

## France, a package response



*Today public authorities and French industrialists are able to propose operational answers to traffic problems.*

Today's applications of telematics to transport offer a wide range of products and services ranging from travel demand management to traffic control and user information systems.

Many industrialists the world over are already present in this rapidly-expanding market (VERTIS programmes in Japan,

ITS in the United States and the European Commission programmes).

These initiatives, which result in road safety improvements, free-flowing traffic, motoring comfort and a reduction in environmental nuisance, have received the support of the public authorities with a view to integrating them into a coherent technical architecture and institutional framework.

The Fourth World Congress on Intelligent Transport Systems, organised last October in Berlin, showed that several products and services are now operational and ready for large-scale deployment.

There is a growing list of projected systems and services: in-vehicle navigation systems, electronic fee collection, automatic incident detection systems, anti-collision and driver assistance systems, etc.

During this congress, by bringing together this sector's public and private actors under the same roof of the French pavilion, France demonstrated the dynamism of its supply which provides a package response to road telematics problems.

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## Towards a “more intelligent” highway

*It is no longer enough for today's response to traffic growth and user expectations to merely consist in building new roads. Hence the need to optimise the existing transport systems and ensure better balance between the transport modes.*

Road telematics provides the means to develop tools dedicated to an overall policy of safety enhancement, optimum use of transport modes and pollution abatement. This is confirmed by research and pilot projects conducted Europe-wide on the major arterial roads. Also highlighted is the potential for creating new markets and hence new jobs. Based on these trials and their evaluation, two road telematics priorities have been set for the French territory:

- the provision of traffic management systems such as magnetic loops embedded in the ground, surveillance cameras, counting stations, variable message signs, on peri-urban motorways and on the urban network in French cities with more than 500,000 inhabitants (Paris, Lyon, Marseille, Lille, Bordeaux, Toulouse, Nantes, Nancy-Metz);
- the provision of such systems on the major motorway corridors (Lille-Paris-Lyon-Marseille-Italy-Spain and Paris-Bordeaux-Spain routes).

### Round-the-clock information

To inform motorists before they leave and help them prepare their trips, a national road information centre and seven regional centres work 24 hours a day, seven days a week. They gather all information on traffic (roadworks, weather forecasts, disruption, exceptional accidents).

Equipping the motorways with data collection and processing systems has enabled information to be systematically disseminated to road users while they are travelling. Five motorway radios (107.7 FM) cover those motorway network sections that carry most of the traffic (around 3,200 km of motorways out of 6,500 km). They broadcast announcements on slowdowns and temporary traffic holdups and make safety recommendations. Motorists are thus informed of traffic conditions in time that is as real as possible. Variable message signs and automated information servers (*Minitel* and *Audiotel* viewdata services) complete the service.

### Motorists informed in real time

The AIDA project (Application for motorway information) is a real innovation in travel aids, developed by the companies Cofiroute, Renault, PSA Peugeot-Citron and CS Route. This in-vehicle system gives motorway drivers real-time information. AIDA provides them with personalised comfort or warning services that are immediately visible on a dashboard display unit. Incidents, roadworks, fog, the next petrol station, the estimated arrival time...nothing can now escape the motorist.

The AIDA system is based on short-range communications of the type used for electronic pricing. It is interactive each equipped vehicle acts as an information transmitter-receiver. Sensors are fitted in strategic positions on the vehicle, such as the windscreen wipers, brakes or headlamps.

AIDA is an additional in-vehicle means of delivering road information. It fits perfectly into the Cofiroute sequence of road information collection, processing and dissemination. The system is currently being tested with a few services on 500 vehicles, on a section of the A10 motorway between Paris and Orleans.

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*The in-vehicle module AIDA delivers warning and comfort messages to the driver.*



The innovation lies in information systems on-board the vehicles. They enable motorists to receive comprehensive, accurate information in real time on traffic conditions on the road network they intend to take. These services draw on recent developments in telecommunications technology and require new public-private partnerships to be set up.

### Public data and private operators

Provision must be made for all public road-related information to be made available, under specific conditions, to the service operators wishing to disseminate it.

For the interurban networks, this information, mainly provided by the network of road information centres, is free of charge.

For large cities, each road network manager is progressively setting up a wholesale server. The data are accessible in accordance with precise specifications, the main sections of which are common to all the managers. The “standard contract” includes extremely explicit clauses on the obligations of service operators as regards dissemination, particularly free-of-charge dissemination of messages in the public interest.

A charge is made for access to public data in urban areas. Each network manager remains free to charge for the use of this information.

It is in the Greater Paris area, *Ile-de-France*, that the first agreement was made to this effect between the network managers (State, Paris authorities and soon probably the county authorities). In-vehicle road information services are already available here.

The information is mainly collected automatically by the network managers using magnetic loops and cameras. This highly technical information is vetted, processed, enhanced and converted into easy-to-

understand messages that are then delivered to the motorist's dashboard by RDS-TMC technology. This technology utilises the subcarrier of an FM programme and sends digital messages that do not impair the listening quality of the main programme. The messages can be decoded by special receivers and displayed to the driver either

## An exemplary achievement: the SIRIUS system

Ile-de-France, the Greater Paris area, with nearly 10 million inhabitants, has a meshed road network extending over some 650 kilometres (two directions of traffic). To enable this complex network to work as well as possible, the motorist needs fast, reliable traffic information all along his route.

Since 1992, SIRIUS has been fulfilling this objective and giving daily help to three million drivers on the express roads to the east of Paris. This system, developed by the central and regional authorities, utilises data collecting and operating facilities, thus prefiguring "the intelligent highway".

Through its data analysis software, SIRIUS provides knowledge in real time of the state of traffic and any changes in traffic conditions. It also enhances safety through accelerated detection of accidents and incidents, faster arrival of the emergency services with first aid to accident victims, and quicker clearing of the road to reduce risks of multiple collisions. Trials in France and abroad give reason to expect gains in safety of around 20%.

The messages, which are displayed on variable message signs (VMS) on the major arterial roads in the Paris area, help to reinforce safety by limiting the risks of accidents or secondary accidents due to tailbacks. They are prepared by the SIRIUS operational control centres. The messages on the Paris ring-road are fed in by the Paris urban services.

The announcement of trip times and messages giving the location and extent of hold-ups are greatly appreciated by motorists. Stress from traffic jams is greatly reduced when the expected trip time is known.

### SIRIUS in figures

#### The facilities in service

- 450 kilometres of equipped express roads between the A1 and A6 motorways
- 3,400 magnetic sensors
- 37 entries by controlled slip roads
- 431 video cameras
- 183 variable message signs
- 4 round-the-clock operational control centres
- 2,500 km of electromagnetic cables

#### The cost of SIRIUS

Investment funding is shared between the State (50%) and the regional authorities (50%) under the 10th programme contract (east part of the Paris area), for the overall amount of FF410million. Added to this are FF 250 million for new road projects and FF37million of additional investments borne by the State. The operating costs are entirely covered by the State. The central and regional authorities have launched a project to extend SIRIUS to the west part of the Paris area, amounting to FF420 million, to be financed out of the 11th State-Region programme contract (1994-1998).

#### For further details

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in text form or as an icon on a map display unit. The coding has been studied and standardised at European level, which means that a German vehicle travelling in the Paris area can receive messages in German, which have been drawn up in French.

### Pilot experimentation on the Paris-Lyon-Marseille route

After the Paris area, the service will gradually be extended to the entire national network, based on pilot experimentation planned for the Paris-Lyon-Marseille corridor in 1998. Why was this corridor chosen rather than another one? Because it carries the heaviest interurban traffic flows in France (between 40,000 and 50,000 vehicles per day) with very marked seasonal peaks for the summer and winter holidays. There are 20% of foreign vehicles on this route, increasing to 50% near the frontier zones. The motorway companies, SAPRR and ASF, have also equipped their networks with high-performance operating systems and the CORALY project (an operating system comparable to SIRIUS, see box on page 4) ensures harmonious traffic flow management in the urban area of Lyon.

The aim is to test the free interurban service that will ultimately supplement the urban monthly subscription services. To begin with, a "corridor" service will be introduced. This service will be carried by the 107.7 isofrequency motorway radios. It will primarily meet the needs of road users making long motorway journeys and will provide foreign drivers with



One of the aspects of the French pavilion organised by ISTED at the Fourth World Conference on intelligent transport systems in Berlin.

information in their own language. The SAPRR and ASF motorway companies have undertaken to test this service on the Rhone corridor. At the same time, Cofiroute company will experiment a similar system on its network. In areas not covered by a motorway radio, "surface" type services will take over. They will be carried by public or private radios which will provide an appreciable additional coverage on the freeway network and on secondary roads. The logic of this latter type of service, will be directed more towards the needs of motorists making relatively short trips.

With the new technologies applied to transport, managers are making their networks pay, while

developing new services for road users. The public-private partnerships developed initially for research projects are becoming increasingly widespread and encouraging the emergence of an integral, structured supply from France.

(Source: Roger Pagny, Directorate of Road Safety and Traffic (DSCR), Ministry of Public Works, Transportation and Housing)

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The constantly updated SIRIUS-system variable message signs aim to inform rather than to advise.

## Intelligent transport: the success of the Berlin congress

4,000 participants from all over the world, 180 exhibitors in an area of 6,000 sq. metres the figures speak for themselves. The Fourth World Congress on telematics applications for transport, which took place from 21 to 24 October in Berlin (Germany) was a real success. This annual event, which was first held in Paris (France), at the Palais des Congrès, is scheduled every three years in Europe. In between, two congresses are held, one in the Asia-Pacific area (Yokohama - Japan, 1995) and one in North America (Orlando - United States, 1996).

This year, the congress highlighted the most promising applications with the objective of improving both individual trips and the transport systems themselves. In parallel with the congress, a vast exhibition presented the most up-to-date technologies and systems and provided opportunities to test them out. The themes included: driver assistance systems, advanced traffic management, vehicle fleets and goods management, public transport, electric and hybrid vehicles, telecommunications, electronic toll collection, driverless vehicles, navigation systems, parking equipment.

### And French participation?

France with its 200 participants (Administration, experts, researchers, etc.) and its 31 companies was well-represented in Berlin. For this exhibition, a national pavilion was set up on the theme: "France, a package response". This area was coordinated by ISTED and grouped ten companies around the technical services of the Ministry of Public Works. The French exhibitors were: ASFA (Association of French motorway companies), CERTU (Centre for studies on road networks, transportation, urban planning and public construction), the CGEA/Euroalum group, Cofiroute, CS Route, Lacroix Technologie S.A., Paris municipal corporation and the Ile-de-France regional public works directorate, RATP (Paris Public Transport System) and SNCF (French Railways), RGRA (Roads Review), SETRA (Roads and Motorways Engineering Department) and CETE Méditerranée (Public Works Regional Engineering Centre), and Thomson CSF. A wide range of services and products were displayed including SIREDO, SIRIUS, SYTADIN, AIDA and Visionaute, which all illustrate the vitality of French supply in the telematics sector.

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### NEW ADDRESSES

Please note! ISTED's "Roads", "Transport" and "Cities" Sections have recently moved. You can now contact them at the following addresses:

- "Roads" Section  
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- "Transport" Section  
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### CESROUTE



The first CESROUTE session of advanced studies on roads began on 29 September 1997 at cole Nationale des Ponts et Chaussées (ENPC). A call for applications will soon be sent out for the second training session beginning October 1998 and extending over a period of 13 months. CESROUTE, which was officially launched this year, aims to select, train and form an international network of high-ranking executives in the field of road infrastructure. This training programme is intended for French and English-speaking engineers who already have some professional experience and wish to optimise their professional careers.

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## Events

### INTERTRAFFIC 98



Intertraffic 98, an international professional

exhibition on the development, management and maintenance of transport infrastructure and communications, will be held from 10 to 13 March 1998 in Amsterdam (Netherlands). The exhibition will cover: traffic management and signs, road signs, traffic and town planning, control equipment and systems, detection, road building, road maintenance, street furniture, infrastructure management, automation, winter service, parking, communication, emergency services, public transport, car pooling, research and regulations, public lighting. ISTED is responsible for organising the French pavilion at Intertraffic 98.

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### INTERNATIONAL WINTER ROAD MAINTENANCE CONGRESS



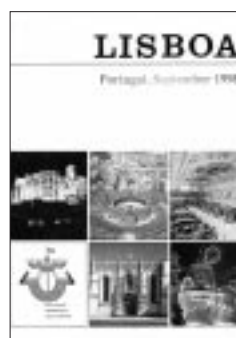
From 16 to 19 March 1998, the 10th International Winter Road Maintenance Congress, organised by the World Road Association (PIARC), will be held in Lule (Sweden). "Service for the winter road user" is the theme chosen for this event. Specific topics: winter road maintenance policies (strategies and organisation), ice and snow control methods, special winter road problems in urban areas, maintenance information and other support systems

for winter road maintenance, interaction between people, vehicles and roads. ISTED will coordinate a French pavilion grouping French companies around the technical departments of the Ministry of Public Works.

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### INTERNATIONAL SYMPOSIUM ON CONCRETE ROADS



The 8th International Symposium on Concrete Roads will take place from 13 to 16 September 1998 in Lisbon (Portugal). Organised by the European Cement Association (Cembureau), in close collaboration with the World Road Association (PIARC), this event offers participants the possibility to review the latest developments in the designing, building, maintenance and management of roads made of concrete. It is traditionally held in parallel with an exhibition embodying the most recent technical progress and a wide choice of technical visits.

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### CODATU VIII



After Dakar (1980), Caracas (1982), Cairo (1986), Djakarta (1988), Sao Paulo (1990), Tunis (1993) and New Delhi (1996), it is the turn of Cape Town, South Africa, to host the 8th World Conference on Development and Planning of Urban and Peri-urban Transport, from 21 to 25 September 1998. "Urban travel policy: a tool for sustainable development" is the principal theme of this event organised by the CODATU Association (Cooperation for Development and Planning of Urban and Peri-urban Transport). The aim of the conference is to highlight the structuring that will be necessary between travel policies and urban planning policies if they are to satisfy the concern for sustainable development. It will address both the objectives and the means of implementing these policies.

#### ► Contact:

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### EISENBahn TECHNOLOGIE 98



Basle (Switzerland) will host the Fifth International

Exhibition on products and services for interurban, regional, suburban, urban and mountain railways, ET 98 (Eisenbahn-Technologie), from 8 to 10 December 1998. In parallel with this railway industry forum is the Fourth International Exhibition on tunnel boring and underground excavation, Intertunnel (Europe) 98.

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## Training

### CEBTP-CATED 1998 TRAINING



The Experimental Centre for Building and Public Works Research and Studies, CEBTP, and the Technical Assistance and Documentation Centre (CATED) have just published their 1998 Training Catalogue. It covers the main fields of activity in new and rehabilitation projects for the construction sector: Corporate management; quality assurance and certification, FMS coordination, construction law, regulations, contracts Foundations, structures, building shells, comfort,

pathology, diagnosis and rehabilitation Also on the programme are new actions in the environmental field: asbestos hazards, soil pollution, waste management, environmental audits.

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### TRANSPORT ECONOMICS SUMMER UNIVERSITY

Within the scope of the activities of the SITRASS network (International seminar on transport in Sub-Saharan Africa), since 1991, the Transport Economics Laboratory (LET) has been organising a summer university for African senior executives in the transport sector. LET is proposing a new session from 29 June to 31 July 1998 in Lyon (France), on the theme "Transport economics at the service of development in Africa". The training, which will focus on surface transport, is based on expertise with analysis tools and on case studies and research findings. It is completed by conferences and technical visits to public organisations and transport companies. The programme (120 hours) consists of:

#### Introductory course

- Development economics
- General economics applied to transport
- Data processing tools and transport economics
- Transport research and documentation techniques

#### Teaching modules

- Transport planning and its tools
- Evaluation methods of transport policies
- Data generation and processing

- Management and operating of transport companies

#### Conferences

- Financing transport projects
- SSATP programme (World Bank)
- EEC transport policy in Africa
- Multimodal transport in Africa
- Port costs and sea transport

#### ► Contact:

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### CONTINUING EDUCATION FOR MUNICIPAL DEVELOPMENT



A new continuing education cycle for training in the maintenance and management of urban infrastructure and facilities has just been set up by the municipal development programme (PDM - western and central Africa module), through the African Institute of Advanced Municipal Studies (IAHEM). It is primarily intended for technical department managers in the major cities of western and central Africa and for local community partners from the private sector, central administrations, NGOs, etc. The cycle consists of eight sessions:

- Maintenance and management of the municipal road system
- Maintenance and management of water and drainage works

- Management of public lighting and traffic-light-controlled junctions
- Management of solid waste
- Maintenance and management of public facilities and the building heritage
- Maintenance and management of open spaces, green belts and street furniture
- Public safety and major hazards
- Management of technical and municipal services

Each session includes a tuition sequence and a professional sequence.

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## Publications

### TRANSPORT IN THE PARIS AREA

This document, which is published by La Documentation Française, in its "Studies" collection, provides a clear review of all diffuse or not easily accessible information on transport in the Greater Paris area. After outlining the often little-known historical background, an analysis is made of the mobility of transport users in this area, together with some lines of thought relating to the new regional master plan, that take into account the many issues (technological, economic, social, environmental, spatial) in a transport policy.

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<http://www.ladocfrancaise.gouv.fr>  
Price: FRF 80

### FROM HIGH SPEED TO VERY HIGH SPEED RAIL TRANSPORTATION



The Directorate of Surface Transport, Ministry of Public Works, has just published a brochure on French know-how in new technologies for high and ultra-high railway speeds. In the face of competition from the other transport modes, the railways in France have succeeded in developing technological, industrial and commercial techniques that today enable them to fill an alternative slot to air and car transport. The brochure is available in French and English.

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### DEVELOPMENT AND TOWN PLANNING French Experience



This document has been drawn up by the Directorate

of Economic and International Affairs (DAEI) and the Directorate of Development and Town Planning (DAFU) for the French Ministry of Public Works. Contents: Public authorities at the heart of urban development; Spatial control of regional development; Land Management; New towns; Quality of the city and quality of life; The citizen's place; Developing and using skills, International operations; To find out more. The document is available in French, English, Spanish, Russian and Chinese.

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*ISTED, a non-profit-making body, provides a forum for ideas, information and action at the service of its partners in the public and private sectors of public works, development and the environment. It aims to promote French expertise at international level and to disseminate scientific and technical information.*

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