



OBSERVATORY (ONISR)

FRENCH ROAD SAFETY

Analysis report of road traffic accident involving physical injury

User Guide Extract

BAAC 2017

Update : April 2017





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Preface

Any road traffic accident involving physical injury brought to the attention of police forces must be registered in a BAAC file (analysis report of road accidents involving physical injury) by the police or national gendarmerie services territorially competent. The BAAC file contains four categories accurately describing the “characteristics”, “locations”, “vehicles” and “users” involved in a traffic accident. Each category is declined in “variables”, and each variable is composed of several “set of values”. The last version of the BAAC file dated to 2006.

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. This BAAC database constitutes an indispensable information data base for learning about both the state and the evolution of road unsafety, especially to better understand mechanisms and contributing factors to accidents. 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, written in conjunction with police forces and the Centre for expertise and engineering on Risks, Environment, Mobility and urban and country Planning (Cerema), with constant concern to adapt to changing modes of transport and to improve the accuracy of the collected data. This guide is targeted primarily at police forces in charge of reporting BAAC files, but also at organisms performing road safety studies.

Details are given regarding the definitions of BAAC variables, their relevance, the codification used and information on specific questions. The objective is to further strengthen the quality of the BAAC database. This quality depends on :

- the completeness of registration of accident, 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.

BAAC file 2017, the reporting of which is presented in this guide, essentially recapitulates the BAAC file 2006 with some developments. All fields of the BAAC file 2017 are required to be completed

Foreword

This present version cancels and replaces previous versions, the most recent of which was published in May 2014 .

It covers the BAAC in its new version of 2017.

Main developments of BAAC 2017

Removal of 5 variables : « Day of the week », « Bank holiday and Evening before bank holiday », « Width of the central reserve », « Width of road », « Near a school ».

Addition of 5 variables : « Priority regime », « Speed limits », « Type of engine », « Nationality », « Presumed factors linked to the location ».

Evolution of variables in order to better understand the context of the accident : Ex : For the variable « category of vehicles » the following values were added « Motorised personal mobility device (EDP) » (Segway, Gyropode..) and « Non-motorised personal mobility device » (non-motorized scooters , roller blade, etc...). Likewise, for the variable « Belonging to » the value « self service rental » (Autolib, etc..) was added.

Presumed factors of accidents were extended to the variable « locations ». Thus, for each of « Locations », « Vehicles » and « Users » sections, there is a new variable « presumed factors of accidents » including « presumed factors linked to the location ». Then, the author of the BAAC report formulates an opinion on identified or presumed factors of the accident, independently of the judicial proceeding that may be underway.

Categories of vehicles were refined. The development of technologies offers an unprecedented continuum of mode of transportation (from roller blades to HGV) which needs to be properly apprehended. Consequently, the values « Powered three-wheelers » and « Personal mobility device » are introduced and complete the usual vehicle categories. Although they are not approved for use on public roads, personal mobility devices are considered as vehicles for accident analysis.

« Users » section - « Category » variable. Pedestrian only means a person travelling on foot, without using any « wheel ». People with reduced mobility travelling in non-motorised wheelchair are considered to be pedestrians. Other users are vehicles drivers (in the wide sense). Thus, a person travelling with roller blades or in scooters is not a pedestrian but is considered as a driver of a non-motorised personal mobility device.

Concerning alcohol and illegal drugs, only the test result is taken into account. For illegal drugs, it is necessary to precise the nature of the product if the test is positive.

ATTENTION : In order to distinguish this BAAC file from previous one, the 24th character of the « Characteristics » section will be coded by 4.

Follow-up to the reflection

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), 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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Definition of road traffic accident leading to injury

1. Regulatory definitions

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

Statistics on road traffic accidents leading to injury are based on the following 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. Ex: During an accident occurring the 1st of January, a person killed will be registered until the 31st of January included, without taking into account the time of accident or death.

2. Organisation of the data collection

Analysis report of road accidents involving physical 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. Case studies

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. One of them are polices forces when reported accidents match with regulatory definitions as set in the ministerial “arrêté” of March, 27th of 2007.

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 except if it resulted in casualties (third party victims). In this case, the accident will be registerd in a BAAC file and all victims will be identified, including the person who caused the accident, with the real seriousness. Third party victims refer to victims other than the person who committed suicide, other than the person targeted by the homicide or attempted homicide.

Further details : the legal framework applied by judicial authority is not taken into consideration. The publication of a BAAC file is based solely on the ministerial “arrêté” of March, 27th of 2007.

A BAAC file can be published without judicial proceeding being initiated. The publication of a BAAC file is independent of the legal framework applied by judicial authority. For an example, the analysis of an traffic accident within the legal framework following the discovery of a corpse doesn't exempt the publication of a BAAC report. Likewise, the absence of total interruption for work (ITT) is not a reason not to establish a BAAC report.

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

Case studies	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, and in the absence of collateral damage among others road users.	No, when formal validation by the public prosecutor
A road traffic accident resulting from a murder, an attempt of murder or a voluntary attempt to one own integrity, and in the absence of collateral damage among others road users.	No, when formal validation by the public prosecutor
A road traffic accident resulting from a suicide or a murder with collateral damage.	Yes, If the person who caused the accident is injured or killed, he will be considered as a victim and the severity of the crash will be taken into account
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 victim in his garden, or in his house, after a vehicle ran off a road open to public traffic.	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 a a calamitous event: flooding, forest fire, earthquake...	Oui
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 or the driver opens the door of a parked car and injures a pedestrian.	Non
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 vehicle nor pedestrian coming from the public traffic.	No
A lane departure following a faint, with or without collision.	Yes

Particular cases of accidents following faints :

Accidents following faints require the publication of a BAAC report.

Faints can be both one of the injuries accidents causes but one of its consequences too, in the same way of a physical injury. It is necessary to properly apprehend this cause of accident in our roads.

The victim of a faint will be registered as injured or killed, including if the faint started before the accident. The faint is linked to the accident if it happened at the accident location, during transportation to hospital or during hospitalization following the accident.

In the only case when the faint occurs after parking the vehicle, and without collision nor roadway departure, the publication of a BAAC report will not be necessary.

3.2. The presence of a victim

A victim may be killed or injured.

► A person who received medical care, even for minor injuries, is considered as a **victim**. “Medical care” cannot be separated from the existence of a physical injury. The term “injury” is employed to qualify internal or external lesion, caused on a part of the human body. The injury may result from a collision, a burn or a faint. The injury may generally become apparent with the emergence of wounds, contusions, bruises, pains, nausea or vomiting, motor and sensory disorders, losses of consciousness, breathing difficulties or bleedings.

The injury may be both one of the accident causes but one of its consequences too.

Medical care refers to a whole set of medical intervention provided by a healthcare professional in order to improve the victim's health status. They are provided when an assistance related to health is required. Fire brigades are not considered as healthcare professionals (except for the doctors).

Particular point: In the case of medical examination, scanner or MRI test...concluding that there was no injury at all. These medical acts are not considered as medical care because they are provided to clear any doubt on potential injury, not to treat an injury. However, a victim needing a total interruption for work (ITT) is considered as injured. The length of time spent in hospital (+/- 24 hours) determines the seriousness of the injury. On the contrary, a victim who doesn't need a total interruption for work may be considered as injured.

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

► **Fatalities** include any person who dies on the spot or within 30 days after the accident. Indeed, traffic accidents solely causing material damages and no victims are not classified as road traffic accidents involving physical injury.

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

Case studies	BAAC report publication
A lightly injured person who receives healthcare but doesn't show a temporary inability to work (ITT).	Yes
A person who receives medical care at the doctor's office, following an injury caused by an accident.	Yes
A person injured or killed in an accident following a faint.	Yes
Death before or after a surgical operation following an accident, even if the death is caused by medical error or nosocomial illness.	Yes
A victim of a faint <u>before</u> or <u>after</u> the accident.	Yes
Death of a stillborn child.	No
A person examined by healthcare professionals (consultations, radiology, scan, MRI scan ...) without any injury.	No
Missing person following an accident	Yes, in the absence of the deceased's body, the victim is considered as lightly injured
An injured person, killed following healthcare because of physiological fragility or medical error.	Yes
A person killed following a faint, at a red light, without any collision.	No

Particular cases for pedestrians :

Pedestrian only means a person travelling on foot, without using any « wheel » or personal mobility device.

However, are deemed pedestrians in the BAAC report :

- persons driving and hand holding a baby carriage, a wheelchair, or any small non-motorised vehicle,
- persons driving and hand holding a bicycle or a moped,
- persons with reduced mobility travelling with a wheelchair pushed by themselves at a walking pace. This definition is almost identical to the article R 412-34 of the Code de la route.

A person travelling with roller blades, skateboard, scooter, segway etc...is considered as travelling with a vehicle and is deemed as a driver of a vehicle in the same way as pedal cyclists.

Case studies	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.	Yes
An accident involving a person or a vehicle pushing a machine.	Yes, the victim is a pedestrian
An accident involving a motorist who voluntarily got out of the vehicle	Yes, the victim is a pedestrian
An accident between a vehicle and a person using roller skate, scooter or rollers.	Yes
An accident involving a motorcyclist that had just fallen of his motorcycle.	Yes, the victim is then considered as a motorcyclist and not as a pedestrian
An accident with a motorist ejected.	Yes, the person ejected is considered as the driver or a passenger of the vehicle
An accident involving a vehicle pushed by its driver.	Yes, but the victim is considered as a driver and not as a pedestrian
An accident involving a pedal cyclist who put his foot on the ground.	Yes, the victim is considered as pedestrian

3.3. Open to public traffic

The « arrêté » of 27 March 2007 indicates that a traffic accident involving physical injury (fatal or non fatal) is an accident that occurs on a road open to public traffic, including:

- roads in the public domain and opened to public traffic. Motorways operated under a concession belong to this category.
- private roads opened to public traffic. A private road allowing to access one location to another (notion of « usual transit »), or to access a tourist site, a shopping center car park, or a port (notion of « area usually frequented by persons other than the owners ») is considered as opened to public traffic when there is no obstacle posed by a physical barrier to the passage of users. The presence of road sign is not enough for the definition to be fully applicable.

Are excluded:

- **roads strictly forbidden** by permanent decision by the authority invested with the power to regulate traffic when they are signposted and closed to public traffic,
- **private roads not opened to public traffic.** They are private roads that are not included in private roads opened to public traffic. They may or may not be signposted by a simple road sign (For an example, « Private property »).
- foot paths that is less than 1 meter in length.

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 :

Case studies	BAAC report publication
A rural road or country lane suitable for motorised vehicles or not.	Yes
A forest road unsuitable for motorised 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 lanes 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 construction works.	Yes
A dirt road measuring up to 1 metre in width	No

An accident occurring on the following roads are not considered as a road traffic accident :

Case studies	BAAC report publication
A dirt road exclusively intended for the service of a field.	No
A private road duly realized or signposted, restricted to service private property.	No
A shop or shopping centre parking exclusively reserved for customers and closed with a barrier.	No
A path who only leads into a building inhabitants private car park.	No
Private road where the barrier was forced by a road user.	No
An accident arising in the context of sportive event on a privatized road for this event and only when the involved vehicle is linked with this event	No, if the prefectoral decree precises the private nature of

(organizers, competitors, rescue, ...)	the road at the moment of the accident
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3.4. At least one vehicle involved

The “arrêté” of March, the 27th of 2007 applies to all vehicles circulating on roads opened to public traffic, including vehicles that are not approved for use. 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.

Particular point: Personal mobility engines (EDP), such as roller blades, skateboards, scooters, segway, etc...are considered as vehicle in the same way as pedal cyclists.

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

Case studies	BAAC report publication
A L6e type propelled car for people with reduced mobility (more than 6 km/h speed). The victim is considered as the driver of this vehicle, not as a pedestrian.	Yes
A machine of personal travel (<i>Engin de déplacement personnel, EDP</i>) type Segway, gyropode or another.	Yes
A scooter, skating, skateboard, ...	Yes , they are considered as machine of personal travel (<i>EDP</i>)
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 or mini-bike.	Yes
A small tourist train.	Yes
A tramway or train on intersections, crossings, common or shared ways, shared ways with non secured tramway tracks (by a grid for an example).	Yes (including collision with a pedestrian. The driver and others persons 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' format has undergone a number of important evolutions, whose most recent version dates from 2006. The most recent version of the BAAC user guide dates from May 2014.

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 30 values ranging from “bicycles” to “agricultural tractor”.

In view of the very different types of variables, they are classified into 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,
- Inclusion of main information of the BAAC user guide 2017 in software systems used by police forces to complete 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 national database (April 15th). Consequently, the BAAC must be closed by police forces **within 2 months after accidents** and transferred to the National RTA file, where they are checked, corrected if necessary and validated **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.

<p>Variables - CHARACTERISTICS section :</p> <p>Date Hour Light Code INSEE place of accident Location</p> <p>Intersection Weather condition Type of collision Postal address GPS code</p>	<p>CHARACTERISTICS Section</p>
<p>Variables - LOCATIONS section :</p> <p>Highway code Category Road Traffic system road Total number of traffic lanes Priority regime Special path Longitudinal profil</p> <p>Km or reference point Horizontal alignment Road surface Infrastructure management Accident location Speed limits Factors linked to the location</p>	<p>LOCATIONS Section</p>
<p>Variables – VEHICLES section :</p> <p>Conventional letter (vehicles) Highway code Runaway vehicle or driver Direction of traffic Administrative category (vehicles) Registration Date of first registration Belonging to</p> <p>Special vehicle Factors linked to the vehicles Type of engine Insurance Fixed object hit Mobile object hit Point of initial impact Main movement before the accident Number of occupants in PT CNIT code</p>	<p>VEHICLES Section</p>
<p>Variables – ROAD USERS section :</p> <p>Conventional letter (users) Place in the vehicle Presumed responsibility Category Seriousness Nationality Socio-professional category Gender User number Residence county or country Date of birth Alcohol test Level of alcohol</p> <p>Driving licence Date of obtaining licence Journey 1st and 2nd offences Safety equipment (Use) Pedestrian (position) Pedestrian (action moving) Pedestrian (Status) Drug test Drug identified Factors linked to the users</p>	<p>ROAD USERS Section</p>

