

FOT-Net seminar

How to develop a FOT ?

Policy maker's view



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Plan of the presentation

- What is a FOT for a policy maker ?
- Advantages/ Difficulties for a policy maker
- Example 1: automatic speed enforcement
- Example 2: intelligent speed adaptor
- Conclusions How to help ?

What is a FOT for a policy maker ?

A research project ?

- It is clear for makers of research policies , but not for makers of other policies.

A part of their policy ?

- It is clear for national authorities involved in the domain covered by the FOT
- It may be clear by the local authorities in charge of the territorial applications of the policy
- Probably dubious or indifferent for other policy makers...

An occasion to promote their territory ?

- What if the territory is only “used” and not promoted ?

Difficulties for a policy maker

The test is by itself a project. It means:

- Dedicated funds, staff, personal time of policy maker him (her)self ...
- Evaluation of existing situation can identified existing vulnerabilities of the systems in place
- Relations to create/develop with other authorities ...
- Relations to create with private partners...
- Questions to answer about the new system before the results of the test are available
- The test can be successful or not...

Advantages for a policy maker

Such project has positive aspects:

- Some specific (“new”, external..) funds
- An occasion to work in a structured environment with limited, but clear responsibilities
- An opportunity of promotion of the policy and of the policy maker him (her)self ...
- Possibility to create/develop relations with authorities in a “reversible way” ...
- Opportunity to meet possible private partners...
- Collection of details about the new system even before the results of the test are available
- The whole result of a set of tests can be useful even if some of them are not successful.

Balance Difficulties/Advantages

Evaluation / perception of the risks is made at two levels:

- Individual
- Collective

Collectivity is generally more reluctant to take risk than his members

Policy makers in principle don't work alone ...

Radars



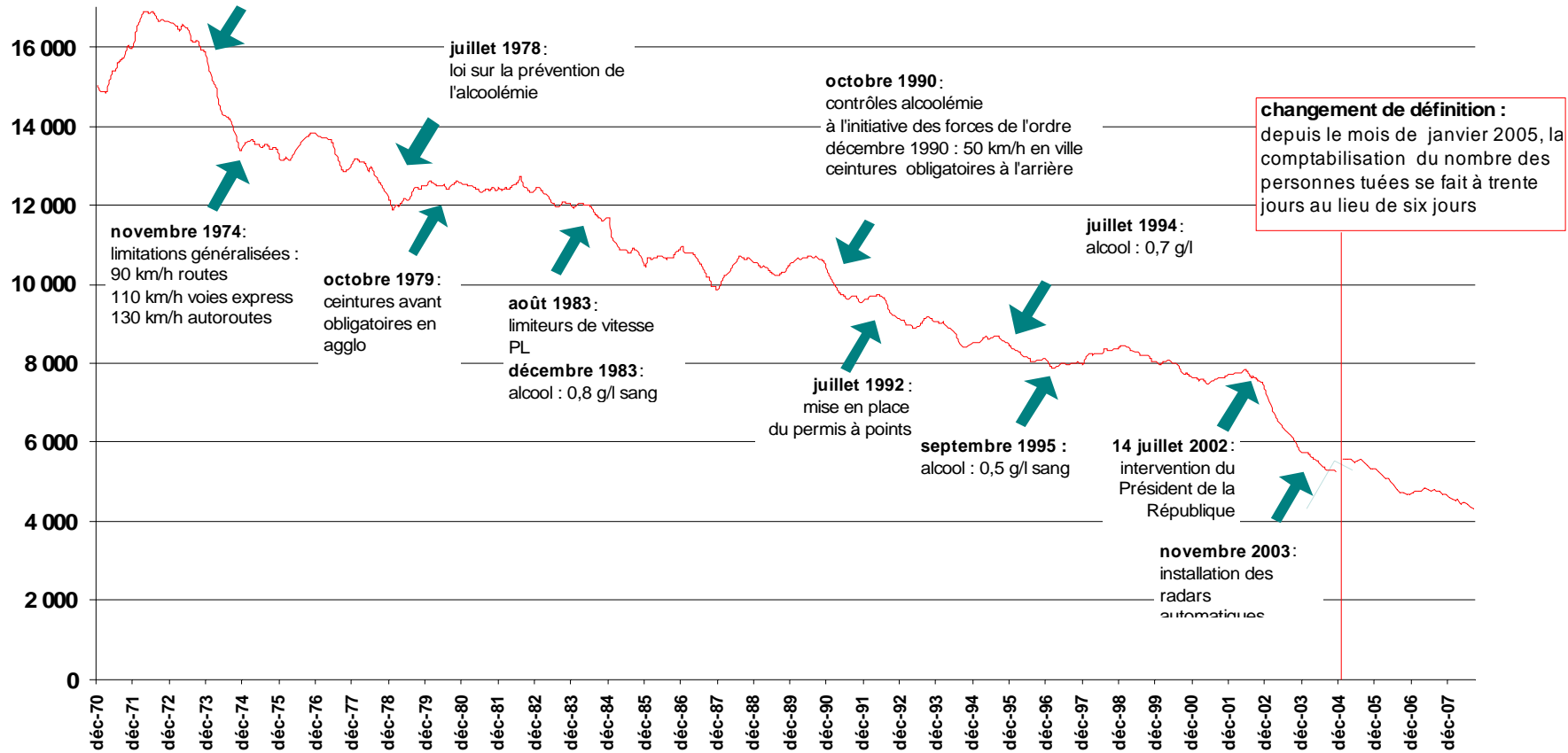
**Vitesses
(radar + photo)**



Inter-distance (laser)

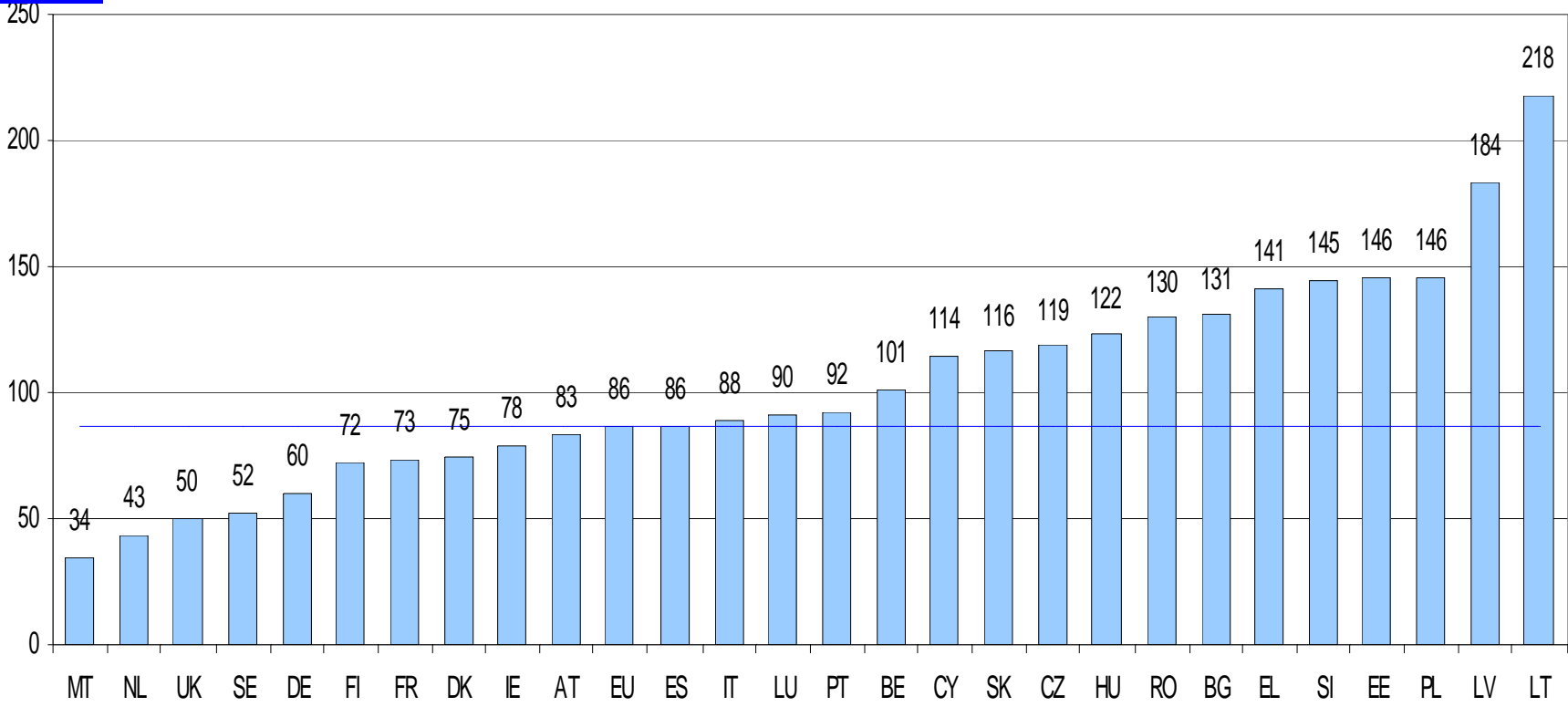
Évolution du nombre de tués décembre 1970 - août 2008 (moyenne glissante sur 12 mois)

juin 1973:
limitations de vitesse
110 km/h routes à grandes circulation
et 100 km/h autres routes
ceintures avant obligatoires hors agglo
casque obligatoire





Fatalities by population 2007

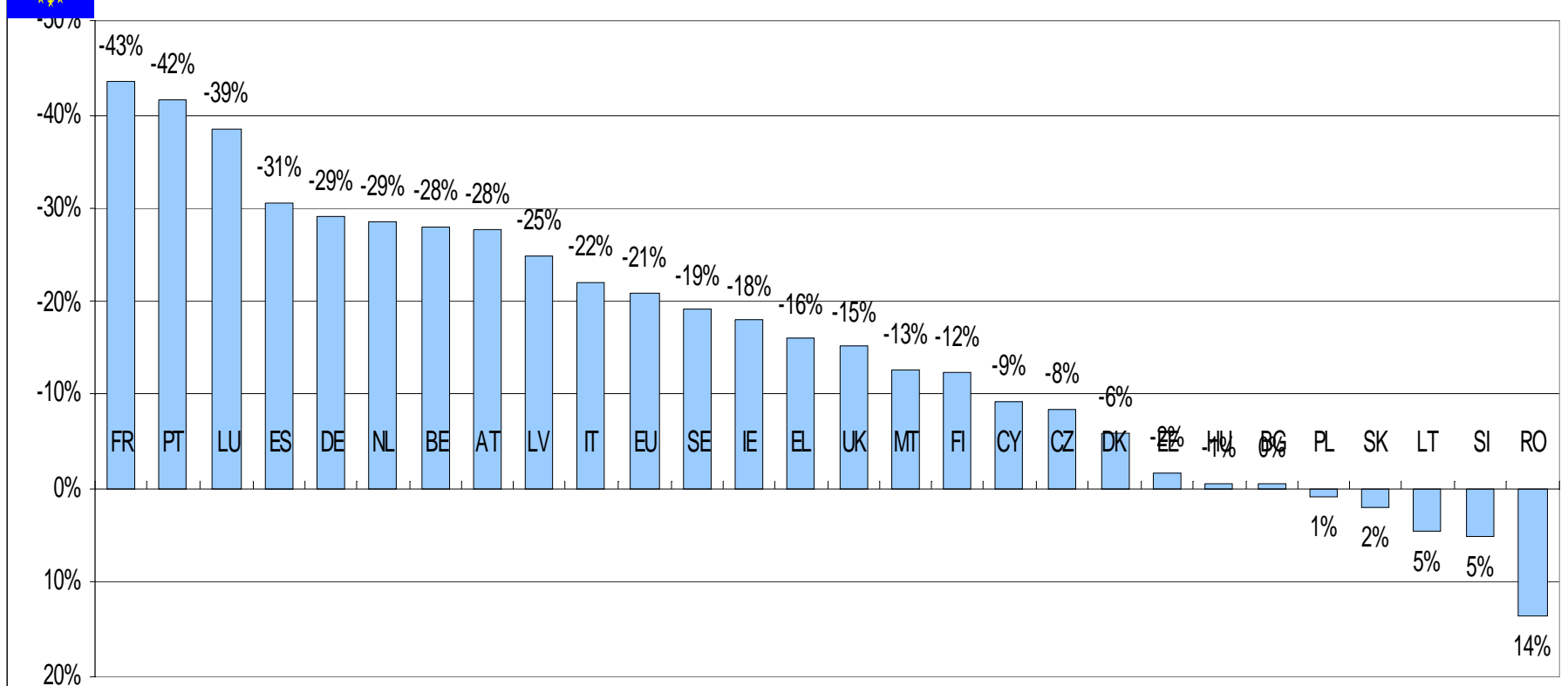


Source: CARE (EU road accidents database)





Fatalities evolution 2001 - 2007



Source: CARE (EU road accidents database)

Exemple 1: speed limit enforcement-1

In July 2002, the general political objective was clear: reduce the speed through efficient enforcement to modify driving behaviours.

Almost nothing was in place to attain the objective, except an inter-ministerial Committee (periodic high level decision making procedure) and a few people convinced that it was possible to do something

“Experimentations” were used as the basis of the project for two reasons:

- Possibility to involve real actors in the preparation of the decisions
- Possibility to focus the discussions on real difficulties and to elaborate solutions

Speed limit enforcement-2

Clear definition of experiments: infringements identified during experiments where not prosecuted... but they produced real safety

Materials deployed in the frame of experiments where state of art of real manufacturers, but not type-approved, because there was no legal basis for type approval, but they were really tested against the draft specifications which become mandatory as soon as the Parliament adopted the legislation

Data where processed manually, which was possible for few number of cases, but it gives the reference to automatize and securize the system

Speed limit enforcement-3

12 experimentations were launched simultaneously, after a "call for experiment applications"

Themes of experimentations covered the different parts of the whole process (data collection, processing, back office...) and various context of relations between actors (police, justice, infrastructure operator, traffic management, local authorities of different size and territorial levels, state administrations)

Designing experimentation, reports on launching and realization of experimentation, visiting ... where progressively considered as a "collective expertise" for high level decision makers

Example 2: Intelligent speed adaptor



Example 2: Intelligent speed adaptor-1

Objectives of the LAVIA project:

- Test feasibility and acceptability of different modalities of “intelligent” speed adaptors (information, automatic, voluntary)
- Design of the project made by LIVIC (INRETS+LCPC) in cooperation with PSA and RENAULT
- Location of the test in Yvelines county, near the research laboratories
- 20 vehicles involved, 120 drivers have followed the complete test protocol (selection, learning, driving under three modalities, evaluation ...)

Example 2: Intelligent speed adaptor-2

Methodology was precisely defined in advance and followed by automotive experts

Infrastructure owners, police authorities were informed, but not directly involved, except for verification of signalling

A specific data base was made for the project on road speed limits attributes

Results have the quality necessary to

- evaluate the capacities of normal drivers to use the system
- recommend appropriate organisation to inform them correctly
- Identify the steps forward

Example 2: Intelligent speed adaptor-3

The acceptability of the system was higher for the later drivers than former ones, probably due to the period when the test occurred

It was not possible to identify significant other factors influencing the acceptability than the general evolution of driving behaviours

The program was not organized in a whole deployment project and the organization of a real deployment is still under study

- Who will create/maintain the data base ?
- Which consequences for infrastructure managers and police authorities ?
- Ownership and management of the project ...

Conclusions : how to help ?

How to identify/recognize the efforts of policy makers (persons or bodies) involved in a FOT?

How to reduce the risks of FOT for policy makers (directly or indirectly involved) ?

Mutualization:

- Data base of FOT (and similar process of deployment of innovation in transport or mobility management ...)

National and international exchange of best practice for:

- Between actors who are or where involved
- For better risk management in each project
- Integration of RM in FOT methodologies