Policy Document 2011

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The ‘Ligue contre la Violence Routière’ (League against Violence on the Roads), a pressure group and an action group.

Objectives

The League fights against road violence in all its forms by all legal means at its disposal to prevent road traffic accidents. It tries to mobilise a wave of public opinion and inform the authorities as well as every citizen.

- **Objective zero accident**
  In 1993, the League members, aware that an ambitious objective would help convince people and, inspired by what companies have been doing successfully for a long time to cut down on accidents in the workplace, decided to add the wording ‘Objective : zero accident’ to its action plan.

Course of action

- **Inform** : Most French people only become aware of the serious nature of road violence after having been subjected to it themselves.
- **Prevent** : reduce the number and seriousness of road accidents by a greater understanding of the risks involved.
- **Promote personal accountability** : encourage respect for others, enforce the rules, and penalise traffic offences
- **Propose and achieve** : better systems of traffic management, information and training.
- **Offer support** : help develop emergency support structures for the families who have been devastated by an accident.

To achieve this course of action, the League will:

- Lobby those in charge of road safety and the policy makers.
- Encourage the authorities to report on the causes and consequences of road accidents
- Support victims faced with numerous difficulties after an accident.
- Challenge in court those whose actions breach the League’s objectives.
- Promote public awareness through meetings, demonstrations, conferences, lectures, press releases and other publications.
- Actively involve itself in all efforts with those who train, inform and educate the public.

The League in France

The League was founded in 1983, on the initiative of four women who had lost their children in car accidents. The League is a non governmental organisation. It is a Federation of departmental associations, and its headquarters are in Paris.

All the departmental associations are governed by the same statutes and refer to the same terms of reference. Standpoints are determined each year at the Annual General Meeting.
➢ The Departmental Associations
   • Contact or communication with town, county and regional authorities.
   • Support provided to families during trials, and, on rare occasions, launching of a civil action.
   • Raising awareness and prevention projects at local level.
   • Contact with local media: television, radio and the local press.

➢ The National Federation Bureau:
   • Contact with national institutions.
   • Nationwide action.
   • Contact with national media.
   • Publication of a quarterly bulletin, Pondération, with a circulation of 4,000 copies.
   • Management of the Website: www.violenceroutiere.org

➢ Regional Delegates:
   Their mission is to drive forward the region for which they are responsible and to encourage the creation of new departmental associations.

➢ In Europe and Abroad:
   The National Federation maintains contact with numerous European countries around the world, and in particular Spain, Colombia and Japan. The League also maintains contact with more distant countries such as Colombia which in 2007 created la Ligua contra la violencia vial.

➢ Finance:
   Income is derived from subscriptions and gifts, as well as from grants (in particular from the Ministry of Transport and the Ministry of Justice) awarded for taking measures of prevention, raising awareness and the support of bereaved families.

Progress to date and current campaigns of the League

Since its creation, the League has changed the way in which road accidents and their causes are viewed. It has been party to and achieved significant advances. The expression “violence on the roads” has become part of everyday language. Several actions have contributed to this, such as:

• Court case against car manufacturers promoting speed (1984).
• Active support for the change in the law reducing the criminal level of blood alcohol (from 1.2 g/l to 0.8 g/l) and that of penalty level (from 0.8 g/l to 0.5 g/l) (1987).
• Campaign “Keep them alive” which led to the compulsory wearing of seat belts, including for children carried in the rear seats with specific restraint systems (1990).
• Compulsory use of seatbelts for all passengers seated in the rear.
• Lowering of the speed limit in towns from 60 to 50 km/h (1990) following the campaign “Streets of the Future”, to the benefit of all road users.
• Adding points to the driving licence: active support for the change in the law which led to its adoption in 1992.
• Offence of excessive speed (more than 50 km/hr above the limit): 25 women dressed in white were present in the National Assembly on the 18 November 1994 when the law was passed.
• Support for the inclusion in the Penal Code for the offence of deliberately endangering someone else’s life (1994).
• Permission for Road Safety Associations to pursue a civil action in court alongside the victim’s family (1994).
• Too powerful mopeds: action against a manufacturer of mopeds not abiding by the 45 km/h limit imposed on manufacturers (1995).
• Support for the change in the law making repeated excessive speeding a crime (1999)
• Mobilisation in 2001-002 against the amnesty law concerning road safety offences and crimes.
• Support for the project to abolish the so-called ‘white’ driving licence (2003): a legal provision granted by a judge allowing a driver whose licence has been withdrawn to drive during his/her working hours only, so that he/she does not lose his/her job..
• Campaign “24 hours to save 24 lives”: to celebrate the 20th anniversary of the League (2003).
• Participation of the League in drawing up the Charter for the support of families of victims of road violence in conjunction with hospitals (2003)
• The ‘Citizen car’ (a concept which promotes responsible citizenship in the specifications of the car) : launch in 2005 of the 1st list ranking cars in order of merit in partnership with the magazine ‘60 million Consumers’.
• Very strong campaign by the League against the presidential amnesty which was revoked in 2007.
• Active participation in the committees and working groups set up by the authorities : “2 roues motorisées” (2 wheeled motor vehicles), ‘Code de la rue’ (Street Code), the VUL (light-commercial vehicle)
• The Ligue undertook multiple actions and interventions at both national and departmental levels before the vote on the LOPPSI 2 security law. However, the hopes of the League were dashed by the implementation of the easier recuperation of driving licence points under this law.

Priorities for Action

Violence on the Road for France means:

• More than 13 killed and 300 injured every day.
• In 2010, almost 4000 killed, 100,000 injured, some of whom will remain severely handicapped.
• The foremost cause of death of young people aged 15 – 24 years.

Considerable progress has been achieved over the last 25 years, in improvements in behaviour behind the wheel and in the road system. This accelerated between 2003 and 2005 mostly due to the introduction of radar controls with automatic fines.

The League’s Priorities for Action:

- Fewer than 3000 deaths on French roads by 2012, it is feasible. (page 2).
- Limit the speed of vehicles at the point of production. (page 3).
- Make the installation of a black box compulsory in all vehicles. (page 4)
- Promote the ‘Citizen car’ (page 5).
Picture: 41 chairs on which are seated 41 silhouettes representing 41 individuals killed on the roads of the Ardeche in 2007
Objective : Zero accident

Current position

The number of people killed on French roads in 2010 has scarcely diminished in comparison with 2009, after a levelling out in 2009 compared with 2008. Now the target of fewer than 3000 deaths in 2012 on French roads seems more and more unattainable. All the more so as the passive reaction of the French Government faced with the initiative of members of Parliament to allow drivers to recover their driving licence points more quickly, has only given comfort to the small number of drivers accustomed to breaching traffic laws. The statistics so far for the year 2011 show that these drivers have been encouraged by the relaxation of the law, resulting in many more deaths, in spite of the League fighting an intensive campaign contacting members of Parliament and cabinet members. 2009 and 2010 have been black years in terms of road safety. And the year 2011 has started off on the wrong track.

Future strategies

The strategies we have developed previously are still valid:

• To keep urging Public Authorities to enforce road traffic laws, and justify to the public the measures taken through better communication
• To impose a developmental structure on all road safety partners (in political, industrial and planning domains) so that the road infrastructure is compatible with the road safety law, and better adapted to the driver’s abilities.
• To remain a dominant force in suggesting measures to ensure that road users are well trained and act more responsibly.
• To attract new members and supporters by local membership campaigns and to seek grants and donations.
• To support, when requested, the victims and their families after the accident, within the confines of the League’s charitable status.
• Promote the Citizen Car.

Our priorities for action are as follows :

• To enforce legal speed limits.
• The rapid implementation of 3rd generation radar systems, i.e. unmarked police cars fitted with the new automated radar units.
• The implementation of the LAVIA (built-in maximum vehicle speed limitation system)
• Campaign for the overall lowering of speed limits
• The reduction from 4 to 2 points at each licence point recovery course
• The compulsory requirement to equip all light commercial vehicles with a black box and log book allowing the identification of each task and each driver
• The extension of the black box to all light vehicles.
• The banning of all equipment which distracts the driver (hands-free sets, texting, emailing)
• The compulsory requirement to install the alcohol lock (an anti-start system in the event of a positive blood alcohol level) in a car belonging to any driver convicted of a drink driving offence (approval of the model is
awaited in June 2012), as a priority measure among others linked to the harmful effects of alcohol and drug use

• The promotion of all measures aimed at protecting vulnerable road users and the rapid implementation of the legal provisions of the street code
• The banning of the sale and use of Coyotte systems and other means of radar warning
• The study and implementation of suitable measures to reduce the particularly high accident rate of two wheeled vehicles

Finally, internally, to mobilise all our members and supporters to recruit new members and supporters. That must not prevent us, at a local level, from continuing to raise awareness of road safety with local council services, the public and especially the young. Nor from continuing to support families in mourning who ask for help, within our means.

**Conclusion**

We must remain vigilant and ready to fight, to constantly reduce the number of road accident victims, and even more so now that we know that the lobby which achieved the weakening of the licence points system is still active in the wings.

**Priority Action Point.**

Limit the speed of vehicles at the point of manufacture, with built-in maximum vehicle speed limitation systems, incorporated into the design of vehicles from the outset.

**200 km/hr and above ?**

A clause of the Highway Code outlines that ‘*Vehicles must be manufactured, commercialised, exploited, used, maintained, and failing that, repaired in such a way as to ensure the safety of all road users.*’

➢ How can one allow putting on the road vehicles capable of 200 km/hr when the maximum speed limit on our roads is 130 km/hr ?
➢ Do the injuries suffered by third party not increase rapidly with the power and weight of vehicles ?
➢ How can it be forgotten that speed is one of the major factors of death on the road ?
➢ How can one not be aware that excessive speed is encouraged by over powerful cars ?
➢ How can one not be aware of the significant human and economic cost caused by inappropriate speeding ?
➢ How can one not be aware that the more heavy and powerful a vehicle, the greater its negative impact on the environment (fuel, pollutants, green house gases, noise) ?

In spite of speeding controls, one will always find drivers who, in certain circumstances, will use the excessive capacities of their vehicle. The argument put forward by certain manufacturers who promote the advantage of a ‘reserve of extra speed’ which allows the driver to accelerate to overtake more safely, encourages more risk taking. Accident statistics confirm this : more powerful cars have more accidents on the road network.

The League Against Violence on the Road considers that the clause in the Highway Code cannot be complied with under these conditions and demands that the State implements the decree limiting the speed of engines at the point of manufacture.
This solution does not present any technical difficulties. The cost is minimal for new cars. By the addition of a speed inhibitor which adapts to the official speed limit (LAVIA) to cars already on the road, it would be possible to know the official speed limit at any particular place thanks to a GPS and a digital map on board the vehicle.

Moreover, limiting speed reduces:

- Cost of insurance (by lowering the number and seriousness of accidents)
- Noise pollution mainly due to excessive speed on the road.
- Maintenance costs of the vehicle (tyres, brakes, engine)

On November 18, 2002, the press release from the InterMinisterial Committee for road safety (CISR) pointed that: ‘France (would) pursue at the European Union level its policy to promote the adoption of built-in maximum vehicle speed limitation systems on all vehicles.’

No action has been taken.

During the informal meeting of Transport Ministers of the European Union which took place in Verona on 23rd October, 2003, M Gilles de Robien (the then French Minister of Transport) repeated the desire of France in the following sentence: ‘Will we finally have the courage to tackle the question of constraining vehicle speed with technically called ‘built-in maximum vehicle speed limitation systems’? France is ready for it.’

During the 6th April, 2004 meeting in Dublin of the European Union Transport Ministers, Mr Gilles de Robien recalled this necessity and put forward the argument in the following form: “Will we finally have the courage to tackle the question of constraining vehicle speed with technically called ‘built-in maximum vehicle speed limitation systems’? Public opinion no longer accepts that certain vehicles are capable of unreasonable and unlawful speeds, except on racing tracks. It is a piece of work that we must undertake together without further delay.”

We are still waiting.

### Built-in maximum vehicle speed limitation system (LAVIA)

This device transmits the maximum legal speed limit in any area to the vehicle. The GPS system is used to pinpoint the vehicle position. Thanks to this ability to pinpoint the vehicle and by relaying this information to a digital map installed in the vehicle, it is possible to know the legal speed limit at any point. The LAVIA is a driving assistance system which operates in several modes:

- **Information mode**
  The speed limit is constantly updated for the driver in the area where he is driving. If he exceeds the limit, different devices attract his attention (the display screen flashes, a warning light comes on, the device begins to beep…). This driving assistance system can be used on existing vehicles.

- **Active mode**
  The driver cannot exceed the legal speed limit in any given place. When he exceeds the legal limit (identified by the GPS system), different devices attract his attention. At 5 km/hr above the limit, his seat begins to vibrate; if the driver does not slow down the fuel supply is gradually cut off.

The European Transport Safety Council (ETSC) published a report in 2006 on this type of device, called ISA (Intelligent Speed Adaptation), which reviewed all the literature and concluded that ISA “affords considerable security benefits (…), that trials revealed a large degree of acceptability among road users (…), that the technology is robust, reliable and ready to be put into production”. This evidence bodes well for the future.
**Priority Action Point**

Compulsory installation of a ‘black box’ in all vehicles.

### Why ‘black boxes’?

- **‘Black boxes for more justice**
  The examination of the facts in corporal accidents (where injuries have occurred) is very often made difficult by the absence of objective data. Expensive experts are often not enough to help a Judge make a decision. The recording of accident data will doubtlessly not solve all the problems, but it will allow one to establish in rigorous detail the most important parameters, those which are lacking at the time of the inquest (initial speed, braking, speed just before the accident, deceleration due to the impact, the path taken by the vehicles following the impact, movements of the vehicles, etc.). An analysis of the data recorded will remove any doubt, determine more objectively the causes of the accident and draw useful lessons from it, particularly in terms of responsibility.

- **‘Black boxes’ for a better knowledge of the facts**
  By using black boxes, not only can the quality of inquests be improved, but the data gathered contributes to better accident prevention policies. The proposed solutions for the prevention of similar accidents are much more pertinent if based on specific and precise data, and no longer on interpretation and value judgments. The way in which air and rail transport use black boxes must be applied to the road.

- **‘Black boxes for better accident prevention’**
  The black box, the silent witness who is always there, reveals what it has recorded in a short period of time before, during and after the accident and helps improve behaviour on the road. Tests show that drivers equipped with a black box are more aware of their driving and are more prudent. Experiments carried out in Germany, Holland, Switzerland, Great Britain show that only the presence of this ‘black box’ leads to a significant reduction in road accidents.

### Principles behind the ‘black box’

- An electronic box is installed inside the car. It captures and memorizes in real time information about the workings and the state of certain parts of the vehicle at the time of an accident, for example: vehicle speed at the moment of the accident, movements, acceleration on 2 or 3 different axes, braking, impacts, functioning of the brake lights, indicators, etc… Data such as the date and time of the incident can also be recorded. The global positioning system which is of little interest for analyzing the data can however be very useful in alerting the rescue services.

- This system is completely different from the tachograph used in trucks (lorries), as it is a lot more precise in accounting for the situation at a given moment, but it does not record ‘historical’ data. The interpretation of the data is effected by the use of specialised software.
Promotion of the concept of a black box

The National Council for Road Safety (a consultative body in the Ministry of Transport) recommends the use of these recorders and sets out to support any action taken by associations on this matter. On 22nd January, 2003, in a speech delivered at a ‘Seminar on cars and their specifications : expand the dialogue’, the Transport Minister expressed the wish that the Administration should take the lead as quick as possible and equip its vehicles with these devices.

The League against Violence on the Road has been trying for several years to mount a pilot operation on a large scale to popularize this concept. The only obstacle at the moment is the financial cost of the operation.
Initiative of the League

Promote the ‘Citizen car’

- We must use cars which assure the safety of their occupants but which, at the same time, reduce the risks for the occupants of other cars, as well as the waste of fossil fuels and the impact on the environment.

- From 2004, the League against the Violence on the roads has surrounded itself with a group of independent and voluntary experts to define the criteria for a ‘Citizen car’, an economical vehicle which respects both man and the environment. After a year’s work, the group has set out new terms of reference to help the responsible consumer buy a new vehicle. This is a global approach which has led to the emergence of four essential criteria.

- The protection of the car occupants, based on tests carried out by EuroNCAP.
- The protection of vulnerable road users (pedestrians, cyclists and motorcyclists : Tests by EuroNCAP on ‘pedestrian protection’.
- The protection of the occupants of other cars : mass, maximum speed, kinetic energy.
- The protection of the environment : data from the Environment Agency and Energy Management (ADEME) (Car Labelling, CO2 emissions) which reinforce those of the ‘Union Technique de l’Automobile, du Motocycle et du Cycle’ (UTAC), which is the equivalent of the British Standard Institute (BSI)

Criteria set out to establish the ranking of vehicles :
Only vehicles currently on the market and which have been tested by the EuroNCAP organisation are retained. Each car is awarded a mark out of 20 based on 5 marks for each of the 4 criteria detailed above, to determine how closely it corresponds to a ‘Citizen car’.

Publication of the rankings :
The first ranking was published in November 2005. Two rankings are published each year, covering a thousand models and versions of cars. These can be consulted on the website : www.voiturecitoyenne.fr
Historical perspective

Background for a better understanding of the League

The League is recognized by public authorities as a competent negotiating partner, assisting in several think-tanks on road accident prevention and its terrible consequences. The League has always developed the idea that accidents on the road or on the street are not the result of Fate.

The reactions, suggestions and testimonials of the League are constantly broadcast by national and local media.

Over time

- In 1989, the League took part in work for the ‘road safety commission’, a group of 14 people, charged with making recommendations to the Minister of Transport. This work led to the publication of a ‘White Paper’.

- In 1995, the Government presented to the National Assembly a change in the law providing for more severe sanctions for excessive speed. Twenty-five women from the League, dressed in white, a red camelia in the button hole, entered the public gallery, showing in silence their support for this change in the law. The change in the law was abandoned the first time and returned in a slightly different form. It was presented to the Senate in April 1998, to the National Assembly in December 1998. On each occasion, members of the League were present in the public gallery.

- Also in 1995, the departmental association of Calvados expressed their concern that some mopeds were exceeding the authorized limit of 45 km/hr at the point of manufacture. Under the control of a notary public, the departmental association of Calvados bought a Peugeot moped and found that its maximum speed was 58 km/hr. It started proceedings against Peugeot. After numerous twists and turns, the final judgment was pronounced on 22nd March, 1999. The League lost the proceedings, but its aim was achieved: Peugeot mopeds would no longer exceed the 45 km/hr on delivery.

- In 1997, several members of the National Office assisted in the production of the Verré report on the training of drivers. Several of their ideas were included.

- In 1999, the League decided to support and sponsor projects presented by groups of young people. In May 2000, it financed the campaign “Route des Jeunes” (the young on the road) which took place in four discotheques in the department of Ile-et-Vilaine.

- In 1999, the League opened its own website: www.violenceroutiere.org. There are Frequently Asked Questions (FAQ) pages which respond to requests for information.

- In 2000, the League rose up against ‘the Fauchon law’ (which reduced the responsibility of company bosses).
On that same year, road safety was declared ‘a national priority’. The League joined with 12 other associations with the logo “Let's stop the massacre” and published an appeal in the daily newspaper ‘Libération’ signed by more than 143 celebrities, demanding from the authorities the necessary equipment and funding to apply the law. It joined with the ‘Prévention Routière’, a road accident prevention association, in the case against the manufacturers of mopeds too easily tampered with.

In 2001, the National Council for Road Safety (CNSR) was instituted. It consists of 43 members, of which 12 are representatives of the associations. The League against Violence on the Road has representation on the Commissions for both road users and vehicles.

The League also takes part in the “working group which deals with expertise in evaluation of bodily injury organised by the Ministry of Justice”.

From the beginning of the electoral campaign for the presidential election in 2002, the League took action against any amnesty law which concerned road safety with several negotiations with candidates, which were renewed when the legislative election started. As a consequence, the amnesty law which was passed in May 2002 was unusually limited.

In 2002, during the first Forum on Road Safety, the League presented to the Ministers of the Interior, of Transport, of Justice, and of the Family, its ideas for restoring legal compliance on the roads, and saving several thousands of lives a year.

In 2003, at the request of the Health Ministry, the League took an active part in setting up the Charter for the Reception of families in hospitals’, for the families of the victims of violence on the roads.

In 2003, to celebrate its 20th anniversary, the League organised a large demonstration on a European scale: the campaign “24 hours to save 24 lives”. On this occasion, under the aegis of the ministerial delegate responsible for research and the League, a debate took place at the College de France focussing on public action on road safety. Conferences were held as well at the ENA (The National School of Administration, the most prestigious ‘Grande Ecole’ in France, where most of the elite are trained) and the Ecole Nationale de la Magistrature (the ‘Grande Ecole’ for future judges). That same day, a minute’s silence was observed in the Jardin de Luxembourg in the presence of several ministers and the vice president of the Senate, in a number of schools and at motorway toll stations….. This initiative was supported notably by the FNTR (the National Federation for Road Transport), the Esso Group and Medef (a directors’union, representing most of the major French companies). On this occasion close ties were forged with the Spanish Association “Stop Accidentes”. Since then, the President of the League has taken part each year in the annual congress held in Madrid in the presence of the Spanish Minister of Transport.

In 2004, the League took part in the worldwide day dedicated to road safety and in the debate on “Life after an Accident”. The League concentrated its efforts on two dossiers, one concerning the “black box” and the other limiting the speed of vehicles with built-in maximum vehicle speed limitation systems. Private companies volunteered to test the black boxes on their car fleet, and Gilles de Robien, the then Minister of Transport, made an official request to his colleagues in the European Union to stop the manufacture of vehicles capable of speeds above national limits.

In 2005 the concept of the Citizen car was finalised, responding to the four agreed criteria: protection of the occupants of private cars, protection of pedestrians, cyclists, moped and motorbike riders, protection of the occupants of other cars and the protection of the environment. The ranking system was officially launched in partnership with the magazine 60 Million Consumers on 27 October 2005. An internet site was also established: www.voiturecitoyenne.fr.
In 2006, the League took part in a working group on “Restorative Justice” which was organised by the Ministry of Justice. Elsewhere, members of the League contributed information to the ASIRT association (The Association for Safe International Road Travel). An important debate on the Citizen car, which brought together numerous specialists, took place at the Ministry of the Environment on the 8 November 2006.

In 2007 the League took part in work meant to lead to a clarification of the “Street Code”. At the time of the presidential elections there was a strong show of force with large numbers coming out against any amnesty which concerned road safety.

In 2008 the website was redesigned www.violencerooutiere.org. The League took part in work groups on the light commercial vehicle for the Steering Committee for the Prevention of occupational hazards on the road. Reinforcement of the links forged with the Spanish and Colombian associations.

Since its creation, the League against Road Violence has been invited to sit at all round table discussions, forums, reflection groups, organised by one or other of our road safety partners, has been asked for its point of view by Members of Parliament or Senators when laws are being proposed. The use of the term “road violence” in the title of the law shows that the persistence of its actions has changed the way in which what were formerly called general news stories are regarded.

The reactions, actions and suggestions of the League are constantly broadcast by all the media: newspapers and television, local, regional and national media.

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24 hours to save 24 lives

*Why have a minute’s silence?*

In the course of Europe Day “24 hours to save 24 lives”, the minute’s silence on Friday 16th May 2003 at 11am was the highpoint. Remembrance and action: that’s how the signification of this minute can be expressed. Remembrance, for so many of us have known unhappiness and loss as a result of a brutal accident and will be able to mourn those we have lost, not just alone, but surrounded by other people, who like them/us, are living through this moment of meditation. But the minute is also hope for it symbolises the willingness of each individual to take action so that this violence on the roads ends at the earliest possible moment.

That is why on that day 4 documents were distributed explaining the meaning of this minute. With young people in mind, 2 leaflets whose titles were to be taken as agendas: “Be aware, drivers of tomorrow” for the youngest. “Drivers of tomorrow, do better than your parents” for the adolescents.

For all, the leaflet “A Gesture for Life” commits to taking at least one decision which can save a life – one’s own or that of others. The leaflet “60 seconds of solidarity” expresses the protest and the fundamental importance that we give to this fight against death and brutality.
Focus

Appeal by the League Against Road Violence

Appeal published in the daily news paper “libération” on 25th October 2000

Because inappropriate road behaviour is the prime cause of the death of young people in our country and condemns them to a life of dreadful handicap,

Because a civilised society should measure itself by the care it takes of its young people, more than by the progress of its financial growth,

Because the Minister of Transport promised in November 1997 to half the number of road traffic accident victims in five years,

Because this promise was followed in 1998 by an increase in the number of those killed, followed by stagnation.

Because the precautionary principle which is scrupulously applied in other situations is totally ignored where accident prevention is concerned,

Because the causes of the majority of the accidents resulting in injury are very well known,

Because the measures of prevention for these are also well known and effectively applied in other European Union countries,

Because France sacrifices each year double the number of human lives than certain of these countries,

Because Road Safety has been declared a major campaign for the Year 2000.

The signatories of this manifesto ask that the Authorities proceed by taking action to apply the set of rules adopted to ensure the physical safety of all road users.

Signatories

Support

How to join the League

- As with all militant associations, the League is underpinned by the voluntary sector. The motives for joining are diverse. Some have been injured themselves or it is a close relative or friend who has been a victim. To take part, to militate, to act “to prevent it happening again” sometimes becomes an urgent necessity. Others support the movement because they cannot imagine that in the 21st century you can still die or be injured while on a public highway. And others feel close to our struggle, they have specific skills to offer and come to the League to help in the best way they can.

- In the county or departmental associations, volunteers are highly involved in accident prevention on the ground: primary schools, junior secondary schools, professional training bodies, those in a prison environment, the elderly … They conceive and bring to fruition their own activities to raise awareness in the public. They lend their support to Road Safety services, which are present in every Prefecture, within the framework of the County or Departmental Road Safety Planning Committee (PDASR). They are present in certain specialised situations (County or Departmental Commission for Road Safety, Label Vie juries, accident inquests …)

How to Join

To become a volunteer or simply a supporter, do not hesitate to contact your nearest County or Departmental Association (see the list of associations on our website: http://www.violenceroutiere.org). If there is no association in your county or department, contact the seat of the Federation directly:

Telephone: 01 45 32 91 00 – Email: secretariat@violenceroutiere.org

- The membership fee for 1 Year is 32 Euros. A receipt is sent to members so that they can offset their subscription by 66% for tax purposes (Donations to charities)

The annual subscription to the quarterly bulletin Ponderation is included in the membership fee.

Subscription Form League against Road Violence

Surname : 
Address : 
Telephone 
Email :

☐ I subscribe to the National Federation of the League against Road Violence

☐ Membership fee and subscription to the quarterly bulletin Ponderation : 32 €
☐ Membership fee only : 28 €
☐ Subscription to the quarterly bulletin Ponderation only : 10 €
☐ Support membership : 50 €

Date :

Signature :
Return completed form to :
Ligue Contre la Violence Routière – Fédération Nationale
15 rue Jobbé-Duval
75015 PARIS
Tel : 01 45 32 91 00
Fax : 01 45 32 91 01