

# National Report - France

*Jean-François Roverato*  
*Chairman of ASFA*

**Asecap Study days**  
**May 29 – May 31 2011**

**Brussels (Belgium)**



**ASSOCIATION PROFESSIONNELLE**  
**AUTOROUTES ET OUVRAGES ROUTIERS**

## **1. – Network Length and Openings**

In 2010 the toll motorway network grew by **219** kilometers (compared to 105.5 in 2009) to reach a total of **8 847.4** kilometres of toll motorway in service as from 31.12.2010.

## **2. - Investments (\*\*)**

The amount of investments financed in 2010 by all French tolled companies was **2** billion euros(\*).

## **3. – Revenues(\*\*)**

The turnover in 2010, without VAT, totalled **7.77** billion €.

## **4. Staff**

There are 16 800 permanent staff working on the network.

## **5. – Tolls(\*)**

The average toll rate of February 1<sup>st</sup> 2011 was:

2.24 % for passenger cars and other light vehicles (class 1)

3.06 % 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. They are specific to each one of them. This year, the rate also includes the compensation of the land occupation fee decided by the State.

## **6. – Traffic**

84 billion kilometers have been driven on the network by end of 2010.

Traffic over the stable network is as follows compared to 2008 :+ 1.7 % for light vehicles , + 4.4 % for trucks (+2 % increase for the whole vehicles (trucks + cars)

## **Safety**

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

Safety figures for 2010 are characterized by a light increase in the number of deaths (152 deaths versus 151 in 2009).

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(\*\*) 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 2010.

Since 1980, motorway companies have recorded **an average drop of 6.8% per year in the rate of deadly accidents**. Nonetheless, the rate of yearly decrease in the number of accidents is 2,4 %, 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:**

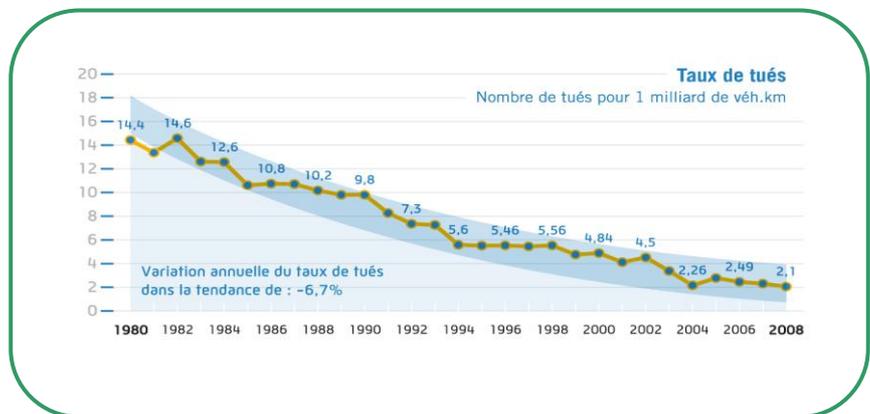
- **Sleepiness and fatigue: 1 out of 3 accidents**
- **Alcohol, drugs, medications: 1 out of 4 accidents**
- **Excessive Speed (speed limit violations): 1 out of 8 accidents**
- **Presence of pedestrians (outside their vehicles and external): 1 out of 8 accidents**

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 2010, 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 2% in 2009 .



**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.

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 / **18 patrol employees killed on duty between 2002/2010**)

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

In 2010,

- 1 person working on the network was killed,
- 15 were injured,
- 105 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, 18 people have been killed while working on the network between 2002 and 2010.

According to recent studies, these accidents occur most often while markers are being placed in road work areas (50% 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.

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”.

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## Key data on the French motorway system

Pays : France	2010
Length of network	8 847.4 km
Length of motorway under construction	77 km
New motorway opened in 2010	219km
New motorway to be opened in 2010	41 km
Turnover VAT excluded	7,77 billion €*
Workforce	16 800 *
Average daily traffic- light vehicles	23 324
Average daily traffic – trucks	3 925
Average daily traffic – (light vehicles + trucks)	27249
Total Number of accidents	20765 *
Number of injured people	1 153*
Number of people killed	152
Kilometre travelled (10 <sup>6</sup> ) km	84038..1 million veh/km travelled
Number of toll plaza	567 *
Number of lanes	4 939 *
Number of ETC lanes	4 127 *
Number of ETC subscribers (light vehicles + trucks)	3 900 600
Service areas	364
Rest areas	624
Restaurants	337
Hotels	26

(\*) Provisionnal data - 01.01.2010

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

