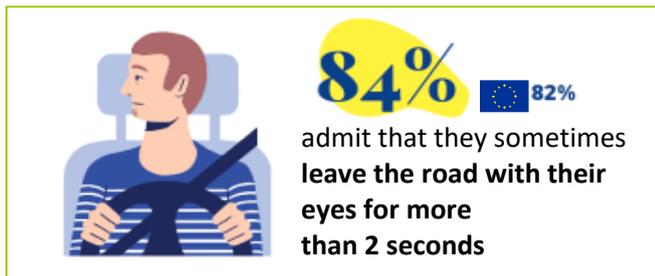


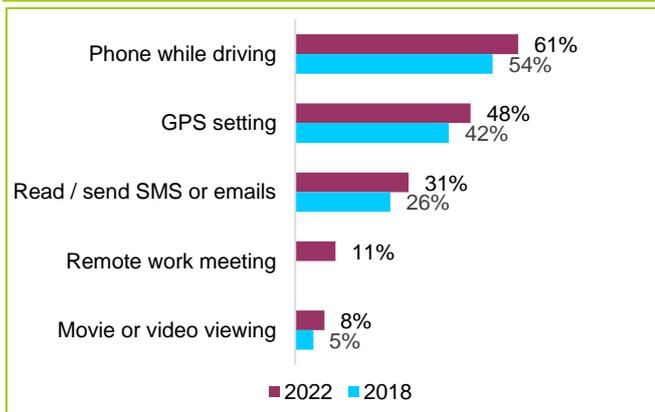
Reported drivers behaviours

Knowing the behaviour and reactions of users via opinion polls or "focus groups" (groups of about ten people who discuss the subject) makes it possible to better target actions, develop prevention campaigns and monitor their effectiveness.



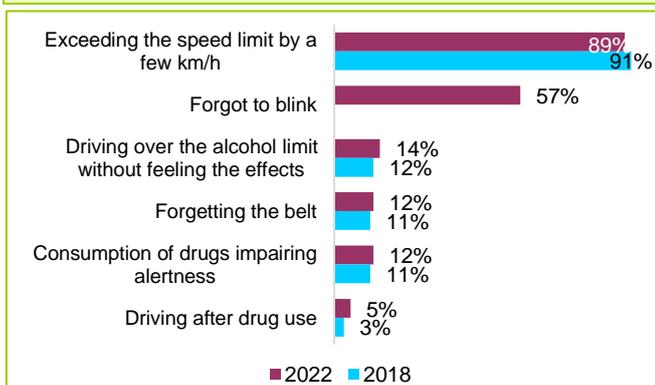
Source: 12th barometer of responsible conduct from the Vinci foundation, 2022

Sources of inattentive driving by year



Source: 12th barometer of responsible conduct from the Vinci foundation, 2022

The evolution of risky behaviours



Source: 12th barometer of responsible conduct from the Vinci foundation, 2022

Inattention while driving

The sources of inattention while driving are numerous and can be **conscious** (use of the telephone or other distractors, discussions, etc.) or **unconscious** (natural phenomenon of **wandering of the mind**). Drivers are not unaware of these risks since 44 % of respondents to the 12th barometer of the Vinci foundation place inattention among the main causes of fatal accidents.

Nevertheless, there are more risky behaviours than before, such as the **phone**, for which **61 %** say they use it for **calls while driving**, including 42 % regularly. If half of them use a loudspeaker system, they are 20 % to hold the phone in their hand (17 % in 2018). Finally, **11 % declare that they sometimes take part in a work meeting remotely** (a new question in 2022).

Drowsiness on motorway

Respondents to the Vinci Foundation barometer identify **drowsiness** as the 2nd cause of fatal accidents on the motorway, behind **speed**. The French are well aware of the risks on the motorway, as **16 % have already had or failed to have an accident** due to drowsiness (9 % in 2018) and **1 in 3 French people** have already had the impression of having **asleep at the wheel**.

Effective reflexes to prevent drowsiness are, however, gradually being adopted by drivers: 82 % of respondents **schedule their departure** at times when they are less prone to fatigue, **73 % change drivers en route**, **65 % stop for a nap** on the way.

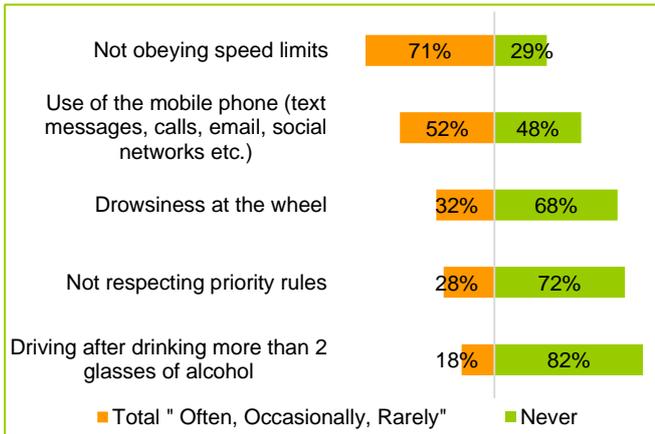
Incivility still ubiquitous

As before the health crisis, the French consider themselves to be good drivers and identify others as bad drivers: they consider themselves to be **vigilant** (74 %) and **calm** (54 %) but consider others **irresponsible** (43%) or **dangerous** (54 %). The result is a **feeling of insecurity** since 88 % have already been afraid of the aggressive behaviour of another driver.

Paradoxically, 21 % of respondents recognize the negative influence of the car on their behaviour and notice **increased nervousness and aggressiveness** at the wheel compared to everyday life. In fact, 65 % of French people say they insult other users and a third deliberately stick to the vehicle in front of them.

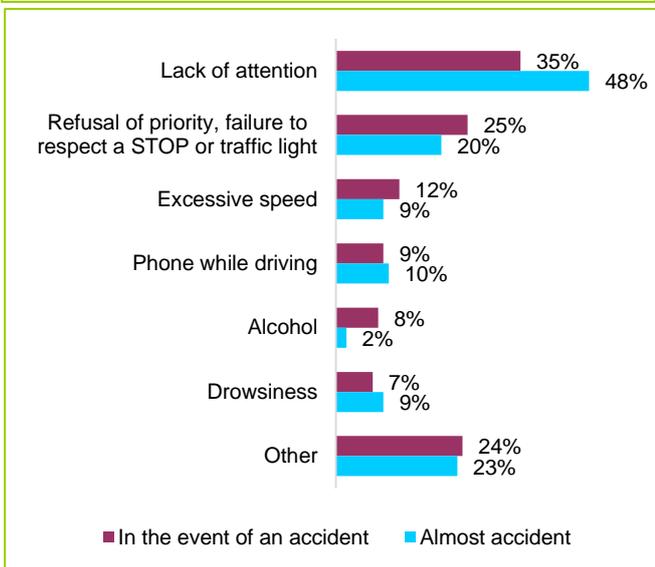
Risky behaviour is also on the **rise**, with in particular 9 French people out of 10 declaring that they exceed the speed limit by a few kilometres per hour. 57 % forget to put on their indicators on when necessary and 14 % admit to driving when they are over the legal alcohol limit.

Risky behaviours of workers in the context of professional travels



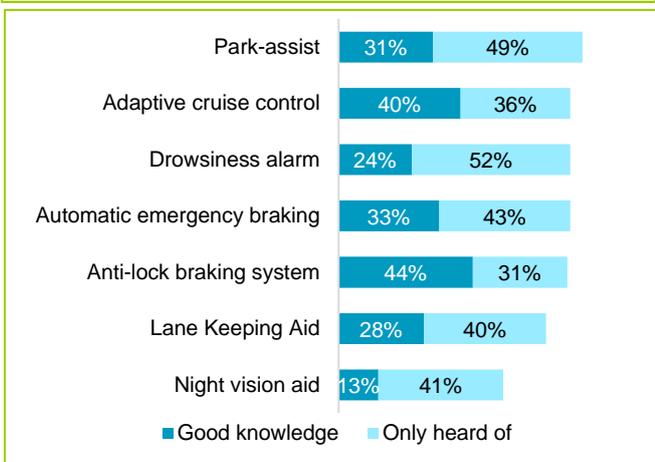
Source: IFOP survey for MMA on work-related road risk, 2022

Causal factors of accidents and "near accident" in the context of professional travels



Source: IFOP survey for MMA on work-related road risk, 2022

Share of spontaneous knowledge (without prior presentation) of ADAS (non-exhaustive)



Source: 2021 Barometer on uses and attitudes towards ADAS, Allianz/CSA

Work-related road risk

The IFOP survey for MMA on work-related road risk reports a lack of knowledge of this risk, since 83 % of managers and 67 % of employees are **unaware** that it is the leading factor in accidents at work (stable since 2015). However, 6 managers out of 10 consider themselves sufficiently informed about the issues and rules of professional road risk in companies, but only 18 % declare that they have implemented preventive actions for employees.

Business trips concern 42 % of employed workers surveyed a stable figure since 2015. Among them, half report at least 1 daily business trip. 82 % have already adopted a risky behaviour, so that half say they have just missed an accident and 19 % say they have had an accident. The causes mentioned are mainly **lack of attention** (35 % of accidents), **refusal of priority or non-respect of a stop sign or traffic light** (25 %), or **excessive speed** (12 %).

Alcohol and mobility on New Year's Day

According to the national survey conducted by the Association Prévention Routière on "The French, New Year's Eve and drunk driving" before New Year's Eve, almost **83 %** of the population surveyed **planned to consume alcohol** during this evening (down 3.8 points compared to 2019).

The **health context** in particular **deterred reunions with friends** since only 27 % planned to meet friends, i.e. 12 points less than in 2019. However, 35 % planned to travel, including 25 % by personal vehicle. Finally, despite knowing the risk to road safety, only **15 % say they take steps to prevent road accidents** related to alcohol consumption.

Driving assistance systems

Driving assistance systems (ADAS, Advanced Driver Assistance Systems) are designed as technical assistance for drivers and are gradually becoming more widespread within the vehicle fleet. However, the Allianz/CSA "Road Prevention" barometer indicates that the French still have a **mixed knowledge** of ADAS: only 25 % of respondents are able to name one. These are generally men, under 30 years old and living in large urban areas.

An issue associated with the development of ADAS concerns a good understanding of their operation: **1 driver out of 2** equipped with ADAS declares having **received no explanation** when the vehicle was purchased.