

OBSERVATORY (ONISR)

FRENCH ROAD SAFETY

BAAC
**(Analysis report of road traffic
accident involving physical injury)**
User Guide



Extract

May 2014

Foreword

This present version cancels and replaces previous versions, the most recent of which was published in march 2013. It covers the BAAC in its version of 2006.

Preface

The National road traffic accidents (RTA) file, called BAAC database, gathers all the BAACs (analysis report of road accidents involving physical injury) registered by police forces for any road traffic accident brought to their attention.

Article *R 231-1* of the Code de la route provides that any driver or road user involved in a traffic accident leading to the death or injury of one or more persons needs to call for police forces.

This file constitutes an indispensable information data base for learning about both the state and the evolution of road unsafety. National and local road safety policies are based on these statistical evaluations.

The French Road Safety Observatory (ONISR) is responsible for the administration and the distribution of road traffic accidents statistics, in accordance with the decree of May 15th 1975 on the Interministerial Road Safety Committee (CISR). These statistics were labelled on June 4th 2013 by the French Public Statistics Authority.

As such, the ONISR publishes this guide to advise on how best to use the BAAC codification and to improve the accuracy of the collected data. Details are given regarding the definitions of BAAC sections, contributing to enhance its quality.

This quality depends on :

- the comprehensiveness of accident recording defined by the decree of March 27th 2007 determining “the conditions for preparing statistics on road traffic accidents leading to injury and their medical consequences”,
- the most complete filling of all the BAAC categories,
- the uniformity at national level of collected data.

Every new version brings supplementary information on the definition of BAAC categories and on the ONISR “jurisprudence” regarding the accidents to be recorded in the BAAC file.

Any questions on the BAAC codification should be addressed to the French Road Safety Observatory (onisr-dscr@interieur.gouv.fr). The answers are posted online on the intranet site (<http://dscr.minint.fr/index.php/faq-onisr>).

Every fatal accident considered for reclassification (for example in the case of involuntary homicide, suicide, faint causing the death before the accident), departmental observatories for road safety (ODSR) must send police reports (police records or, failing that, register of offences) and additional supporting documents from other actors (doctor, prosecutor) to the ONISR (onisr-dscr@interieur.gouv.fr) for validation.

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1. Definition of road traffic accident leading to injury

The « arrêté » of 27 March 2007 on the organisation of data collection for road traffic accidents leading to injury includes current relevant definitions.

a) An accident :

A road traffic accident leading to a fatal or non fatal injury is an accident that :

- causes at least one victim, a person requiring medical attention ;
- occurs on a road open to public traffic ;
- involves at least one vehicle.

b) Users :

An injury accident involves a number of users.

Among those, there will be :

- safe people : they are involved but did not die nor they required medical attention ;
- victims : they are involved but are not safe.

Among victims, there will be :

- the killed : any person who dies on the spot or within 30 days after the accident ;
- the injured : victims that are not killed.

Among the injured, there will be :

- hospitalised people : victims that are welcome into hospital and remain there more than 24 hours ;
- slightly injured people : victims who required medical attention but either did not go to hospital or did not stay longer than 24 hours.

The days count for somebody who got killed is of 30 days from the date of the accident.

The day count for an hospitalised person is of 1 day from the date of the accident.

2 – Organisation of the data collection

Data collection for a road traffic accident leading to injury, called BAAC, is organised as such :

- Police forces register all information required by the pro format for the national data base and send it to the portal for the national data base through their headquarters within 2 months after the accident took place ;
- Each file relating to an accident is checked first centrally for inconsistencies and then locally before it is validated by local Road Safety observatories (ODSR).

The aim is for data to be available within 3 months after accidents. The database for a year is completed on the 15th April of the following year.

3 – Examples of situations

Any driver or road user involved in a road traffic accident leading to the death or injury of one or more persons needs to call for police forces (article R 231-1 du Code de la route).

According to the decree of May, 15th of 1975 related to the Interministerial Council for Road Safety (CISR) the administration and distribution of road injuries statistics been assigned to the ONISR. It has been constituting for a long time implementing rules for these definitions. They are addressed to the services whose mission is to publish a BAAC report.

One of them are polices forces when reported accidents match with regulatory definitions as set in the ministerial “arrêté” of March, 27th of 2007, should it result or not to the making out of a legal proceeding.

Police forces and local observatories for road safety must watch over to the strict enforcement of these definitions : they guarantee the statistic quality of data and their relevance according to road traffic accidents analysis.

Three conditions are necessary and enough to allow the classification of an accident as a traffic injury accident :

- The presence of at least one victim,
- The opening to public traffic,
- To have least one vehicle involved.

The basic principle consists in recording all the accidents gathering such criteria regardless of the causal event. However, it must not result from a deliberate act like a suicide or homicide.

Some examples are proposed above as an illustration. Any other atypical accident must be submitted to the ONISR, via local Road Safety observatory, so as to decide to publish or not a BAAC report.

3-1 Road traffic accident

Concrete case of application	BAAC report publication
A road traffic accident when there is an assumption of suicide for one of the people involved or if suicide is proved.	No, when formal validation by the public prosecutor and in the absence of collateral victims among road users
A road traffic accident resulting from a murder, an attempt of murder or a voluntary attempt to one own integrity.	No, when formal validation by the public prosecutor and in the absence of collateral victims among road users
A road traffic accident caused by the involuntary fall of a tree or a stone on a rolling vehicle.	Yes
A road traffic accident resulting in an injured people in his garden, after a vehicle ran off the road.	Yes
A road traffic accident including the fall of vehicle in a river after a run off the road.	Yes
A road traffic accident caused by the shock against a wild or domestic animal and its avoidance.	Yes
A road traffic accident caused by a stray bullet during a hunting party.	Yes
An accident caused when a passenger opens the door of a parked car and injures a pedestrian.	Yes
An accident caused by the moving of a car without a driver in the absence of tight hand brake.	Yes
The arson of a parked vehicle.	No
An accident on a road construction site with no vehicles nor pedestrians come from the public traffic.	No

Particular cases of accidents following faints

Faints can be both one of the injuries accidents causes but one of its consequences too, in the same way of a physical injury. They require the publication of a BAAC report.

In the only case when the driver or the pedestrian die because of a faint before a hypothetical shock and if there is not other casualties, the publication of a BAAC report will not be necessary. This case, supposed very rare, will have to be confirmed by a medical certificate testifying that the decease occurred before the accident, and validated by the ONISR (cf. foreword).

3-2 The presence of a victim

A person who received medical care is considered as a victim. "Medical care" means a whole set of medical intervention provided by a healthcare professional. They are provided when an assistance related to health is required.

Fire brigades are not considered as healthcare professionals (except for the doctors).

As a consequence, damage property is not classified as an injury accident, all the people involved being unhurt.

An accident taking place on a public way is considered as a traffic accident. It involves at least one vehicle, and at least one people concerned is :

Specific cases of application	BAAC report publication
A people who receives healthcare but doesn't show a temporary inability to work (ITT).	Yes
A people who receives medical care at the doctor's office.	Yes
A people injured or killed in an accident following a faint.	Yes
A people who <u>deceases</u> of a faint <u>before</u> the accident (on justification by medical certificate) and without a third party involved.	No (after validation by the ONISR)
People victim of a faint <u>after</u> the accident.	Oui

Particular cases for pedestrians :

Is considered as a pedestrian within the meaning of the article R 412-34 of the Code de la route, the people driving a baby carriage or a wheelchair, the people driving to the hand a bicycle or a moped, disabled persons using a wheelchair moved by themselves or walking at pace.

Situation	BAAC report publication
An accident involving one or several pedestrians.	No
An accident between a person using roller skate, scooter or rollers and a pedestrian.	No
An accident involving a people pushing a machine.	Yes, the victim is a pedestrian
An accident involving an automobilist out of his vehicle.	Yes, the victim is a pedestrian
An accident between a vehicle and a person using roller skate, scooter or rollers.	Yes, the victim is a pedestrian
An accident involving a motorcyclist injured after having fallen of his machine.	Yes, the victim is considered like being a motorcyclist and not a pedestrian
An accident involving a vehicle pushed by its driver.	Yes, but the victim is considered like being a driver and not a pedestrian
An accident involving a pedal cyclist who put his foot on the ground.	Yes, the victim is considered like being a pedal cyclist and no a pedestrian

3-3 The opening to public traffic

R 110-1 section of the Code de la route indicates that this code is only applied to the ways opened to public traffic. Except as otherwise provided, are excluded private roads and all the ways strictly forbidden by permanent decision by the authority invested with the power of the traffic.

To know if a way is opened or not to public traffic is the subject of an important jurisprudence. Is considered as a traffic accident, an accident involving at least one vehicle, causing at least one victim and taking place on :

Situation	BAAC report publication
A rural way or country lane suitable for motor vehicles or not	Yes
A forest way unsuitable for motor vehicles but without road marking of ban or without a barrier.	Yes
A road where a race or a sporting event is taking place and whom the "arrêté" does not provide the prohibition of traffic.	Yes
Car parks and parking areas of the ways opened to the public (like service areas).	Yes
A station court yard, access roads of an airport.	Yes
A pavement, a pedestrian zone.	Yes
A cycling lane, a green lane.	Yes
A flooded road.	Yes
A traffic lane neutralized for works.	Yes

In not considered as a traffic accident an accident taking place on :

Situation	BAAC report publication
A dirt road exclusively intended for the service of a field.	No
A private road duly realized or signposted.	No
A shop or shopping centre to the extent that it is exclusively reserved for the customers.	No
A path who only leads into a building inhabitants private car park.	No

3-4 At least one vehicle involved

The “arrêté” of March, the 27th of 2007, is applied to all the vehicles and not only road vehicles. A vehicle is a machine likely to move itself thanks to a device, that is to say a motor, but thanks to an animal or a pedal mechanism too.

Is considered as a traffic accident an accident taking place on a way opened to the public, with at least one victim and involving :

Situation	BAAC report publication
A L6e type propelled car for people with reduced mobility (more than 6 km/h speed).	Yes
A machine of personal travel type Segway or another.	Yes
A bicycle on a green lane.	Yes
A bicycle alone or colliding with a pedestrian on the road or the pavement.	Yes
A bicycle with pedal assist system which of bicycle with electric support.	Yes
Agricultural machine – forest vehicle.	Yes
A vehicle of priority general interest (police vehicle, customs, fire fighting...)	Yes
A military vehicle.	Yes
A horse-drawn carriage or a ridden horse.	Yes
A motocross.	Yes (the category applied to this vehicle is « other »)
A small tourist train.	Yes
A tramway or train on intersections, crossings, common or shared ways.	Yes (included against a pedestrian. The driver and other people involved in the tramway/train are recorded but not described if they are unharmed).

Presentation note of the user guide

1. Objectives of the user Guide

The purpose of this guide is to facilitate the draft of the BAAC (analysis report of road accidents involving physical injury). The BAAC has undergone a number of important evolutions, whose most recent version dates from 2006.

2. Structure and content of BAAC

2.1. BAAC structure and links between sections

2.1.1. BAAC structure and terminology

This is a database that contains all variables accurately describing the “*characteristics*”, “*locations*”, “*vehicles*” and “*users*” involved in a traffic accident.

Each variable is codified using a set of values. For example, the “*administrative category of vehicle*” variable is described with 21 values ranging from “*bicycles*” to “*agricultural tractor*”.

In view of the very different types of variables, they are divided in 4 SECTIONS :

1. CHARACTERISTICS SECTION describing the general circumstances of the accident.
2. LOCATIONS SECTION may be multiple in the event of intersection.
3. VEHICLES SECTION.
4. USERS SECTION.

These four sections are preceded by a code indicating which unit of police forces recorded the BAAC.

2.1.2. Links between sections

Each variable provided under a section should be capable of being interlinked with variables of other sections. For example, it may be necessary to know in which vehicle road users were at the time of the accident and which road they were circulating on. This is called establishing a link between variables describing an accident.

This link is established with two variables :

- The HIGHWAY CODE
- The conventional letter

This specific codification enable to link variables of three sections ”, “*locations*”, “*vehicles*” and “*users*”.

- The HIGHWAY CODE assigns a serial number to each road : 1, 2, 3, etc. This number is systematically repeated for each involved vehicle circulating on the previously assigned road.
- The CONVENTIONAL LETTER assigns a letter to each vehicle : A, B, C, etc. This conventional letter is systematically repeated for every road user inside the vehicle and for pedestrians struck by the vehicle.

2.2. BAAC content

2.2.1 Characteristics of the accident

This section groups together all general variables of the traffic accident such as the date, the weather conditions, etc.

This section also includes the “location of the accident” codified by the variable “GPS code” under the characteristics section.

Entering the correct information in these variables is very important to reliably identify and carry out actions targeted on the location of accidents (roadside checks, security installations, etc.).

On urban roads, this variable can be completed by a postal address.

On interurban roads, this variable can be completed by “P.R. (Reference Point)” (see section “locations”).

2.2.2. Locations

This section includes variables describing the road infrastructure and the road(s) on which involved vehicles and road users were travelling. In the event of intersection, several roads are described.

These variables cover administrative aspects (e.g. category : trunk road, county road, etc.), geometric aspects (longitudinal profile, horizontal alignment, etc.) as well as the spatial planning and environmental aspects.

2.2.3. Vehicles

This section includes variables describing the vehicles involved in the accident. Every vehicle must be attached to a traffic lane (Cf. § 2.1.2).

These variables concern administrative aspects (administrative category of vehicle, etc.) as well as technical aspects (driving manoeuvres, objects hits, etc.).

2.2.4. Users

This section includes variables describing any road user involved in a traffic accident. They must be attached to a vehicle (Cf. § 2.1.2).

These variables cover a wide variety of areas such as the place in the vehicle, alcohol test, the type of journey, etc.

Within this section, the main variable is “*the seriousness of injuries*”. Containing four values (“*unhurt*”, “*killed (30 days)*”, “*injured and hospitalised*” or “*slightly injured*”), it allows to know public health issues related to road unsafety.

It should be recalled that its definition was modified in 2005 for the sake of statistics harmonisation at European level.

3. Structure and media of the coding guide

3.1 Guide structure

The structure of the guide is similar to that of the BAAC report.

Variables are grouped together under each section. Each variable is the subject of a factsheet presenting :

- Definition,
- Interest and use,
- Codification of values used to detail variables (completed by diagrams if necessary),
- Specific aspects or particular difficulties.

The fill rate of certain variables in the National RTA file, for the years 2009-2011 in cumulated terms, is appended to this guide, if necessary. This information helps identify variables where the volume of quantitative data collected in the BAAC must be improved.

3.2. Different media

This guide can be used in two ways :

- Overview document containing factsheets on variables,
- On-line assistance in adapted and usable version for the data entry software into the BAAC.

4. Conclusion

Time period required for the integration of the BAACs into the National RTA file must be compatible with the closing date of the database. Consequently, the BAAC must be transferred to the National RTA file **within 3 months after accidents**.

At the real core of the road safety information system, the BAAC must be thoroughly completed. National and local road safety policies are based on the results of statistical evaluations of the BAAC database. Errors due to the inaccurate entering of variables can lead to diagnostic errors, detrimental to reducing road accidents.

Toutes les erreurs dans la saisie de ces variables peuvent donc conduire à des erreurs de diagnostic préjudiciables à la réduction de l'accidentalité routière.

This database includes a wide range of different information, from various areas of knowledge: traffic rules, administration, road engineering, medicine, etc.

Police forces responsible for the collection and registration of the BAAC should not hesitate to address themselves to Local Road Safety Observatories (ODSR), attached to the Departmental Territories Directorates (DDT), itself place under the authority of the department prefects.