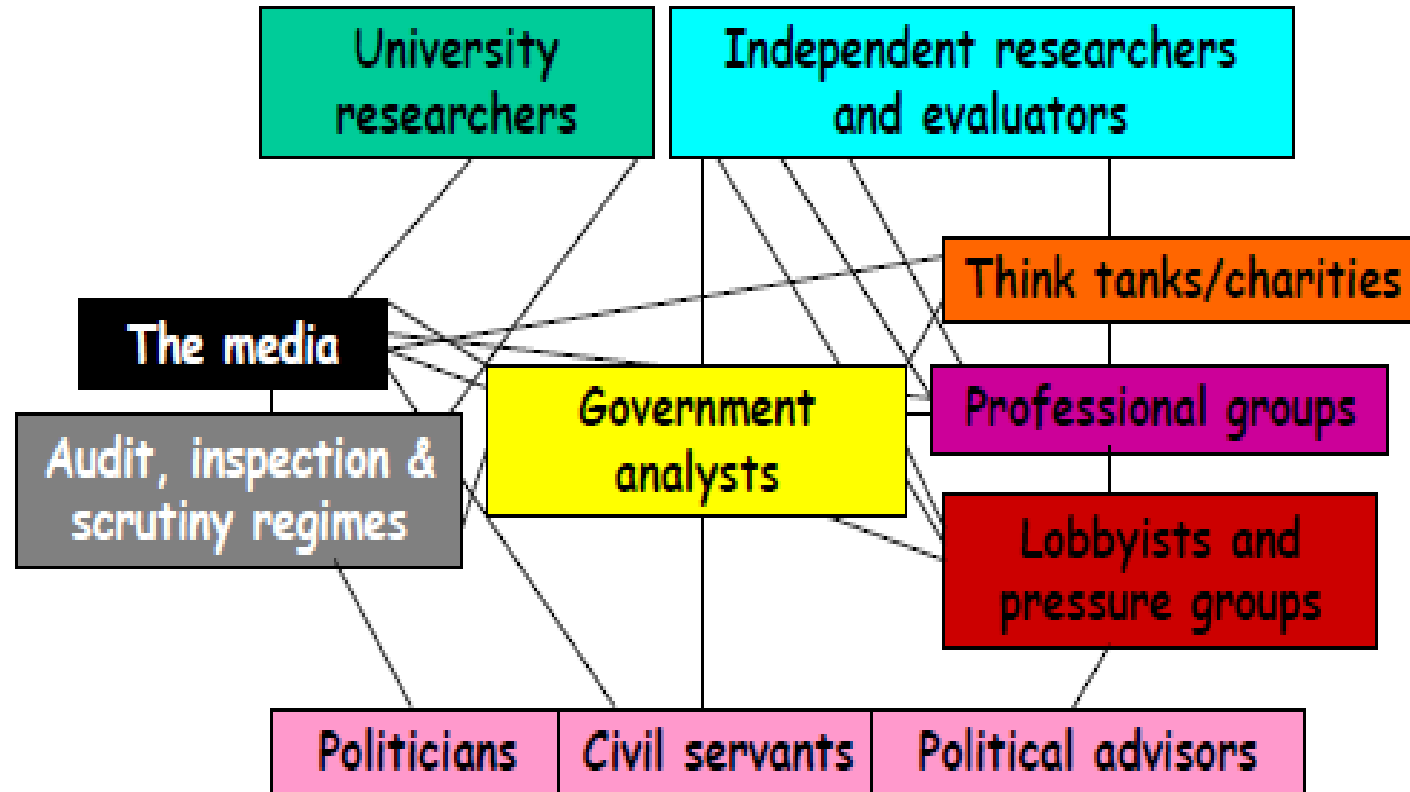
* Directions Départementales de l'Équipement

Present



* Directions Départementales de l'Équipement

The many active actors and the complexity of the policy networks



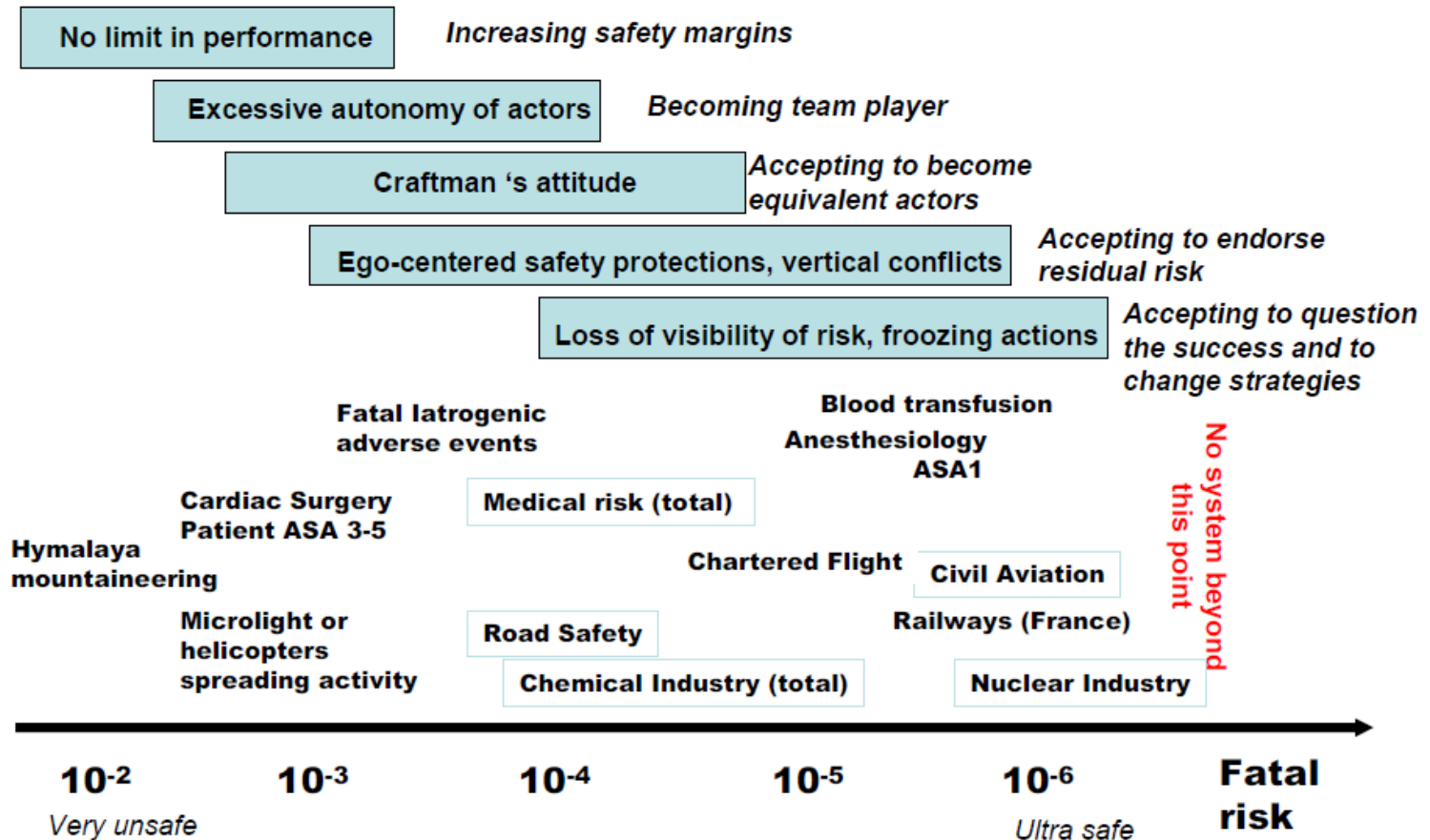
Interministerial delagate

- Christian Gérondeau 1972-1982; civil engineer
- Pierre Mayet : 1982-1985 ; civil engineer
- Pierre Denizet : 1985 - 1987 ; administrator
- Pierre Graff : 1987 - 1990 ; civil engineer
- Jean-Michel Bérard : 1990 - 1995 ; prefet
- Alain Bodon : 1995 - 1998 ; administrator
- Isabelle Massin : 22 juillet 1998 - 3 mars 2003 urbanist
- Rémy Heitz⁷ : 3 mars 2003 - 22 novembre 2006 ; magistrate
- Cécile Petit⁸ : 22 novembre 2006 - 11 juillet 2008 ; magistrate
- Michèle Merli : 11 juillet 2008 - 15 juillet 2011 ; prefet
- Jean-Luc Névache : 15 juillet 2011 - 30 mai 2012 ; prefet
- Frédéric Péchenard : du 30 mai 2012 au 4 décembre 2013 ; Police directorate
- Jean-Robert Lopez depuis le 7 avril 2014 , prefet

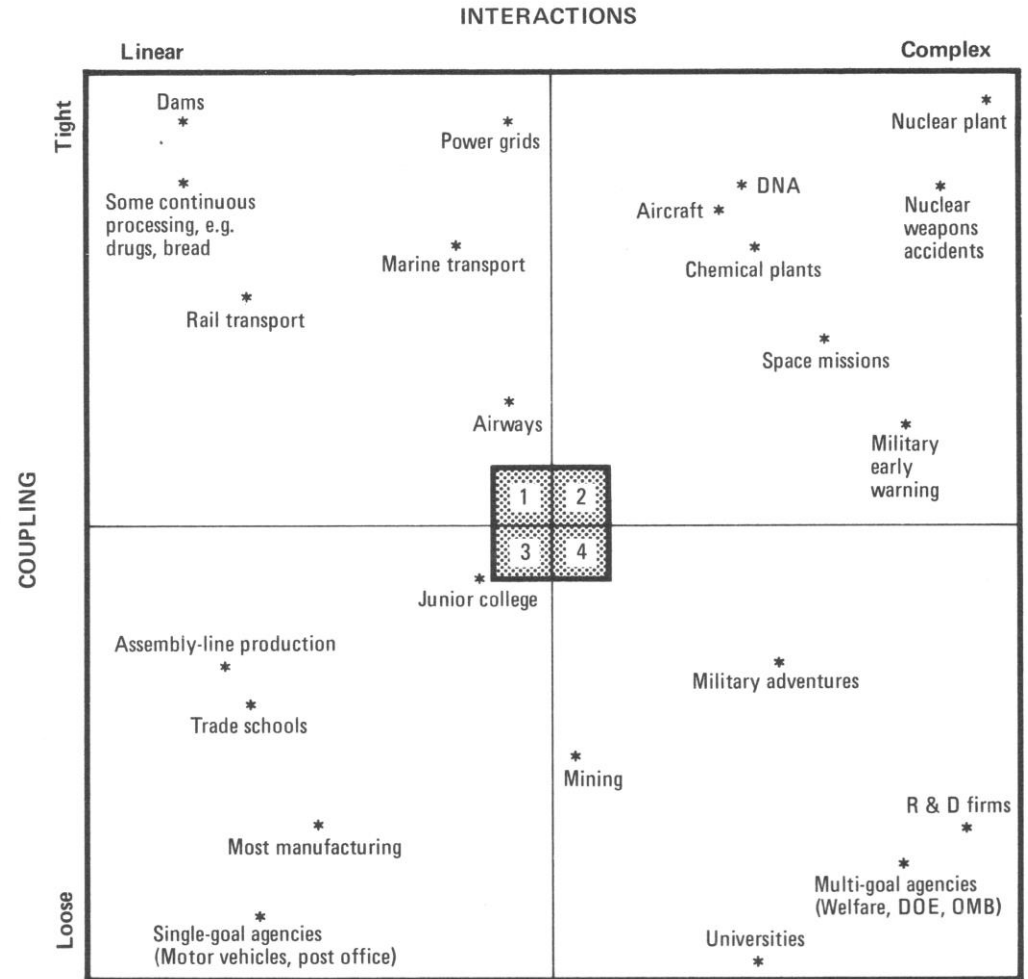
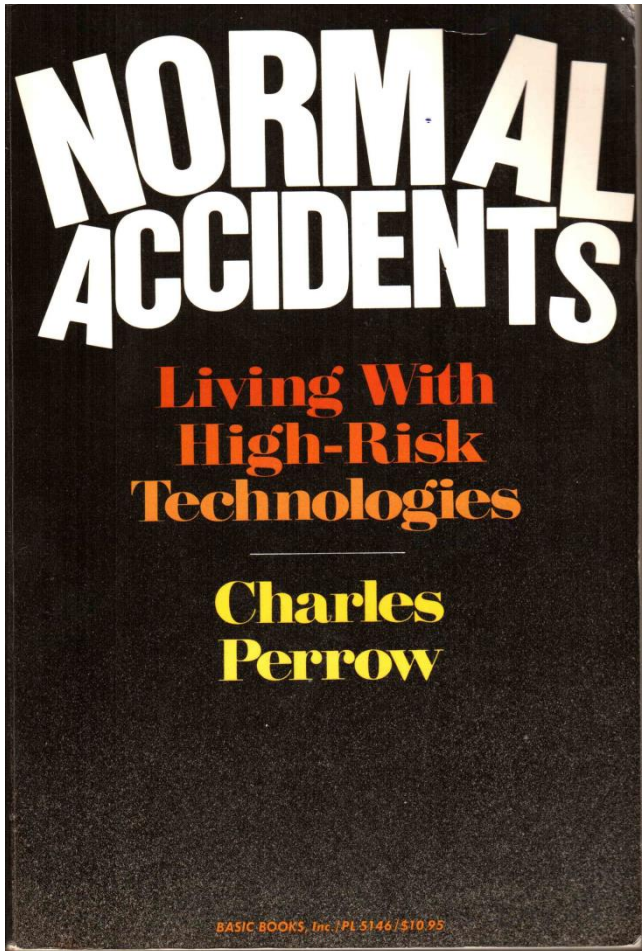
National road safety council

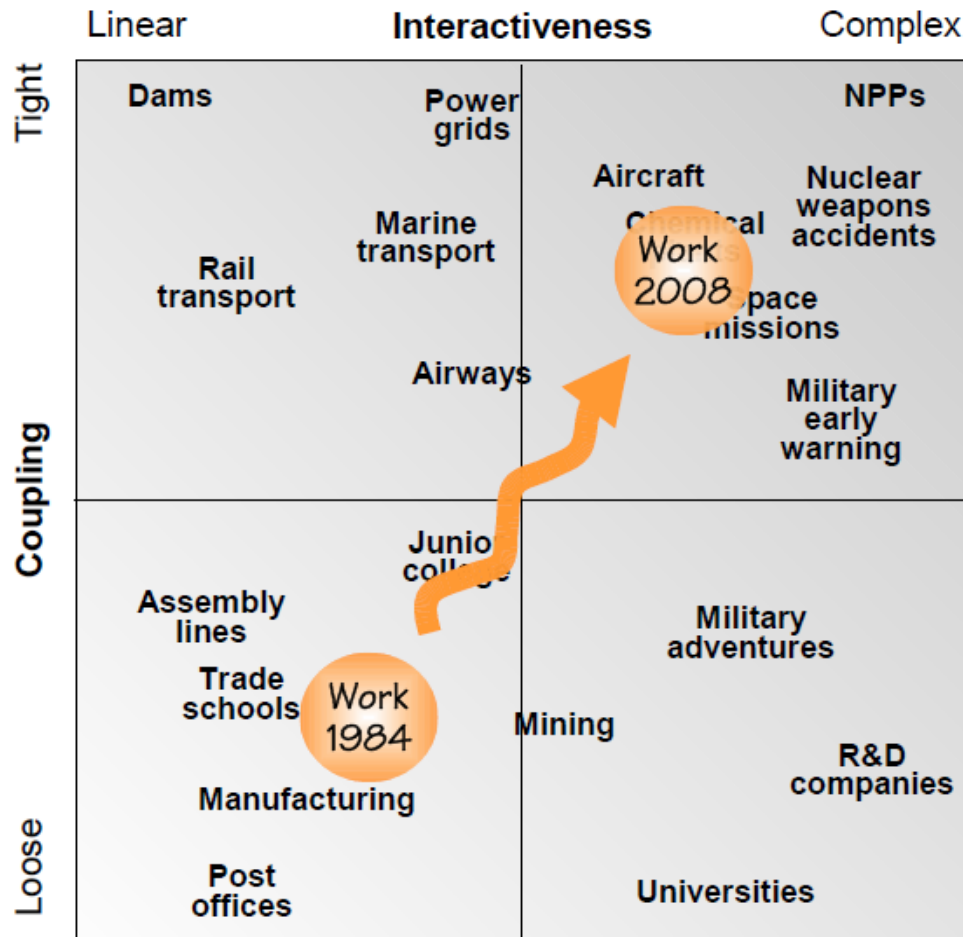
- 51 members
- Robert Namias journalist TF1 + Bernadette Chirac 2003
- Armand Jung member of parliament socialist 2012
- Strategy 2020 committee of experts
- Four commissions
 - Young drivers and education (associative representative)
 - Motorized two-wheelers (insurer)
 - Alcohol, drugs, speed (doctor)
 - Technology and infrastructure (local elected)

From safe to ultra-safe systems



Hasards and risks





Complex systems / interactions:

- Tight spacing / proximity
- Common-mode connections
- Interconnected subsystems
- Many feedback loops
- Indirect information
- Limited understanding

Tight couplings:

- Delays in processing not possible
- Invariant sequence
- Little slack (supplies, equipment, staff)
- Buffers and redundancies designed-in
- Limited substitutability

“On the whole, we have complex systems because we don’t know how to produce the output through linear systems.”

Risk regulation

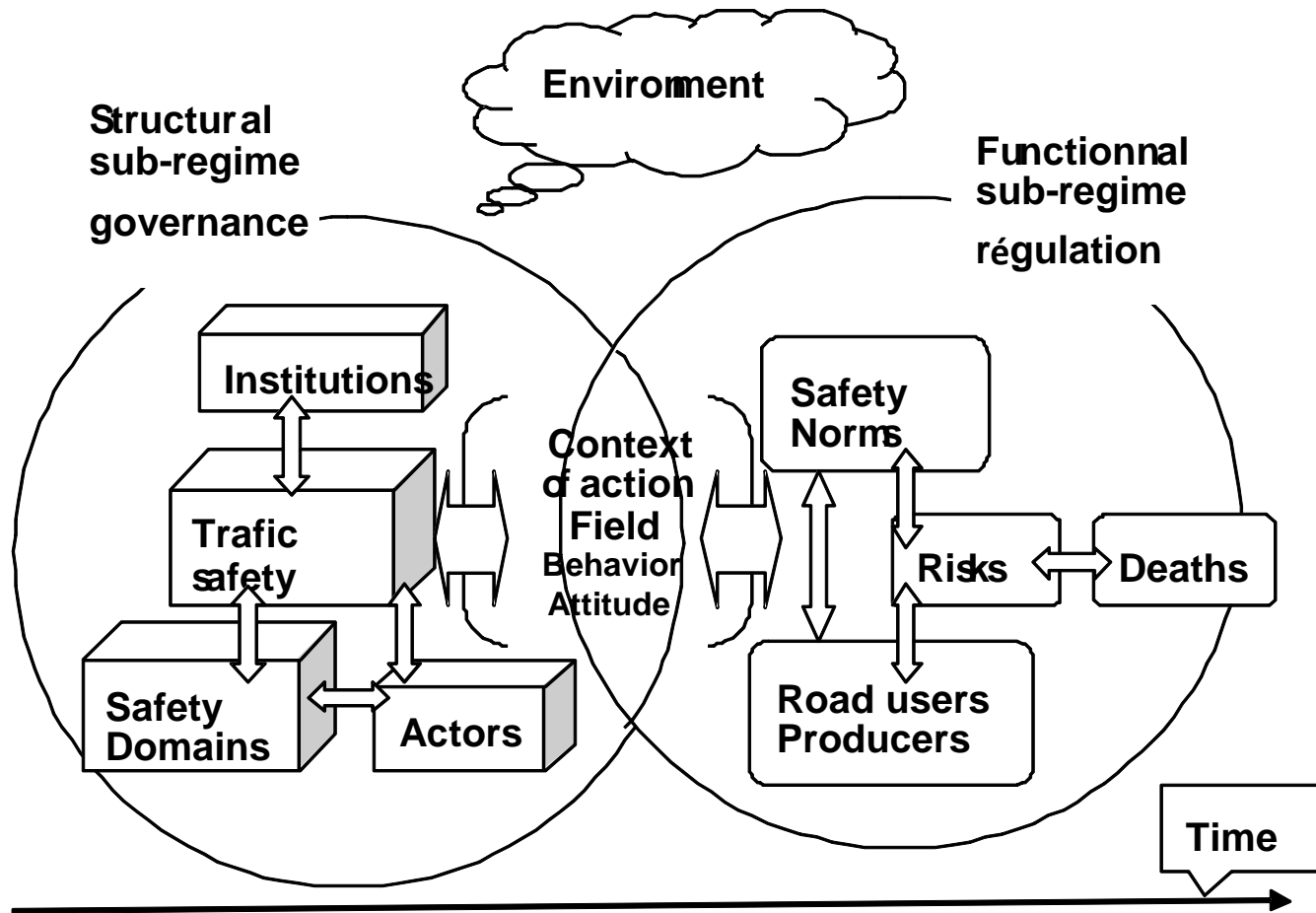
- Road accident is a socio-technical risk that has to be regulated by state authorities
- Road safety is
 - a (quasi) public good (Non-excludable and non-rivalrous) (social/club). Like fresh air.
 - Or a merit good (people underestimate the benefit , with >0 social externalities). Like education. Underconsumed if private.
- Implies a road safety policy and institutions design
- The shape of
 - the management process (institutions)
 - the governance process (public policy) varies according to countries and in time

- The regulation can be characterized as a combination of the three components of risk control that are:
 - **collection of information** on risks for the monitoring of system status and action,
 - **setting goals and standards** through a process cost / efficiency, for example,
 - **individual and organisational behavior change** of users and managers by preventive (compliance) or repressive (deterrence) activities.

Risk regulation regimes

- Three shapers (Hood and al.)
 - Market and civil law process-failure pressures. In a perfect liberal market, risk is factored through prices (product, contract, insurance)
 - Opinion responsive pressures . Democracy and media
 - Interest-driven pressures. Corporatism. Lobbies.

Road Risk Regulation Regime



Fields	Actors		
	Road users	Road safety actors	
		Government Local authorities	Other: NGOs, etc.
1. Education	*	*	*
2. Training	*	*	*
3. Information- Communication	*	*	*
4. Vehicles	*	*	*
5. Infrastructures (roads, streets)		*	
6. Road traffic engineering Management of mobility		*	
7. Prevention, insurance business		*	*
8. Control and enforcement Regulation. Justice and courts		*	
9. Emergency rescue		*	
10. Hospital		*	
11. Information – research		*	*

Safe system as an international normative approach

Safe System – the new frontier

An unequivocal long term goal to eliminate death and serious injury with time-limited outcome and output targets driving and made possible by:

An exacting strategy for system-wide, multi-sectoral intervention based on known safety principles to address human limitations made possible by:

Strengthened, accountable institutional management

requiring best practice & continuous innovation across all elements of the road safety management system.

Tony Bliss
Jean Breen
WB GRSP

OECD (2008) Towards Zero : Ambitious road safety targets through a safe system approach

Implementing the Recommendations of the World Report on Road Traffic Injury Prevention

Country Guidelines for the Conduct of Road Safety Management Capacity Reviews and the Specification of Lead Agency Reforms, Investment Strategies and Safe System Projects