

National Report

France

On n'a jamais fini de vous rendre service

**les sociétés
d'autoroutes**

1. – Network Length and Openings

In 2011 the toll motorway network grew by **35.5** kilometers (compared to 218.6 in 2010) to reach a total of **j'ai 8 886.9** kilometres of toll motorway in service as from 31.12.2011.

2. - Investments ^()**

The amount of investments financed in 2011 by all French tolled companies was **2** billions euros^(*).

3. – Revenues ^()**

The turnover in 2011, without VAT, totalled **8.44** billions €.

4. Staff

There are 15 927 permanent staff working on the network.

5. – Tolls ^(*).

The average toll rate of February 1st 2012 was:

2.45 % for passenger cars and other light vehicles (class 1)

2.60 % 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. This year, the rate also includes the compensation the land occupation fee decided by the State.

6. – Traffic

85.34 billions kilometers have been driven on the network by end of 2011.

Traffic over the stable network is as follows compared to 2008 : +1.1 % increase for the whole vehicles (trucks + cars)

Safety

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

Safety figures for 2011 are characterized by an increase in the number of deaths (193 deaths versus 153 in 2010).

^(**) 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 seven 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 2011.

These figures, which validate the priority given to safety, show that motorways appear to have been **5 times safer** than other road infrastructures in 2011

Since 1980, motorway companies have recorded **an average drop of 6% per year in the rate of deadly accidents.** Nonetheless,

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 8 accidents**
- **Presence of pedestrians (outside their vehicles and external): 1 out of 8 accidents**

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

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 2011, the number of people killed on the roads has been divided by three, approximately. It is 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 30%, and the rate of vehicles driving at speed greater than 150km/hr has continued to decline, even though it was 2% in 2011 .



In 2010, motorway companies have continued 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.

This trend will be emphasized in 2011. From that perspective, the French toll road operators have Requested strong actions from Public Authorities with the following proposals :

- to introduce a law forbidding people to drive in a state of drowsiness in the road
- regulation

- to reinforce fines/penalties when drivers are falling asleep at the wheel
- to introduce drowsiness in the license driving training program for a better knowledge of the phenomenon
- to introduce drowsiness as accident cause in the national road accident statistical data base
- to reinforce the deployment of rumble strip
- to carry on the experiment on continuous marking (between the emergency shoulder and the right lane – to better protect road workers / **19 patrol employees killed on duty between 2002/2011**)

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

In 2011,

- 1 person working on the network was killed,
- 19 were injured,
- 131 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, 19 people have been killed while working on the network between 2002 and 2011.

According to recent studies, these accidents occur most often while markers are being placed in road work areas (55% of the time) and during emergency interventions (22%). Motorists biting into the emergency lane – truck drivers in particular - are the leading cause of service vehicles parked in that lane getting hit.

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”.



Key data on the French motorway system (*)

Pays : France	2011
Length of network	8 886.9 km
Length of motorway under construction	158.4 km
New motorway opened in 2011	35.5 km
New motorway to be opened in 2012	57 km
Turnover VAT excluded (*)	8.44 billions €
Workforce	15 927
Average daily traffic- light vehicles	23 137
Average daily traffic – trucks	3 880
Average daily traffic – (light vehicles + trucks)	27 017
Total Number of accidents	18 121
Number of injured people	1 057
Number of people killed	193
Kilometre travelled (10 ⁶) km	85 336 millions veh/km travelled
Number of toll plaza (2010) (*)	567
Number of lanes (2010)	4 935
Number of ETC lanes	5 652
Number of ETC subscribers (light vehicles + trucks)	4 330 600*
Service areas (2010)	365
Rest areas (2010) (*)	624
Restaurants (2010) (*)	352
Hotels (2010) (*)	23

(*) Provisional data - 01.01.2012

Toll road network (motorways – tunnels and bridges) Le réseau autoroutier concédé

