

National Report - France

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ASSOCIATION PROFESSIONNELLE
AUTOROUTES ET OUVRAGES ROUTIERS

1. – Network Length and Openings

In 2009 the toll motorway network grew by **105.5** kilometers (compared to 94.9 in 2008) to reach a total of **8 627.9** kilometres of toll motorway in service as from 31.12.2008.

2. - Investments ^()**

The amount of investments financed in 2009 by all French tolled companies was **1.8** billion euros^(*).

3. – Revenues^()**

The turnover in 2009, without VAT, totalled **7.8** billion €.

4. Staff

There are 16 585 permanent staff working on the network.

5. – Tolls^(*)

The average toll rate of February 1st 2010 was:

- 0.54 % for passenger cars and other light vehicles (class 1)
- 1.17 for trucks (class 4).

Annual readjustments take into account the rise of the national price index, the financial situation and the investment program of each company. Thus, they are specific to each one of them.

6. – Traffic

82.3 billion kilometers have been driven on the network by end of 2009.

Traffic over the stable network is as follows compared to 2008 :+ 3 % for light vehicles , - 11 % for trucks (+0.7 % increase for the whole vehicles (trucks + cars)

Safety

- **Safety Shows Constant Progress on Concession Motorway**

Safety figures for 2009 are characterized by a sharp drop in the number of deaths (-14%), or 150 deaths versus 176 in 2008).

The number of accidents with injuries on the concession network has also declined (-1,5%, or 1,103 versus 1,120 in 2008).

(**) provisional data

(*)(1) taxes inclusive :

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Over the last 10 years, the number of people killed on the network has been cut in half, and over the last 30 years, the risk of being killed has been cut in eight if we take into account the increase in traffic.

This highly positive trend illustrates the impact of the concrete measures implemented by motorway and infrastructure companies in the areas of infrastructures, equipments and services in order to improve safety on their network.

The motorways have reached the goal set by the European Commission, to halve the number of people killed on the roads between 2000 and 2010.

These figures, which validate the priority given to safety, show that motorways appear to have been **5 times safer** than other road infrastructures in 2009.

Since 1980, motorway companies have recorded **an average drop of 7% per year in the rate of deadly accidents**. Nonetheless, the rate of yearly decrease in the number of accidents is 2,7%, which means that the rate of serious accidents is consistently on the decline. The generally decreasing trend in the number of people killed per traveled kilometer has increased since 2002, when the government

Leading causes of deadly accident on motorways:

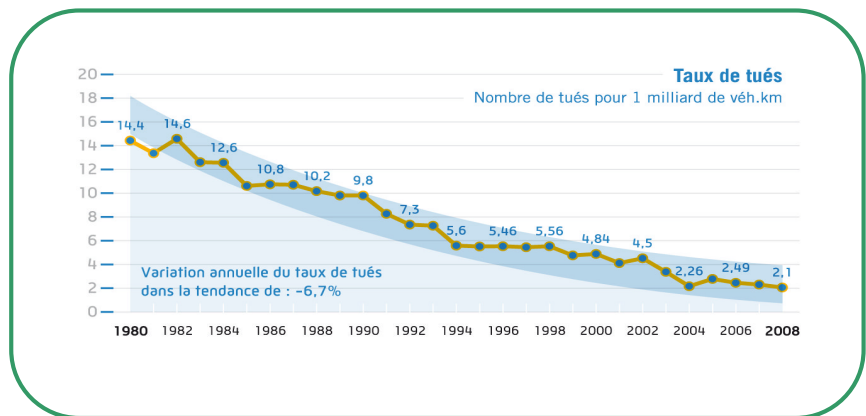
- **Sleepiness and fatigue: 1 out of 3 accidents**
- **Alcohol, drugs, medications: 1 out of 4 accidents**
- **Excessive Speed (speed limit violations): 1 out of 6 accidents**
- **Presence of pedestrians (outside their vehicles and external): 1 out of 9 accidents**

launched a series of measures intended to reduce road accidents, the impact of which is clearly reflected by the diminishing number of speed limit violations.

Between 2000 and 2009, the number of people killed on the roads has been cut in half. It is been estimated that 2/3 of such a decrease result from a drop in speed limit violations following the implementation of the automated speed control/fines program, the remaining 1/3 resulting from the initiatives taken by roadway companies.

The Speed Observatory created by motorway companies has recorded a drop in the average speeds of about 5 to 6 % since 2002.

The rate of motorists driving at speeds greater than 130km/hr has drop from 50% to 20%, and the rate of vehicles driving at speed greater than 150km/hr has continued to decline, even though it was 3% in 2008.



In 2010, motorway companies will continue their driver-targeted awareness campaigns promoting the risks associated with sleepiness at the wheel, which remains the leading cause of accidents on the network in general.

• **Personnel Safety: A Main Source of Concern for Motorway Companies**

In 2009,

- 1 person working on the network was killed,
- 15 were injured,
- 82 vehicles were hit.

In light of these figures, motorway companies have been made intervention procedures, personnel training, infrastructure equipments and customer awareness the central pieces of their actions and innovative initiatives, with the goal of reaching “zero accident”.

In all, 17 people have been killed while working on the network between 2002 and 2009.

According to recent studies, these accidents occur most often while markers are being placed in road work areas (60% of the time) and during emergency interventions (25%). Motorists biting into the emergency lane – truck drivers in particular - are the leading cause of service vehicles parked in that lane getting hit.

Not keeping a safe distance between vehicles is the main cause of FLU and FLR (digital emergency and merging lane arrows located on intervention vehicles used to signal a closed lane) getting hit (nearly 50% of accidents, and on the uptick).

In order to encourage motorists not to bite into the emergency lane, the installation of a continuous marking system has been tried on the A10 and A19 motorways, with the consent of the Road Safety Interministerial Delegation (Délégation Interministérielle à la Sécurité Routière - DISR). Already adopted in several other countries (England, Spain, Austria, Norway...), this type of solid white line seems to be a better deterrent than the current dotted line marking system because it looks like an “impassable line”.



- **Initiative Against Sleepiness At The Wheel**

Over the last four years, the motorway industry has run an awareness campaign targeted at drivers regarding the risk of sleepiness at the wheel, which remains the main cause of accidents on the network.

sleepiness at the wheel is the leading cause of deadly accidents on motorways, before alcohol and speed, and causes one third of all accidents and 30% of the deadly ones (up from 28% in 1997). These accidents occur especially between 2 AM and 7 AM, as well as between 2 PM and 4 PM, and half of them are caused by motorists on a trip of less than 2 hours.

In 65% of those cases, only one vehicle is involved (the motorist rams off the road). In order to better prevent this problem, and under the scientific supervision of Professor Pierre Philip, from the Bordeaux University Hospital Center (CHU de Bordeaux), ASFA launched a survey* based on questionnaire submitted to 40,000 motorists. This survey, unprecedented in its scope in France, revealed an alarming situation :

- 28% of motorists have had an incident of sleepiness at the wheel at least once in the past twelve months, regardless of the type of trip and the network used;

- 4% of motorists acknowledge they have had a near-collision in the last twelve months because of a problem of sleepiness at the wheel;
- Those rates as applied to the 35 millions motorists using motorways each year mean that about 1.5 million motorists had a near-collision.

In order to reduce sleepiness at the wheel, motorway companies are installing more “bump markers” – lateral lines (vibrating or sound markers) which separate the emergency lane from the other lanes and serve to warn or to wake up any inattentive or falling asleep motorist.

Additionally, awareness campaigns have been amplified, and ASFA has become the official partner of the National Institute for Sleep and Vigilance (Institut national du sommeil et de la vigilance - INSV) for the 2009 National Day of Sleep. This partnership has allowed to include the issue of sleepiness at the wheel in the national survey publicized by the INSV, as well as to participate to the awareness campaigns launched by the INSV.



Initiative Highlights in 2009

- **Environmental Section Upgrade Program through the Extension of Motorway Company Concession Contract Durations**

On the national level, following the recent French environment summit better known as the “Grenelle de l’Environnement”¹ (1), to which ASFA actively and positively contributed, motorway companies and ASFA have advertised the benefit of launching an environmental upgrade program targeting the oldest sections of their network. Such a program is based on three components : noise diminution, water protection, and CO2 reduction. In the current context of economic stimulus measures, they have submitted to the government a proposal for an upgrade plan tailored to the specific needs of the concession industry that would be funded through an extension of concession durations;

¹ Political roundtable organized in France in 2007 at the initiative of the Fillon cabinet, with the goal of gathering leaders and experts of industries facing environmental challenges (government officials, NGOs, private sector, trade organizations) in order to make long term decisions."

ASFA has subcontracted a number of legal studies demonstrating the feasibility of this project, and has also highlighted for the relevant French cabinet members as well as to their staff, various government agencies and elected officials how beneficial such a program would be. Such efforts finally bore fruit and, on January 25, 2010, each of five motorway companies signed a “green commitment” with French authorities regarding their network in exchange for a one-year extension of their respective concessions.

These environmental commitments are part of the State’s plan to stimulate the French economy. In all, more than one billion euros will be invested over the next three years to support the construction and public works industries, as well as small and mid-size companies in the “green segments” of the economy. The relevant operations will involve various projects and equipment deployment targeted specifically at improving fluidity and safety on the network, as well as the latter’s environmental performance.

- **Extended Use of ElectronicToll Collection ETC**

ElectronicToll Collection for Cars : Liber-t

The number of ETC subscribers to the Liber-t has reached 3 millions in 2009. Liber-t subscribers can pay their hourly parking bill via ETC in 179 car parks throughout France, and you can subscribe to Liber-t in 27 of the car park in Paris and the Paris suburbs run by Vinci Park.

ETC for Trucks: TIS PL

Since its launch in 2007, the four companies certified by ASFA’s toll Commission sell ETC for trucks, and they act as an intermediary between transportation companies and motorway concession companies. The adoption of the ETC system by trucking companies has strongly increased in 2009, with a total of nearly 600,000 passes now in use. 83% of all toll payments on the network are now made with an electronic tag, which can also be used on truck secured parkings.

*In 2000, 318 deaths

Key data on the French motorway system

Pays : France	2009
Length of network	8 627,9 km
Length of motorway under construction	294
New motorway opened in 2009	105,5 km
New motorway to be opened in 2010	35 km
Turnover VAT excluded	7,3 milliards €*
Workforce	16 585 *
Average daily traffic- light vehicles	23 051
Average daily traffic – trucks	3 773
Average daily traffic – (light vehicles + trucks)	26 824
Total Number of accidents	18 922 *
Number of injured people	1 106 *
Number of people killed	150
Kilometre travelled (10 ⁸) km	82 286.1 millions de véh.km
Number of toll plaza	497 *
Number of lanes	4 599 *
Number of ETC lanes	4 134 *
Number of ETC subscribers (light vehicles + trucks)	3 380 215
Service areas	352 *
Rest areas	619 *
Restaurants	334 *
Hotels	26 *

(*) Provisionnal data - 01.01.2010