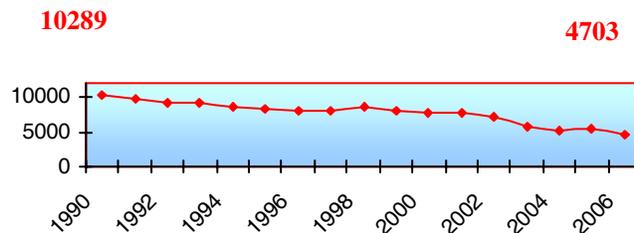


## STATUS REPORT OF FRANCE

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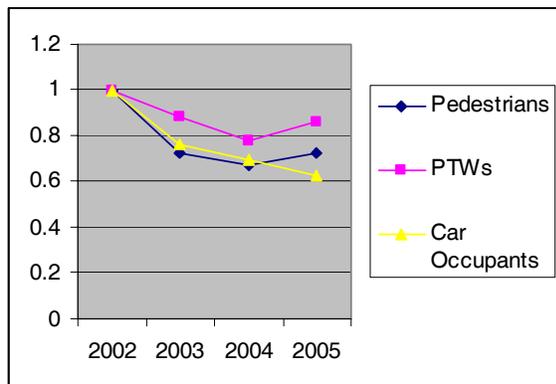
### INTRODUCTION

Since the end of 2002, road safety has become a national priority and this was followed by a national programme including local actions.



**Figure 1. Evolution of road traffic fatalities in France over the past 15 years.**

During the last four years, the number of road fatalities has decreased by more than 35%, ranking France in the group of high road safety countries; however, the decreasing of casualties is not identical for all road users:



**Figure 2. Evolution of road traffic fatalities in France for 3 road user categories**

If the number of car occupants killed in an accident has clearly dropped regularly during the last five years, motorcyclists and pedestrian fatalities have remained high from 2003.

## ROAD SAFETY POLICY

### The Authorities' Actions

The Interministerial Committee decided on new measures structured around the following topics:

#### Actions to the benefit of young people

- 1) plans of action when leaving nightclubs or discotheques (breathalyser and drug tests, commitments by the management of these establishments by signing charters with the relevant authorities);
- 2) driving licence for €1 per day;
- 3) new procedure for organising test for school road safety certificates (ASSR).

#### A plan of action for motorised cycles

- 1) fight against removing the speed restriction (increased penalties for selling and riding an "unrestricted" motorcycle);
- 2) check on mopeds.

#### A plan of action for the systematic use of seat belts

- 1) the driver's responsibility to be extended to all underage passengers carried in the vehicle;
- 2) the 2003 European directive transposed into French law.

#### Public health

- 1) The medical profession to be made aware of medical fitness to drive;
- 2) institution of a medical examination after the age of 60 for all car drivers;
- 3) an experiment with saliva tests for narcotics.

#### Mobilising participants

- 1) The theme of the road safety week in 2005 was devoted to short daily journeys;
- 2) the Association of French Mayors and the State have signed a road safety charter broken down at departmental level;
- 2) the second meeting of the road safety authorities at national level was held on 20 October 2005.

Control-penalty system continues to be rolled out. Some 1,500 radars were installed at the end of 2006. The sites selected for installation are those

which were submitted by the prefecture in order of priority, in accordance with the installation criteria, taking into account the accident-generating elements of the sites, the implication of the speed factor in accidents, the difficulty in carrying out normal checks, as well as an itinerary logic so that the equipment could be installed in a standard fashion all over the country.

Various developments took place in 2005, particularly those making it possible to enter settings for the distance between radars, remote maintenance and improved signalling using yellow and black reflective bands.

Automatic control as applicable at present:

This control was set up by an interministerial order on 13 October 2004. The automation enables permanent controls to be carried out either from radar sets fixed and incorporated into the infrastructure, or from mobile sets. The first phases in the control chain (recording offences, statement of the data and their transmission to the processing centre) are now entirely automated. The transmission systems use dedicated telecommunications networks (most frequently the broadband networks) with encryption of the data. The phases concerning processing of offences and collection of fines are carried out by a computerised processing operation, the only one of its kind worldwide.

#### **Qualitative, quantitative and financial results of the programme**

- 1) The financial commitment came to €134 million;
- 2) the fines generated revenue of €217 million (of which €13 million in increased fixed fines);
- 3) in 2006, a special appropriation account was set up (CAS) with an amount of €140 million collected, for a budget of €120 million allocated to the radars, €11 million for the road safety operations and €9 million to renew the driving licence file;
- 3) 8,671,540 offences were recorded (1,048,489 of which were by foreigners),
- 4) these offences gave rise to 4,257,541 notices of offence;
- 5) 60 % of payments were made within 15 days;
- 6) 1 % of the notices of offence were deposits,
- 7) 15 % notices of offence resulted in another driver being designated and 6% in letters of objection.

Various support measures were implemented :

- 1) systematic means of informing the public (road signs, notices in the local press, map of radar installation on Internet);

- 2) a call centre was opened to reply to users' questions (2,500 calls per day);
- 3) letters received are systematically and rapidly managed (3,500 letters per day);
- 4) payment by Internet and telephone (13 % of collections).

#### **Current actions**

##### 1) Foreign vehicles

They represent approximately 12 % of offending vehicles. Bilateral co-operation agreements are being negotiated with neighbouring countries. (Luxembourg, Spain, Germany, etc.).

##### 2) Heavy goods vehicles, distances between vehicles, traffic lights.

Studies are being carried out on these new topics.

##### 3) Cycles

At the end of 2005, 47 % of radars were installed to check on the rear of vehicles.

##### 4) Assessment of the automated control-penalty system

In 2005, the ONISR (National Interministerial Observatory for Road Safety) carried out an assessment of the automated control-penalty system, with the collaboration of the expert committee in the National Road Safety Council, the SETRA (Roads and Motorways Technical Study Department), the INRETS (National Institute for Research into Transport and Safety) and the Normandie-Centre CETE (Centre for Technical Studies on Equipment), to find out what impact this system had on road safety. It appears from this work available on the site of the National Road Safety Council, that the automated control-penalty system has made it possible to intensify speed control substantially. A considerable reduction in speed has resulted from this. The assessment established that three-quarters of the decline in the number of accidents and deaths can be attributed to this reduction in speeding.

#### **INFORMATION**

##### **Setting up departmental Road Safety Observatories**

Since 2005, departmental Road Safety Observatories are being set up gradually. They will take action in three complementary areas:

- 1) applications to find out what the dangers on the road are with, in particular, the quality and operation of the accident file, measurements of exposure to

risks, and observance of behaviour (speed and seat-belt wear);  
2) an analysis of accidentology at department level (diagnoses, studies of the issues at stake, assessments of local actions);  
3) dissemination of this information (publications, promotion and capitalisation of knowledge, responses to requests for studies).

### **The road safety expert committee**

This committee was set up in October 2001, at the same time as the National Road Safety Council. It has two assignments : to assist the CNSR and to validate the publications of the National Interministerial Observatory for Road Safety. During 2005, work carried out by the expert committee was particularly oriented towards:  
- an assessment of the effect of the automatic control on road safety,  
- an assessment of the effect of the daytime use of headlights on road safety,  
- the method for presenting the results after the change in the definition of seriousness of accidents. For more information, refer to the NRSC site: [www.securiteroutiere.gouv.fr/cnsr](http://www.securiteroutiere.gouv.fr/cnsr)

### **The changed definitions of seriousness**

Since 1st January 2005, the definitions of seriousness in the national file of accidental injuries was harmonised with those adopted by almost all developed countries. This harmonisation concerns the definition of a person killed (which went from six to 30 days), the removal of serious injury (hospitalised for more than six days) replaced by injury with hospitalisation for more than 24 hours. During 2005, the monthly publication of accident statistics which depend on rapid feedback, continue to give the provisional statistics on deaths within six days, directly comparable with the statistics for 2004. It was only since the beginning of 2006 that data on the basis of the new definition of deaths within 30 days have been published. Furthermore, a new coefficient on the changeover from deaths within six days to deaths within 30 days has been calculated : it comes to 1,069 (instead of 1,057 calculated in 1993).

### **Partnerships**

A certain number of charters were signed with professional organisations and a Code of Good Practices for the prevention of professional road risks was drawn up.

A charter for receiving the families of the victim of road accidents was circulated to encourage health-care establishments to develop a personalised reception for families.

### **THE LOCAL ROAD SAFETY POLICY**

The specific features in the local policy on road safety are oriented towards:  
- the road safety houses which are being developed : 20 have already been inaugurated;  
- Road Safety Week, centred on risks in daily life.

### **THE ROAD**

Checking the safety of road projects is in progress on the state-owned network in accordance with the provisions of circular 2001-30 dated 18 May 2001. In 2002, 2003 and 2004, about three hundred inspectors were qualified in the inter-regional vocational training centres.

The improvement in the existing road network requires other methods which were tried out on 15 pilot routes (SURE approach). Maps of the accidentality on the national road network, since 2004 have been regularly published on Internet.

Furthermore, actions have been undertaken to improve the relevance of road signs. Finally, State-Region contracts have made it possible to commit more than €300 million to work to improve safety over five years.

### **ROAD EDUCATION**

The "€1 per day licence" system makes it possible to spread the cost of the licence over several months, thanks to a zero-interest loan by which the State pays the interest, through an agreement entered into with the financial institutions. The driving schools undertake to abide by a quality charter.

### **International activities**

At community level, negotiations continued between the Council of Transport Ministers of the European Union and the European Parliament on the draft third directive on driving licences.

With regard to the International Commission for driver testing (CIECA), the conclusions in the three large studies were handed over and shared by all the parties concerned: Towards a European standard for Testing (TEST) which shows the differences in the evaluation of the applicants' services at the time of

the driving tests, Novice Driver Scheme Evaluation (NOV-EV) which showed the value, on the road safety level, of post-licence training, finally Minimum European Requirements for Driving Instructor Training (MERIT) which decided on the skills essential for any driving instructor so that the training given also includes emphasising an awareness of risks taken by novice drivers rather than just handling the vehicle.

## **THE VEHICLE**

### **Technical regulations**

The main technical regulatory enactments passed in 2005 concern :

- a limit in the maximum speed at the time of construction, extended to public passenger transport and heavy goods vehicles of between 3.5 and 12 tonnes;
- label indicating the CO2 level and fuel consumption for private cars;
- the determination of conventional fuel consumption and dioxide emissions extended to vans;
- decrees laying down the rules for the end of vehicles' useful life.

### **Technical inspection**

In 2005, 18.60 million inspections, of which 16.01 million were initial visits, were carried out in the 5,190 approved inspection centres (4,771 specialised centres and 419 auxiliary centres). The 16.01 million initial visits made can be broken down into : 13.92 million for private cars and 2.09 million for light utility vehicles. In 2005, the percentage of private cars showing no elementary alternations in the classification came to 16.6% in 2005.

## **RESEARCH**

### **The PREDIT Programme**

Predit must develop its role as a cooperation and action platform linked to the three research incentive levels, which are:

The regional level: link with regional research, supported within the context of State/Region development agreements, and elaborated in the field of technologies for land transport through a network of regional poles (RT3 network: a charter signed in 2001 by Nord-Pas-de-Calais, Alsace-Franche Comté, Haute-Normandie, Midi-Pyrénées, Poitou-Charentes et Rhône- Alpes).

The national level: Predit is a vast programme, but it is also one among sixteen statefunded networks of research and technological innovation. It revolves more particularly around networks, telecommunications, software technologies, fuel cells, micro-nano technologies, materials and processes, land and space.

The European level: increasing links with the 6th framework programme and the Eureka initiative, promoting the cooperation between France and Germany in transport research.

Programme organization PREDIT 3 is headed by Jean-Louis Léonard, deputy in Charente maritime and mayor of Châtellailon-Plage. The Steering Committee, together with the Chairman and the six promoters of the programme, decides on the reorientations to be given, global conditions of development, assessments to be done. The Orientation Council debates twice a year on the general priorities and the programming. Operational groups are in charge of defining and implementing actions, including the follow-up and the development. Under their respective Chairman's authority, and Steering Committee if necessary, the groups are responsible for the organization and programming conditions: direct orders of research, calls for proposals, reception of spontaneous projects... Through these various paths, they propose projects to the financing bodies, then ensure the follow-up and the development. Their secretariat is ensured by representatives from the public financing bodies most involved in their respective fields. Funding is provided by four ministries and two agencies. A permanent secretariat ensures the management of this device.

Among the operational groups, two are dealing with safety issues: GO3 relates to improvement of knowledge in safety and G04 to the field of technological developments for safety.

### **GO3: "New Knowledge for Safety"**

The Operational Group 3 "New Knowledge for Safety" is devoted to producing new knowledge intended for public authorities, manufacturers, and individuals, on the stakes in transport in terms of personal safety, and also on how political decisions in this area are effective. It is aimed at creating an enlarged collective of researchers in order to better analyse the conditions (i.e. actions, opinions, information, training) under which those problems can be treated more efficiently.

Its works are particularly focussed on the socio-political and epidemiological dimensions and it is in close relationship with the GO4 "Technologies for Safety".

In compliance with the orientations given by public authorities, and especially with the CISR's decisions taken on Dec. 18, 2002, road safety is a priority issue, and the partnership with car manufacturers has been reinforced. A call for tenders including 5 main directions was launched in 2003 .

Thirty nine collaborative projects related to Operational Group 3 were sponsored by the PREDIT programme; twelve of them were in the field of public policies development and evaluation, six related to accident data bases development and analysis, twelve were in the area users behaviours in relation to safety, height in the approach of safety through health issues and the last one relates to transport of dangerous goods.

#### **GO4: "Technologies for Safety"**

The objective of this group is to contribute, through technological innovations, to reducing transport-related risks within a context of predictable increased traffics. Three main issues are under study: global systems of flow regulation, road systems safety and driving aids towards a "natural" safety.

This group particularly follows through two projects which are essential for its activity, namely ARCOS 2004 and LAVIA, launched within the PREDIT II programme.

##### **ARCOS project**

The aim of the ARCOS project is to significantly reduce the number of accidents. Some fifty partners contribute to this work.

Under a global approach, the project aims at enhancing driving safety on the basis of four safety functions :

1. controlling inter-vehicle distances;
2. avoiding collisions with fixed or slowly moving obstacles;
3. preventing lane crossing;
4. alerting upstream vehicles of downstream incidents or accidents.

Building those four functions is the heart and originality of the project. ARCOS is structured around eleven broad themes which enable to integrate inputs from engineering sciences, human and social sciences:

1. perception techniques; 2. other measurement techniques: visibility and adherence; 3. data processing and command development; 4. transmission and communication; 5. simulation/evaluation and accidentology; 6. man-machine system; 7. individual and social acceptability; 8. other collective social and technical aspects; 9. experimental means; 10. functions management, technical assistance; 11. development for trucks.

##### **LAVIA project**

The LAVIA project is testing and evaluating a speed limiter which adapts to the current speed limit on the road, in partnership with French car manufacturers. The device, tested onboard the vehicle, is a driving aid equipment which can operate according to various modes:

- the informative mode: at any time, the driver is informed of the speed limit in force in the location where he is driving. If he overruns this speed limit, an alert sets off.

- the active mode: the driver cannot overrun the speed limit; this is made possible by the fact that, beyond this allowed speed, the accelerator is deactivated

- the "kick-down": in the active mode, the driver can use a device (known as "kick-down") which allows him to temporarily switch off the system. The system will be reactivated as soon as the vehicle speed is below the authorized speed again.

The main objectives of this project are:

1. to test the system in operation and its acceptability to users;
2. to evaluate changes in individual behaviours;
3. to measure its effectiveness in terms of individual risk and also to detect and evaluate any adverse effects;
4. to conduct simulation in order to evaluate overall collective safety impacts.

In addition, the Operational Group 4 sponsored fifteen projects, three being in the area of driver information and awareness, two in safety in tunnels, five related to road vulnerable users (pedestrians and motorcyclists), safety of rail transport concerned three other projects, and the two remaining ones were in the field of driving simulator and drowsiness.

This group has to coordinate its research work with the actions taken within the 6<sup>th</sup> R&D Framework Programme, especially with those projects selected in the E-Safety area at the first call.

The research actions of the group are supported by the French Ministries in charge of Transport and Research.

**EUROPEAN ENHANCED VEHICLE SAFETY COMMITTEE (EEVC)**

France provides a strong support to EEVC, actively participating in all working groups, and providing chairpersons to its steering committee and to two working groups. Through EEVC, France is also supporting the set up of the new international forum for vehicle safety research.