



**MINISTÈRE
DE LA TRANSITION
ÉCOLOGIQUE**

*Liberté
Égalité
Fraternité*

Direction Générale de
la Prévention des Risques

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UN/OECD seminar in follow-up to the 2020 Beirut port explosion: Lessons learned, experiences and good practices in managing risks of ammonium nitrate storage, handling and transport in port areas, preventing accidents and mitigating their consequences – Session 4 - Panel

— **Would you please elaborate on France's regulations around land-use planning for AN storage sites, and how these changed following the Toulouse accident?**

Toulouse accident had very significant consequences :

Human and social consequences: 31 dead – more than 2500 injured
Broken windows up to 7 km away - More than 1000 buildings destroyed

After this accident, in 2003, France adopted a **new law** for technological **risks prevention** based on 4 guiding principles:

- 1st - To **improve risk prevention and management**
- 2nd - To **raise awareness** on risks with a better **information of the public**
- 3rd - To **regulate land use** near industrial plants
- 4th - To **ensure compensation and reparation** for the victims

As for land-use planning (**LUP**), the law is applicable to large AN storages but more generally to all high-risk industrial activities ; the new aspect of the law is that it allows to regulate future but also **present** urbanization.

- **as for the future:** the law allows to regulate **new constructions** based on the **hazard levels** around the plant ;
- **as for the present:** the law creates a tool aimed at the **resorption of situations where urbanization is close to industrial plants**, which is the **technological risk prevention plan (PPRT)** for Seveso upper-tier installations. These PPRT allow to take different measures, for instance :
 - **expropriation measures** in **high-risk** areas
 - **population protection improvements measures** (for instance reinforced buildings and structures) in **lower-risk** areas
- **all these measures are financed** by the **Government**, the **operator**, the **local authorities**, and, **for buildings consolidation works** the **owners** (not more than 10%)

Could you please also explain how the nearby public is informed of risks and of the measures to be taken in case of an accident, such as following the Rouen accident?

The way the nearby public is informed depends on the installation regime.

In France, industrial activities, or activities using dangerous substances or mixtures, are **categorised** into **4 regimes** (NC, D, E ,A), depending on their **hazard potential** to the environment and human beings. The activities with the highest hazard potential fall under the most **stringent** regime which is the **authorisation regime**.

To obtain its permit/authorization, the operator has to provide to the local competent authority a **safety report**, where possible **accident scenarios** are **characterised** and **analysed**.

A **public inquiry** is organised during the permitting process in order to **inform the public** and to **gather its comments** on the project: it is **advertised** in all towns near the installation. The **typical duration of the public inquiry is 1 month**, during which the public has access to the installation's dossier provided by the operator, which includes a non-technical summary of the safety report.

Additional requirements apply for Seveso plants regarding public information, as stated by the Seveso III directive :

Some information is **permanently available (electronically via the platform georisques) :**

- o For example: names of **dangerous substances**, generic names of the **hazard classification** of the dangerous substances, general information on how the **public** concerned will be **warned**, information about the **appropriate behaviour** in the event of a major accident, the **date** of the **last inspection visit**
- o For upper tier establishments: general information on the **main types of major-accident scenarios**, information from the **external emergency plans**

All **persons likely to be affected** by a major accident receive **information on safety measures** and **requisite behaviour** in the event of a major accident

Finally, nearby public is also informed through the external emergency plan (this plan is mandatory for Seveso upper tier plants + transport infrastructures that have a significant dangerous goods transit)

Main goals: to **warn** and **organise** the **protection** of the **persons** (and the **environment**) near the installation, when hazardous effects of an accident are likely to go outside the site's boundaries. Involves the **operator, local emergency services, local competent authorities**

The public can give its **opinion** when external emergency plans are **established** or **substantially modified**. Emergency plans are **regularly reviewed, tested** and when necessary **updated**

In case an accident occurs, the Prefect is in charge of population information. There is a network of 2000 alarms (historical alert system) and a new alert system based on cell broadcast and local based SMS will be operational in 2022.