

Compter autrement

Mouvements sociaux et réforme des pratiques statistiques dans les années 1960 aux Etats-Unis

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Deux formulaires statistiques figurent en annexe de ce résumé. Ils cristallisent deux visions distinctes d'un même phénomène, l'accident automobile. Le premier formulaire souligne les responsabilités pénales des personnes impliquées (figure 1). Dans l'Amérique des années 1960, il sert à une action publique de lutte contre les accidents automobiles donnant la priorité à la modification des comportements des conducteurs. Le second formulaire est encore peu usité à la même période. Il fait apparaître des liens entre équipements de sécurité des véhicules et types de blessures des accidentés (figure 2), et informe ainsi sur l'évolution des normes techniques de construction des véhicules automobiles visant à diminuer la gravité des dommages corporels. En 1965, le Congrès américain discute des deux types de statistiques comme d'autant de représentations *politiques* de l'accident automobile aux Etats-Unis.


Les auditions parlementaires de 1965 s'ouvrent sur le thème d'un nouveau domaine d'intervention publique. Jusqu'alors, les autorités fédérales s'occupent du volet routier de la lutte contre les accidents automobiles, c'est-à-dire de l'aménagement des routes. Les programmes visant à modifier les comportements au volant sont délégués à plusieurs organisations non-gouvernementales qui impulsent des orientations nationales en la matière. L'évolution technique du véhicule est quant à elle supervisée par les constructeurs automobiles, qui peuvent ainsi rendre leurs produits moins dangereux. Une division du travail s'est donc instaurée en ce qui concerne le triptyque de lutte contre les accidents automobiles : évolution des véhicules aux industriels américains, modification des comportements au volant aux organisations non-gouvernementales et aménagement routier aux autorités publiques. Un jeune avocat à la tête d'un mouvement pro-consumériste naissant, Ralph Nader, va remettre en question un tel partage des fonctions en revenant sur les fondements scientifiques de la division du travail de lutte contre les accidents automobiles.

Les débats parlementaires de 1965-1966 soulignent les carences du travail réalisé par les constructeurs en exposant aux yeux de tous les conventions tacites à l'origine des statistiques décrivant le phénomène des accidents automobiles aux Etats-Unis. Les données sont essentiellement issues des agents des forces de l'ordre, qui travaillent à faire évoluer les comportements des automobilistes. Cela influe directement sur les formulaires statistiques utilisés, tout comme sur les analyses qui en découlent : les responsabilités pénales des conducteurs sont mises en avant, et les variables informent principalement sur le comportement des automobilistes (figure 1). Les informations portant sur les normes techniques automobiles sont dans ce cas largement sous-estimées. Pour la défense des consommateurs américains, Ralph Nader défend le projet d'une autre statistique, qui révélerait l'impact des équipements techniques automobiles sur les blessures des passagers (figure 2).

En 1965 et en 1966, les Parlementaires se trouvent face à l'ouverture soudaine de « boîtes noires » statistiques en posant explicitement la question de la collecte et de la mise en forme de l'information. Profanes du point de vue des connaissances scientifiques, ils vont considérer les conventions à la base des recueils et analyses statistiques comme relevant d'un débat éminemment politique. En 1966, ils optent ainsi pour l'une des options politiques proposées, et demandent expressément la construction d'une statistique mettant en lumière l'impact des normes techniques automobiles sur les blessures des accidentés. Cette décision actera l'émergence d'une nouvelle prise en compte fédérale du problème des accidents automobiles par les pouvoirs publics.

- Figure 1 -

POLICE REPORT OF MOTOR VEHICLE TRAFFIC ACCIDENT



National Safety Council
Chicago

DATE OF ACCIDENT: _____ 19____ Day of _____ Week _____ Hour _____ A.M. _____ P.M.

PLACE WHERE ACCIDENT OCCURRED: County _____ City, town or township _____ State _____

If accident was outside city limits, indicate distance from nearest town _____ miles _____ North _____ South _____ East _____ West _____ of _____ City or Town _____

ROAD ON WHICH ACCIDENT OCCURRED _____ Give name of street or highway number (U.S. or State). If no highway number, identify by name.

AT ITS INTERSECTION WITH _____ Name of intersecting street or highway number _____

IF NOT AT INTERSECTION _____ feet _____ North _____ South _____ East _____ West _____ of _____ Show nearest intersecting street or highway, house no., bridge, RR crossing, alley, driveway, culvert, railroad, underground, or other landmarks.

DO NOT WRITE IN THIS SPACE

VEHICLE NO. 1

VEHICLE: Year _____ Make _____ Type (sedan, truck, taxi, bus, etc.) _____ License Plate _____ Year _____ State _____ Number _____

Parts of vehicle damaged _____ Vehicle removed to _____ By _____

OWNER: Print or type FULL name _____ Address _____ Street or R.F.D. _____ City and State _____

DRIVER: Print or type FULL name _____ Address _____ Street or R.F.D. _____ City and State _____

Driver's License: State _____ Number _____ Regular Operator's License _____ Other Type License _____ Date of Birth _____ Month, Day, Year _____

Specify Type and/or Restrictions _____

| AGE | SEX | INJURY |
|-----|-----|--------|
| | | |

OCCUPANTS:

| Position | Name | Address | Street or R.F.D. | City and State |
|--------------|------|---------|------------------|----------------|
| Front Center | | | | |
| Front Right | | | | |
| Rear Left | | | | |
| Rear Center | | | | |
| Rear Right | | | | |

VEHICLE NO. 2 or PEDESTRIAN

VEHICLE: Year _____ Make _____ Type (sedan, truck, taxi, bus, etc.) _____ License Plate _____ Year _____ State _____ Number _____

Parts of vehicle damaged _____ Vehicle removed to _____ By _____

OWNER: Print or type FULL name _____ Address _____ Street or R.F.D. _____ City and State _____

DRIVER (or Pedestrian): Print or type FULL name _____ Address _____ Street or R.F.D. _____ City and State _____

Driver's License: State _____ Number _____ Regular Operator's License _____ Other Type License _____ Date of Birth _____ Month, Day, Year _____

Specify Type and/or Restrictions _____

| AGE | SEX | INJURY |
|-----|-----|--------|
| | | |

OCCUPANTS:

| Position | Name | Address | Street or R.F.D. | City and State |
|--------------|------|---------|------------------|----------------|
| Front Center | | | | |
| Front Right | | | | |
| Rear Left | | | | |
| Rear Center | | | | |
| Rear Right | | | | |

FIRST AID GIVEN BY: _____ Injured Taken to _____

DAMAGE TO PROPERTY OTHER THAN VEHICLES: Name object and state nature of damage _____

WITNESSES: Name _____ Address _____

Name _____ Address _____

Form Traffic 1 (Police) 1958 REP. 100ML6309 TURN THE PAGE - COMPLETE BOTH SIDES Stock No. 321.16

KIND OF LOCALITY (Check one)
 Apartments, Stores, Factories
 One-family homes
 Farms, Fields
 No marginal development

ROAD SURFACE (Check one)
 Dry
 Wet
 Snowy or icy
 Specify other _____

TRAFFIC CONTROL (Check one)
 Stop sign
 Stop-and-go signal
 Specify other _____

WEATHER (Check one)
 Clear
 Rain
 Snowing
 Fog
 Specify other _____

LIGHT CONDITIONS (Check one)
 Daylight
 Dawn or dusk
 Darkness
 Specify other _____

ROAD CHARACTER (Check one)
 Straight road
 Curve
 Level
 On grade
 Hillcrest
 Expressway, parkway, toll road

WHAT DRIVERS WERE GOING TO DO BEFORE ACCIDENT

Driver No. 1 was headed _____ on _____ (Street or highway)
 Direction: _____ Mark: S E W

Driver No. 2 was headed _____ on _____ (Street or highway)
 Direction: _____ Mark: S E W

Driver 1 2 (Check one for each driver) 1 2 Driver 1 2 Driver 1 2
 Go straight ahead Make left turn Start in traffic lane Remain stopped in traffic lane
 Overtake Make U turn Start from parked position Remain parked
 Stop sign Make right turn Slow or stop Back

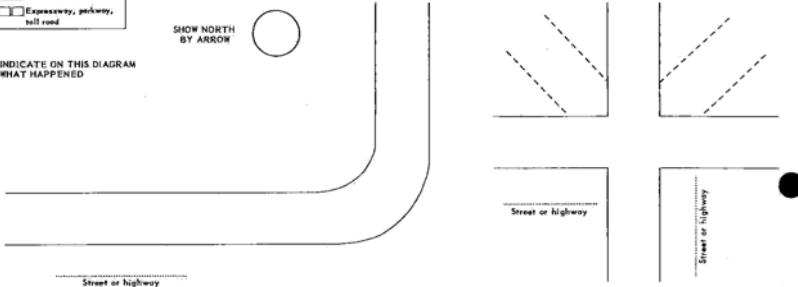
WHAT PEDESTRIAN WAS DOING (Check one)
 Along _____
 Across or into _____ (Street name, highway No. (N.E. corner to S.E. corner, or west to east side, etc.))
 Crossing or entering at intersection Walking in roadway - with traffic Pushing or working on vehicle Other in roadway
 Crossing or entering not at intersection Walking in roadway - against traffic Other walking in roadway Not in roadway
 Getting on or off vehicle Standing in roadway Playing in roadway

CONTRIBUTING CIRCUMSTANCES

Driver 1 2 (Check one or more for each driver) Driver 1 2 Driver 1 2
 Speed too fast Passed stop sign Other improper driving
 Failed to yield right of way Disregarded traffic signal Inadequate brakes
 Drove left of center Followed too closely Improper lights
 Improper overtaking Made improper turn Had been drinking

SHOW NORTH BY ARROW

INDICATE ON THIS DIAGRAM WHAT HAPPENED



Street or highway

DESCRIBE WHAT HAPPENED: (Refer to vehicles by number)

POLICE ACTIVITY: _____ A.M. _____ P.M. What was the source of accident information? _____ (Officer at scene, No. 1 driver contacted station, both drivers contacted station, etc.)

Time notified of accident: _____ Date _____ Hour _____

Arrests: Name _____ Charge _____

Name _____ Charge _____

Other action taken: _____

SIGN HERE: _____ Officers rank and name _____ Badge No. _____ Department _____ Date of report _____

Printed in U.S.A.

Source : The Traffic Institute, Northwestern University, (1964).- Legislators' Conference on Highway Transportation Efficiency and Reduction of Traffic Accident, Proceedings, February 16-19, 1964, Boise, IO: President's Committee for Traffic Safety, 11-12

- Figure 2 -

Case # 17-1-48
Page 1

Figure 8
PRELIMINARY DATA FORM

LOCATION MAPLE & TRANSIT

DATE 14 NOV 1966 DAY MONDAY

TIME OF CALL 9:10 ^{AM} ~~PM~~

POLICE AGENCY STATE POLICE

INVESTIGATORS LEE & McLEAN

PD IP MONITOR CALL

ATMOSPHERIC CONDITIONS

SUNNY OVERCAST

HAZY HEAVY OVERCAST

INTERMITTENT CLOUDS NIGHT

LIGHT READING # _____ SEC. _____ @ ASA

TIME OF ARRIVAL 9:21 ^{AM} ~~PM~~ COMMERCIAL

MILEAGE _____ RESIDENTIAL

TEMPERATURE 43 DEG. F. PERCENT HUMIDITY _____

WIND VELOCITY:

a. AVERAGE 15 MPH c. DIRECTION FROM SOUTHWEST

b. GUSTS _____ MPH

DESCRIBE MARGINAL DEVELOPMENT _____

| NO. | YEAR | MAKE | MODEL | BODY STYLE | COLOR | LIC. NO. | STATE | RE-NEW |
|-----|------|---------------|-----------|------------|--------------|----------|-------|--------|
| 1 | 1964 | INTERNATIONAL | 2X4 | Box | Blk & Silver | | N.Y. | |
| 2 | 1965 | PLYMOUTH | BELVEDERE | 4 D. SEDAN | BEIGE | | N.Y. | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |

| WRECKER'S NAME | ADDRESS | PHONE |
|---------------------|--------------------|-------|
| 1 DADSWELL'S | MAIN & HARRIS HILL | |
| 2 RELEASED TO OWNER | | |
| 3 | | |
| 4 | | |

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Figure 8 (Continued) CASE NO. 17-1-48

PRELIMINARY VEHICLE DATA
INDICATE DAMAGE TO VEHICLE ON FORM
RECORD DEPTH OF DEFORMATION FROM PRINCIPAL IMPACT(S)

Left Front Tire UP

Left Front Door OK

Left Rear Door OK

Left Rear Tire UP

Right Front Tire UP

Right Front Door JAMMED

Right Rear Door OK

Right Rear Tire UP

| Lights | Tires | Doors |
|---------------|--|--|
| On Operable ✓ | Manufacturer Model Type Depth Pressure | Forced Open Jammed Shut Lock Engaged Normal Operation of Latch Hinges Lock |

Accelerator
Brakes
Steering Wheel
Exhaust System

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Source : Garrett J. W., Tharp K. J., (1968).- *Development of Improved Methods for Reduction of Traffic Accidents*, Final Report, National Research Council, NCHRP Project 17 - 1, Buffalo, NY: Cornell Aeronautical Laboratory Inc., 141-142

Form d

ACCIDENT DATA COLLECTION STUDY: STEERING COLUMN

Figure 18

VIRGINIA DEPARTMENT OF STATE POLICE

CORNELL AERONAUTICAL LABORATORY, INC.

DIVISION _____ AREA _____ OFFICER _____

TRANSPORTATION RESEARCH DEPARTMENT

DATE: _____ TIME: _____ WEATHER: _____

ROAD SURFACE: _____ ROAD CONDITION: _____

VEHICLE YEAR: _____ MAKE _____ MODEL _____ BODY STYLE _____

LIC. NO. _____ STATE _____ INSPECTION NO. _____ MONTH DUE _____

ODOMETER READING ESTIMATED SPEED PRIOR TO IMPACT _____ AT IMPACT _____

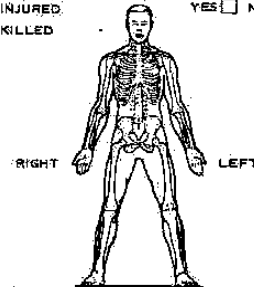
DESCRIPTION OF ACCIDENT: _____

DIAGRAM OF ACCIDENT: _____

DRIVER

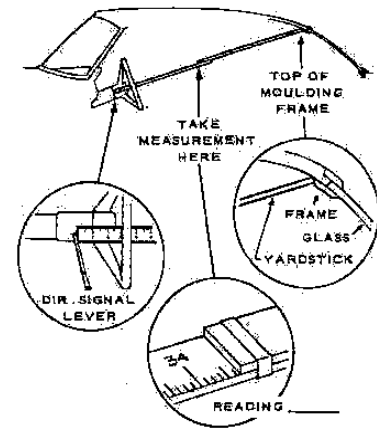
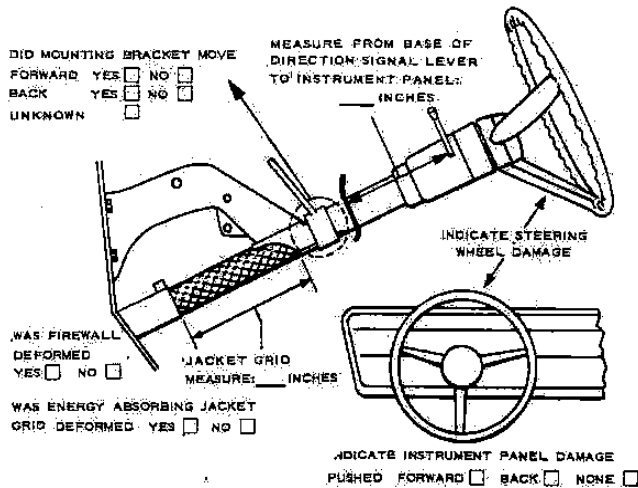
AGE _____ WGT _____ HGT _____ SEX _____

- NOT INJURED
- INJURED
- KILLED
- UNCONSCIOUS YES NO



INDICATE BODY AREAS INJURED AND CAUSES

- SEAT BELT: YES NO
- INSTALLED? ADJUSTMENT:
- IN USE? LOOSE SNUG
- NOT EJECTED EJECTED



| STEERING COLUMN | MOVED | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
|---|-------------------------------|--------------------------------|-----------------------------|
| STEERING COLUMN DRIVEN TOWARD OCCUPANT | YES <input type="checkbox"/> | NO <input type="checkbox"/> | |
| AWAY FROM OCCUPANT | YES <input type="checkbox"/> | NO <input type="checkbox"/> | |
| IF STEERING COLUMN WAS BENT OUT OF POSITION, CHECK DIRECTION(S) | LEFT <input type="checkbox"/> | RIGHT <input type="checkbox"/> | |
| | UP <input type="checkbox"/> | DOWN <input type="checkbox"/> | |

| STEERING WHEEL | DAMAGED | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
|----------------|--------------------------|------------------------------|-----------------------------|
| | SLIGHTLY DEFORMED | SEVERELY BENT | BROKEN |
| RIM | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| SPOKE(S) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| HORN RING | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Source : Garrett J. W., Tharp K. J., (1968)- Development of Improved Methods for Reduction of Traffic Accidents, Final Report, National Research Council, NCHRP Project 17 - 1, Buffalo, NY: Cornell Aeronautical Laboratory Inc., 141-142