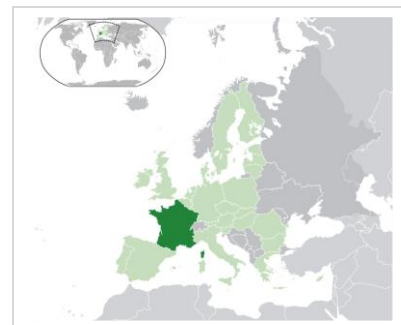


France



Structure and Culture

- **Basic data**

Table 1: Basic data of France in relation to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] DG-TREN, 2005; [4] CIA [5] national sources)

Basic data of France	European average
– Population: 62.8 million inhabitants (2010)	17.1 million (2010) ⁱ [1,2]
– Area: 552 000 km ² (2010) (0.3% unused land or water) (2010)	156.225 km ² (2010) [1,3] 3% water (2010) [4]
– Climate and weather conditions (capital city; 2010): Average winter temperature (Nov. to April): 7°C Average summer temperature (May to Oct.): 15°C Annual precipitation level: 650 mm	(2010) 6°C 16°C 747 mm
– Exposure: 569.4 billion vehicle km (2010) (76% cars, 21% goods motor vehicles, 2% motorcycles, 1% busses) [5]	168 billion vehicle km (2010) ⁱⁱ [1]
– 0.59 motorised vehicles per person (2010)	0.7(2010 ^{i, iii}) [1,2]

- **Country characteristics**

Table 2: Characteristics of France in comparison to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] national sources)

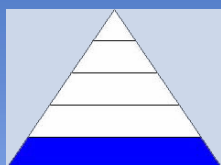
Characteristics of France	European average
– Population density: 114 inhabitants/km ² (2010)	110 inhabitants km ² (2010) ⁱ [1,2,3]
– Population composition (2009): 18% children (0-14 years), 65% adults (15-64 years), 17% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009 ⁱⁱⁱ) [1,2]
– Gross Domestic Product (GDP) per capita: €29 800 (2010)	€26 100 (2010) [1,2]
– 45% of population lives inside urban area (2010)	42% (2010 ^{iv}) [1,2]
– Special characteristics: France attracts the largest number of tourists of the world.	

ⁱ Based on 30 European countries; data of HU = 2009.

ⁱⁱ Based on 15 European countries (excl. BG, CY, EE, EL, ES, HU, IT, LT, LU, LV, MT, PL, PT, RO, SK); data of CZ, IE, SE, NO (2009); data of AT, BE, DK (2008); Data of UK (2006); data of NL (2003).

ⁱⁱⁱ Based on 27 European countries (excl. LT, NO, PL); data of BE, UK (2008).

^{iv} Based on 29 European countries (excl. IS).



France has a lower number of vehicles per person than the EU average.



Road Safety Country Overview-France

- **Structure of road safety management**

- Policy making is centralized in France.

The following key-actors are responsible for road safety (RS) management:

Table 3: Key actors per function in France. (Sources: DG-TREN, 2005; 2010; national sources)

Key functions	Key actors
1. <ul style="list-style-type: none"> – Formulation of national RS strategy – Setting targets – Development of the RS programme 	<ul style="list-style-type: none"> – The Inter-ministerial Committee for Road Safety (CISR): overall decision-making body for road safety in France. – The National Road Safety Council (CNSR): propositions to improve road safety. It involves all stakeholders concerns with road safety. – The Inter-Ministerial Road Safety Delegate (DISR): coordination of road safety actions among ministries.
2. Monitoring of the RS development in the country	The National Inter-ministerial Road Safety Observatory (ONISR; part of the National Road Safety Council (CNSR)).
3. Improvements in road infrastructure	The Ministry of Transport (MEDDE) and its directorates: national, regional and local road management.
4. Vehicle improvement	The Ministry of Transport, (MEDDE): responsible for vehicles and driver regulations and training.
5. Improvement in road user education	MEDDE.
6. Publicity campaigns	MEDDE.
7. Enforcement of road traffic laws	<ul style="list-style-type: none"> – The Ministry of the Interior (MIOMCTI) – The national police forces: local enforcement.
8. Other relevant actors	<ul style="list-style-type: none"> – Other ministries: Ministry of Justice, Ministry of National Education, Ministry of Health and Social Affairs, Ministry of Higher Education and Research; – Approx. 100 national and local associations and lobbying groups (e.g. motorcyclists) act in partnership with the authorities; – Road concessionaires, insurance companies, private companies (signatories of road safety charters); – Research institutes: IFSTTAR (technical improvements for infrastructure and vehicles), SETRA (road safety in non-urban areas), CERTU, etc.

Instances have been created to ensure inter-sectoral (i.e.: inter-ministerial) RS management in France.



Road Safety Country Overview-France

- **Attitudes towards risk taking**

- French drivers admit to most hazardous driving behaviour somewhat less than drivers in other countries.
- In France, drivers are somewhat more in favour of stricter legislation of speeding and drink-driving offences than drivers from other countries.

Table 4: Road safety attitudes and behaviour of drivers (Source: SARTRE, 2004)

	France	SARTRE average
Self-reported driving behaviour	% of drivers that show behaviour often or more	
Too close following	6%	9%
Inappropriate overtaking	2%	5%
Exceeding speed limit on motorways	22%	25%
Exceeding speed limit on main inter-urban roads	14%	18%
Exceeding speed limit on country roads	10%	13%
Exceeding speed limit in built-up areas	7%	8%
Support of stricter legislation	% of drivers that support stricter legislation	
Higher penalties for speeding offences	67%	60%
Higher penalties for drink-driving offences	93%	88%
Lower BAC levels	6%	8%
Perceived probability of being checked	% of drivers that believe that probability is high	
Speeding	13%	18%
Alcohol use	11%	9%

Legend

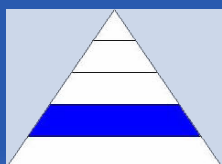
(comparison of country attitude in relation to average attitude of other SARTRE countries):

- 2-9% better
- 10-19% better
- ≥ 20% better
- 2-9% worse
- 10-19% worse
- ≥ 20% worse

French drivers are somewhat more in favour of higher penalties for offences like drink-driving and speeding than drivers from other countries.



Road Safety Country Overview-France



France has a new road safety plan every year.

Road safety audit is a compulsory part of the management of the road network in France.



Programs and measures

- **National strategic plans and targets**

- The national road safety plan is prepared annually.
- Targets (referred to 2007):

Table 5: Road safety targets for France

Year	Fatalities
2012	-35% Max. 3000

- Priority topics defined in 2010:
 - alcohol and drug abuse,
 - speed management,
 - penalties for traffic offences,
 - safety of motorized two-wheelers,
 - young driver education, and
 - vehicle equipment.

(Source: DG-TREN, 2005; 2010; OECD/ITF, 2011)

- **Road infrastructure**

Table 6: Description of the road categories and their characteristics in France (Source: TIS.PT, 2003).

Road type	Speed limit (km/h)
Urban roads	50
Rural roads	110/90
Motorways	130/110

- Special rules:
 - Motorways during rain: 110 km/h
 - Light motorcycles (A1): no information available on the speed limit.
- Guidelines and strategic plans for infrastructure are available in France.

Table 7: Obligatory parts of infrastructure management in France and other European countries. (Sources: DG-TREN, 2010)

Obligatory parts in France:	European countries with obligation
Safety impact assessment: -	-
Road safety audits: yes	50%
Road safety inspections: no	60%
Black spot treatment: -	47% ^v

- Recent infrastructural actions have been addressing:
 - Infrastructure improvement based on regional plans for safety
 - Improve safety in tunnels has been in focus.

^v Based on data of 18 countries (excl. AT, BE, CH, CZ, FI, FR, HU, IE, MT, NO, RO, SE).

Road Safety Country Overview-France

Traffic laws and regulations

Table 8: Description of the regulations in France in relation to the most common regulations in other European countries. (Sources: [1] DG-TREN, 2005; [2] national sources; [3] DG-TREN, 2010)

Regulations in France	Most common in Europe (% of countries)
Allowed BAC level: 0.5‰; – Novice drivers: 0.5‰; – Bus drivers: 0.2‰. [1]	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: – Hand held: prohibited – Hands free: allowed [3]	Not allowed (97%) [2,3] -
Use of restraint systems: – Drivers: obligatory – Front passengers: obligatory – Rear passengers: obligatory – Children: obligatory [3]	Obligatory (all countries) Obligatory (all countries) Obligatory (all countries) Obligatory on all seats (73%) [2,3]
Helmet wearing: – Motor riders: obligatory – Moped riders: obligatory – Cyclists: not obligatory [3]	Obligatory (all countries) Obligatory (all countries) Recommended (25% ^{vi}) [2,3]

The allowed BAC level is 0.2‰ for drivers of buses and coaches in France, which is lower than in most other countries.

Enforcement

Table 9: Effectiveness of enforcement effort in France according to an international respondent consensus (scale = 0-10) (Source: DG-TREN, 2010)

Issue	Score for France	Most common in Europe (% of countries)
Speed legislation enforcement	7	7 (35%)
Seat-belt law enforcement	8	7 (43%) ^{vii}
Child restraint law enforcement	5	6 (27%) ^{viii}
Helmet legislation enforcement	7	9 (39%) ^{ix}

Effectiveness of seat-belt enforcement is assessed as more effective than the European average; other enforcement issues are at or under the European average.

Table 10: Performance of enforcement effort in France according to an international respondent consensus (scale = is good, is improving, needs to do more) (Source: DG-TREN, 2010)

Issue	Score for France	Most common in Europe (% of countries)
Speeding	Is improving	Is improving (50%)
Drink driving	Is improving	Is improving (79%) ^{ix}
Seat belt use	Is improving	Is improving (52%) ^x



^{vi} Based on data of 24 countries (excl. CH, CY, HU, LU, NO, PT).

^{vii} Based on data of 23 countries (excl. DE, DK, IE, IS, LU, NL and UK).

^{viii} Based on data of 22 countries (excl. DE, DK, IE, IS, LU, NL, RO and UK).

^{ix} Based on data of 24 countries (excl. BG, CH, IS, NO, PL and RO).

^x Based on data of 25 countries (excl. BG, CH, IS, NO and RO).

Road Safety Country Overview-France

• Road user education and training

Table 11: Road user education and training in France, compared to the situation in other European countries. (Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources)

Education and training in France	Most common in Europe (% of countries)
General education programmes: – Primary school : Compulsory – Secondary school: Compulsory – Other groups: no information	Compulsory (65% ^{xi}) Compulsory (50% ^{xii}) [1,2] -
Driving licences thresholds: – Passenger car: 18 years – Motorised two wheeler: 18 years (21 for faster vehicles) – Busses and coaches: 21 years – Lorries and trucks: 21 years	18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%) 21 years (76% ^{xiii}) 21 years (79% ^{xiv}) [2,3]

• Public campaigns

Table 12: Public campaigns in France, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)

Campaigns in France	Most common issues in Europe (% of countries)
Organisation: – Ministry of Transport.	
Main themes: – Drink-driving – - – Speeding – Vacation campaign – Road safety education of children – Motorcyclists	Drink-driving (83%) Seat-belt (73%) Speeding (53%) - - -

• Vehicles and technology (national developments)

Table 13: Developments of vehicles and technology in France, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

Mandatory technical inspections	Most common in Europe (% of countries)
Passenger cars: every 24 months	Every 12 months (41%)
Motor cycles: every 24 months	Every 12 months (35%)
Busses or coaches: every 24 months	Every 12 months (41%)
Lorries or trucks: every 24 months	Every 12 months (41%) ^{xv}

There are compulsory Road Safety Education, curricula and guidelines for children from 6 to 15 years.

Mandatory vehicle inspection periods are twice as long as the most common period in other European countries.



^{xi} Based on data of 26 countries (excl. BG, CH, NO and RO).

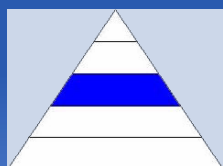
^{xii} Based on data of 24 countries (excl. BG, CH, MT, NO, RO and SK).

^{xiii} Based on data of 29 countries (excl. NO).

^{xiv} Based on data of 28 countries (excl. IE and NO).

^{xv} Based on data of 17 countries (excl. BG, CH, CY, CZ, EE, HU, LT, MT, NO, RO, SI, SK).

Road Safety Country Overview-France



The amounts of speed checks has increased by almost 20% between 2006 and 2008. The situation with respect to speeding has improved, most notably on rural roads.

The amount of drink-driving checks has slightly increased between 2006 and 2008.



Road Safety Performance Indicators

• Speed

Table 14: Number of speed checks in France versus the European average (Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	114	136	19.3%	90.8 ^{xvi}

Table 15: Percentage of speed offenders per road type in France compared to the European average (Source: ETSC, 2010; national sources)

Road type	2000	2009	% change	European average
Motorways	55%	35%	- 20%	Not available
Rural roads	56%	27%	- 29%	Not available
Urban roads	73%	44%	- 29%	Not available

Table 16: Mean speed per road type in France compared to the European average (Source: ETSC, 2010)

Road type	2000	2009	% change	European average
Motorways	110 km/h	107 km/h	- 2%	Not available
Rural roads	112 km/h	99 km/h	- 12%	Not available
Urban roads	52 km/h	50 km/h	- 3%	Not available

• Alcohol

Table 17: Road side surveys for drink-driving in France compared to the European average (Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	186	190	2%	145.8 ^{xvii}
% tested over the limit	3.2%	3.3%	0.1%	Not available

^{xvi} Based on data of 21 countries (excl. BE, CH, DE, EE, IE, IS, MT, PT and UK).

^{xvii} Based on data of 17 countries (excl. BE, BG, CH, CZ, DE, IS, LU, LV, MT, NL, RO, SK and UK.).

Road Safety Country Overview-France

France has a somewhat newer car fleet than the European average and also a higher EuroNCAP occupant protection score.

Seat-belt wearing rates are much higher than on average in Europe. Also helmet wearing rates are very high.

• Vehicles

Table 18: State of the vehicle fleet in France compared to the European average (Source: ETSC, 2009)

Vehicle fleet in France	European average
Cars per age group (2007): <ul style="list-style-type: none"> - 14% ≤ 2 years, - 20% 2 to 5 years, - 33% 6 to 10 years, - 33% > 10 year. 	Passenger cars (2009) ^{xviii} <ul style="list-style-type: none"> 12% ≤ 2 years, 19% 2 to 5 years, 27 % 6 to 10 years, 42% >10 years
EuroNCAP occupant protection score of cars (new cars sold in 2008): <ul style="list-style-type: none"> - 5 stars: 59% - 4 stars: 32% - 3 stars: 4% - 2 stars: 1% 	<ul style="list-style-type: none"> 49% 35% 6% 1%^{xix}

• Protective systems

Table 19: Protective system use in France versus the average in Europe (Source: Vis & Eksler, 2008; national sources)

• Protective systems	European average
Daytime seat belt wearing in cars and vans: <ul style="list-style-type: none"> - Front: 98% (2008) - No information on % driver - No information on % front passenger - Rear: 82% (2006) - Child restraint systems: 89% (2007) 	(2007) <ul style="list-style-type: none"> 85% front^{xx}, Not available Not available 60% rear^{xxi}, Not available
Helmet use (2007): <ul style="list-style-type: none"> - Motor riders: 96% - Moped riders: 99% - Cyclists: Not available 	<ul style="list-style-type: none"> Not available Not available Not available



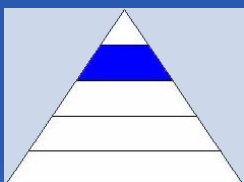
^{xviii} Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).

^{xix} Based on data of 27 countries (excl. CY, IS and MT).

^{xx} Based on data of 25 countries (excl. AT, EL, IS, LT and RO); data of SK (2008); data of BE, CH, DK, IE, MT, NL (2006); data of HU, IT, NO, PT (2005); data of LU (2003)

^{xxi} Based on data of 22 countries (excl. CY, EL, ES, IS, IT, LT, RO and SK); data of BE, CH, DK, IE, MT, NL (2006); data of HU, NO, PT (2005); data of LU (2003).

Road Safety Country Overview-France



The annual number of fatalities per million inhabitants is about the European average; France has reached this position in the early 2000s.

Road Safety Outcomes

- General positioning

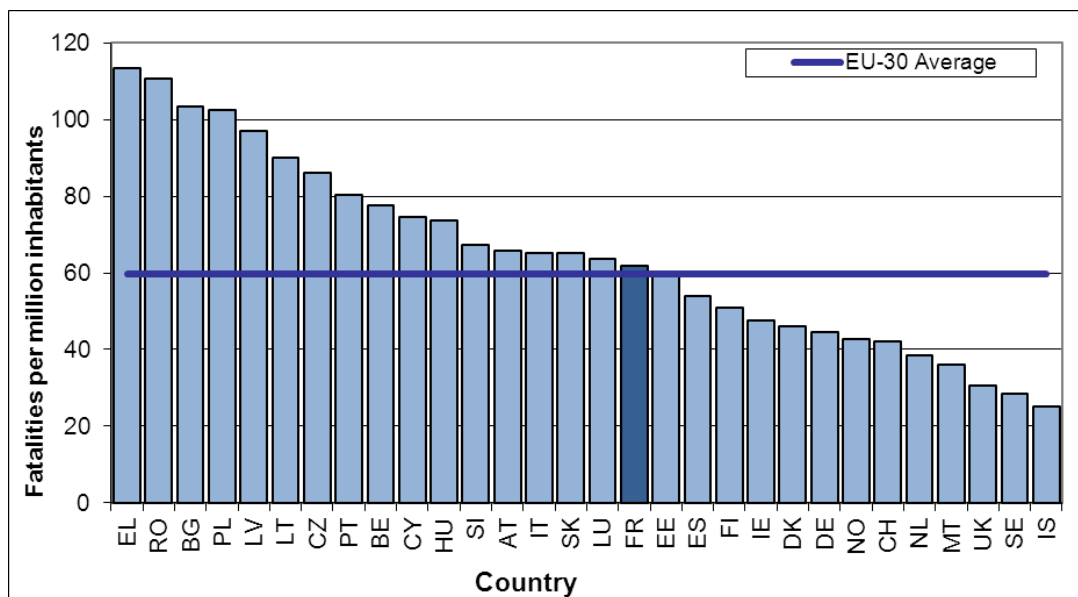


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

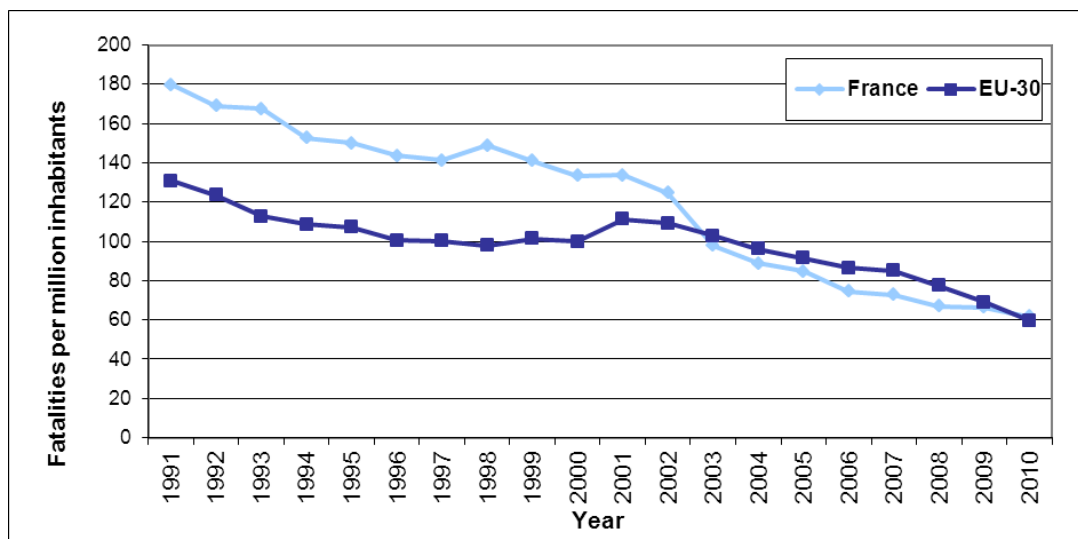


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



Road Safety Country Overview-France

Car occupants, motorcyclists and mopeds have a higher share in the amount of annual fatalities in France than on average in Europe.

The most important average annual change is registered for the youngest part of the population, for males, and among the 25-49 years old for women.

In France, a much larger share of fatal crashes happen on rural roads than on average in Europe.



• Transport mode

Table 20: Reported fatalities by mode of road transport in France compared to the European average of the last year available (Source: CARE, national sources).

Transport mode	2001	2008	Average annual change	% in 2008	European average (2009 ^{xxii})
Pedestrians	822	548	-4.8%	13%	18%
Car occupants	7 338	3 727	-9.1%	87%	47%
Motorcyclists	1 092	817	-3.7%	19%	13%
Mopeds	450	291	-5.7%	7%	2%
Cyclists	256	148	-7.1%	3%	5%
Bus/coach occupants	14	20	40.1%	0%	<1%
Lorries or truck occupants	138	180	8.0%	4%	4%

• Age, gender and nationality

Table 21: Reported fatalities by age, gender and nationality in France versus the European average of the last year available (Source: CARE, national sources).

Age and gender	2001	2008	Average annual change	% in 2008	European average (2009 ^{viii})
Females	2 057	1 013	-9.4%	24%	24%
0-14 years	111	50	-7.3%	1%	1%
15 – 17 years	80	32	-8.7%	1%	1%
18 – 24 years	363	174	-9.0%	4%	4%
25 – 49 years	688	266	-12.4%	6%	7%
50 – 64 years	273	155	-7.5%	4%	3%
65+ years	530	336	-5.9%	8%	7%
Males	6 103	3 262	-8.4%	76%	75%
0-14 years	162	64	-11.6%	1%	2%
15 – 17 years	244	104	-11.0%	2%	2%
18 – 24 years	1 445	782	-8.2%	18%	13%
25 – 49 years	2 593	1 358	-8.4%	32%	31%
50 – 64 years	722	467	-5.7%	11%	12%
65+ years	864	487	-7.6%	11%	12%
Nationality of driver killed					
National					Not available
Non-national	332				Not available

• Location

Table 22: Reported fatalities by location in France compared to the European average of the last year available (Source: CARE, national sources). Motorways and junctions are part of built-up and rural areas.

Location	2001	2008	Average annual change	% in 2008	European average (2009 ^{viii})
Built-up areas	2 277	1 235	-7.9%	29%	33%
Rural areas	5 883	3 040	-8.8%	71%	49%
Motorways	1 364	475	-13.8%	11%	5%
Junctions	487	233	-9.3%	5%	12%

^{xxii} Based on data of 28 countries (excl. NO, LT); data of FR, IE, MT, SE (2008).

Road Safety Country Overview-France

• Lighting and weather conditions

Table 23: Reported fatalities by lighting and weather conditions in France compared to the European average of the last year available (Source: CARE, national sources).

Conditions	2001	2008	Average annual change	% in 2008	European average (2009 ^{xxiii})
Lightning conditions					
During daylight	4 399	2 379	-8.3%	56%	55%
During nighttime	3 238	1 569	-9.6%	37%	39%
Weather condition					
While raining	1 187	526	-8.7%	12%	10%

• Single vehicle crashes

Table 24: Reported fatalities by type in France compared to the European average of the last year available (Source: CARE, national sources).

Crash type	2001	2008	Average annual change	% in 2008	European average (2009 ^{xxiv})
Single vehicle crash	3 776	2 060	-8.2%	48%	40%

Under-reporting of casualties

- Fatalities: 100% (2009). This amount is suspected since adequate alternative registration systems are missing for a check.
- Hospitalised: no information.

(Source: CARE)

Somewhat more crashes happen during daylight, during rain and as single vehicle crash than on average in Europe.



^{xxiii} Based on 25 countries (excl. IE, IT, LT, NO, SI); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

^{xxiv} Based on 27 countries (excl. IE, LT, NO); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

Road Safety Country Overview-France

- Risk figures

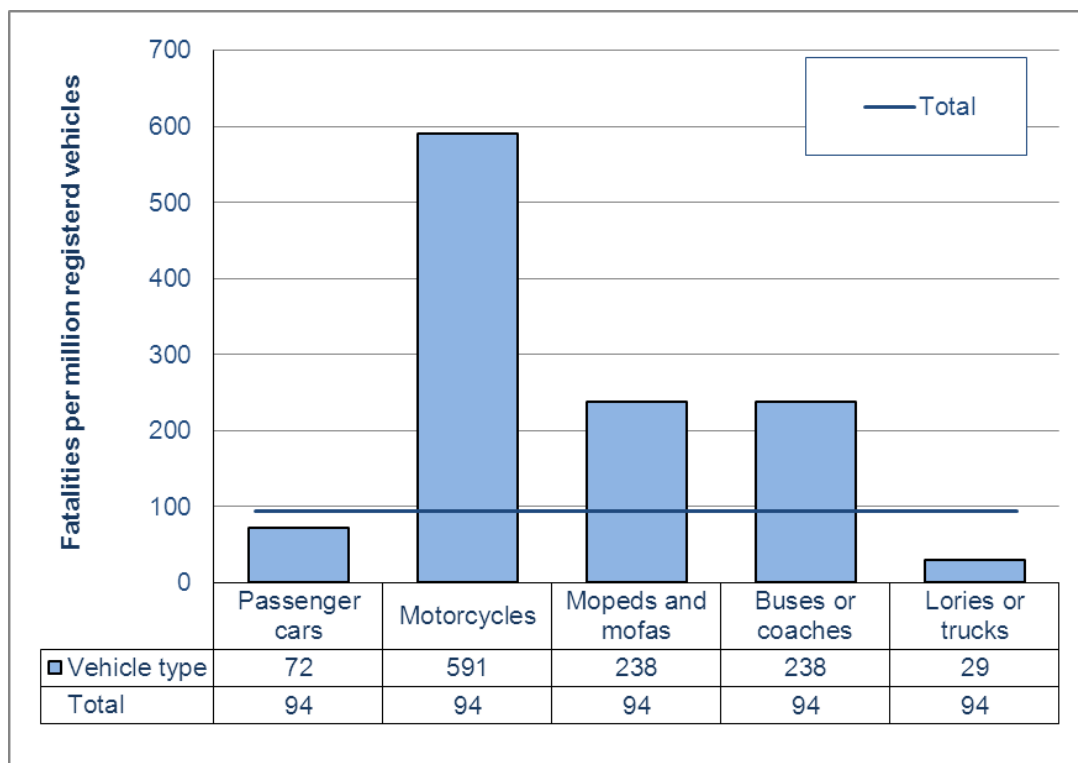


Figure 3: Fatalities by vehicle type for France in 2008 (Sources: CARE).

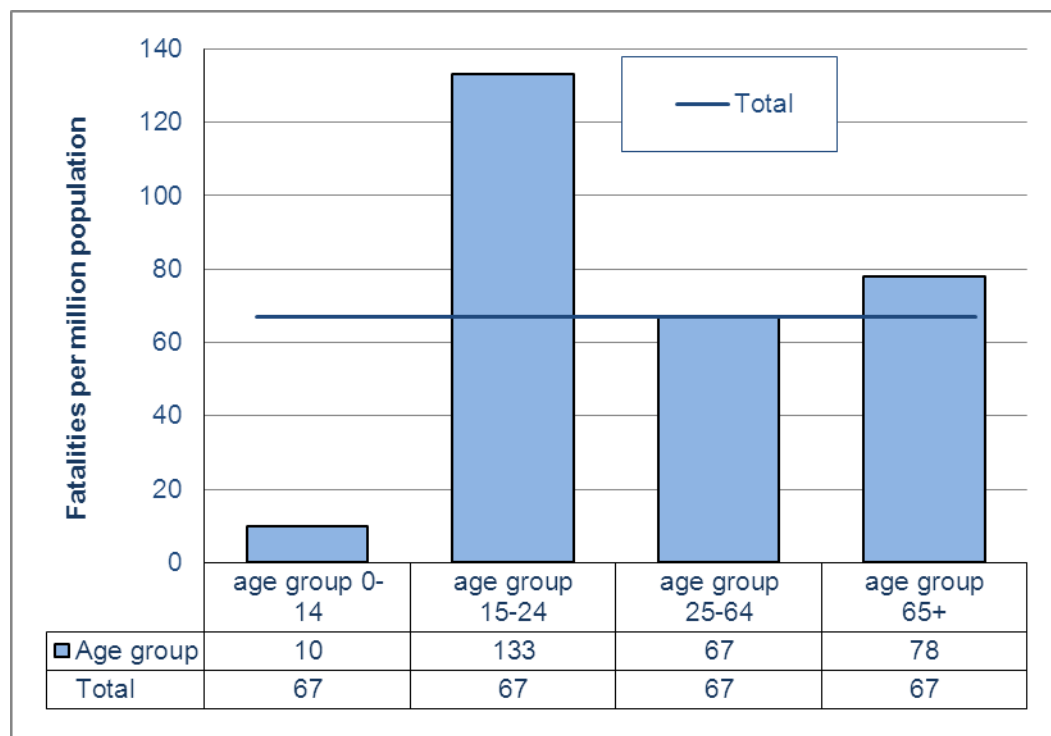
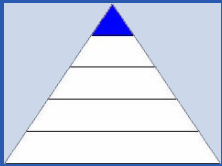


Figure 4: Fatalities in France by population in 2008 (Sources: CARE, OECD/ITF, 2011).

The fatality rate is the highest among motorcycles, the 15 to 24 years old persons and outside urban areas.



Road Safety Country Overview-France



The costs of road crashes in France was in 2007 about a half percentage of the GDP.

Social Cost

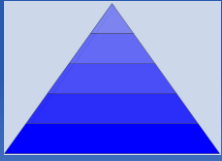
- Total costs of road crashes: 11.6 billion euros (2007).
- Percentage of GDP: 0.6%

Table 25: Cost (in million Euro) per injury type in France versus the European average (Source: Bickel et al., 2006).

Injury type	Value	European average ^{xxv}
Fatal	Not available	1.28
Hospitalised	Not available	0.18
Slightly injured	Not available	0.02



^{xxv} Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK).



Synthesis

- **Safety position**

- France is a typical “average European country” on many characteristics. It also has an average position with respect to the annual amount of fatalities per million population.

- **Scope of problem**

- Priority issues in France are representatives of other European countries, but car occupants, motorcyclists and mopeds have a higher share in the amount of annual fatalities in France than on average in Europe. The risk is highest for motorcyclists and youngsters.
- In France, a much larger share of fatal crashes happen on rural roads than on average in Europe. These roads also have a higher risk.
- Somewhat more crashes happen during daylight, during rain and as single vehicle crash than on average in Europe.

- **Recent progress**

- In 2002, road safety has been declared a national priority and a lot of efforts have been made at the time to improve the road safety situation of the country. These efforts seem to have been fruitful, as the decrease of the fatality rate seems to have accelerated around that year. The most important average annual change is registered for the youngest part of the population, for males, and among the 25-49 years old for women.
- The number of speed controls per population has considerably increased in the last years. The situation with respect to speeding has improved, most notably on rural roads.

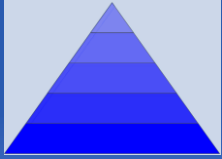
- **Remarkable road safety policy issues**

- Considerable efforts have been made to centralize road safety management in France, and to ensure that all actors at the various levels (local, regional, national) and from various sectors are efficiently involved in the road safety management process.
- Road safety audit is a compulsory part of the management of the road network in France.
- France has adopted a legal BAC level of 0.2‰ for professional drivers in the public transport (buses and coaches drivers).
- Effectiveness of seat-belt enforcement is assessed as more effective than the European average.

Road safety has been declared national priority in France in 2002. The decrease in the number of fatalities per population has accelerated from that year on.



Road Safety Country Overview-France



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