European Commission

European Road Safety Observatory

National Road Safety Profile - France

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

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1 Highlights

Road safety outcomes

- In 2019 a total of 3,244 people were killed in reported traffic accidents in France.
- France is 14th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Over the past twenty years this number has decreased at the same pace as the EU average.
- Compared to the EU average, the distribution of fatalities in France shows a relatively high proportion of car occupants and fatalities younger than 25. The proportion of pedestrians on the other hand is much smaller than the EU average.
- Over the past ten years there was an unfavourable trend in the number of fatalities and serious injuries for cyclists and on motorways.

Road safety performance indicators

- France has one of the highest self-reported frequencies of drink-driving.
- French road infrastructure is characterized by high road density. Its quality is perceived as rather high compared to other EU countries.
- French passenger cars are considerably younger than the EU average.

Road safety policy and measures

- Enforcement is more widely perceived as effective in comparison to other EU countries.
- Both the self-reported frequency of alcohol checks and of drug checks in France are lower than the European average.

2 Road Safety Outcomes

2.1 General risk in traffic

In France, a total of 3,244 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 50 road fatalities per million inhabitants, which is close to the EU average (51) but above the rates of most of its neighbouring countries. Since 2001, the mortality rate in France has declined at the same pace as the EU average.

The number of fatalities in France has decreased sharply between 2010 and 2013 and remained broadly stable between 2013 and 2019. This is similar to the trend observed for the EU as a whole. The number of injuries in France also decreased over the same period.

Table 1. Number of road fatalities and injuries (2010 and 2019). Source: CARE

Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	3,992	3,244	-19%	29611	22700	-23%
Injuries	84,461	70,473	-17%	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2019). Source: CARE & EUROSTAT

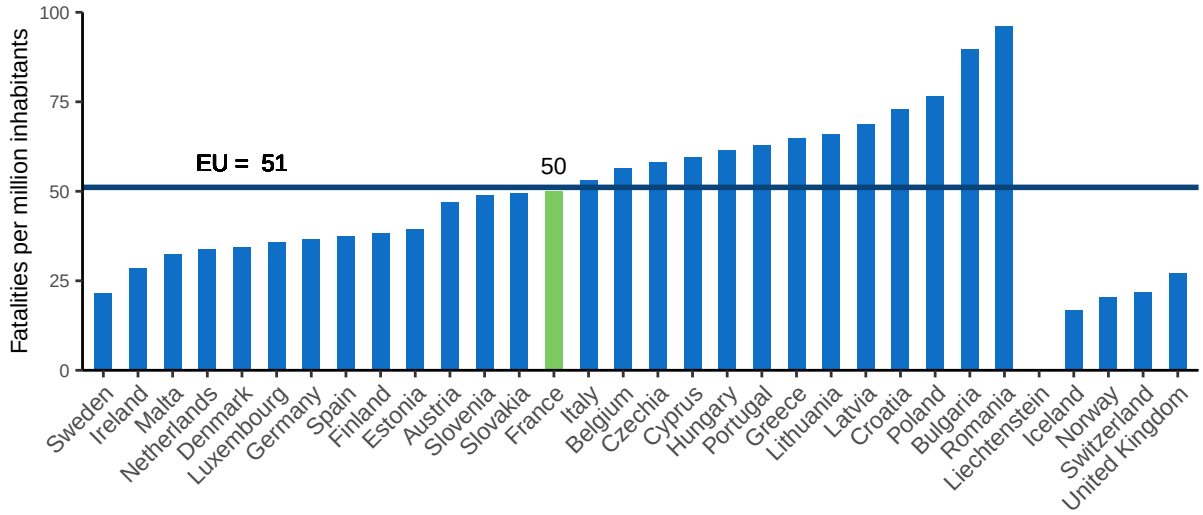


Figure 2. Number of road fatalities (2010-2019). Source: CARE

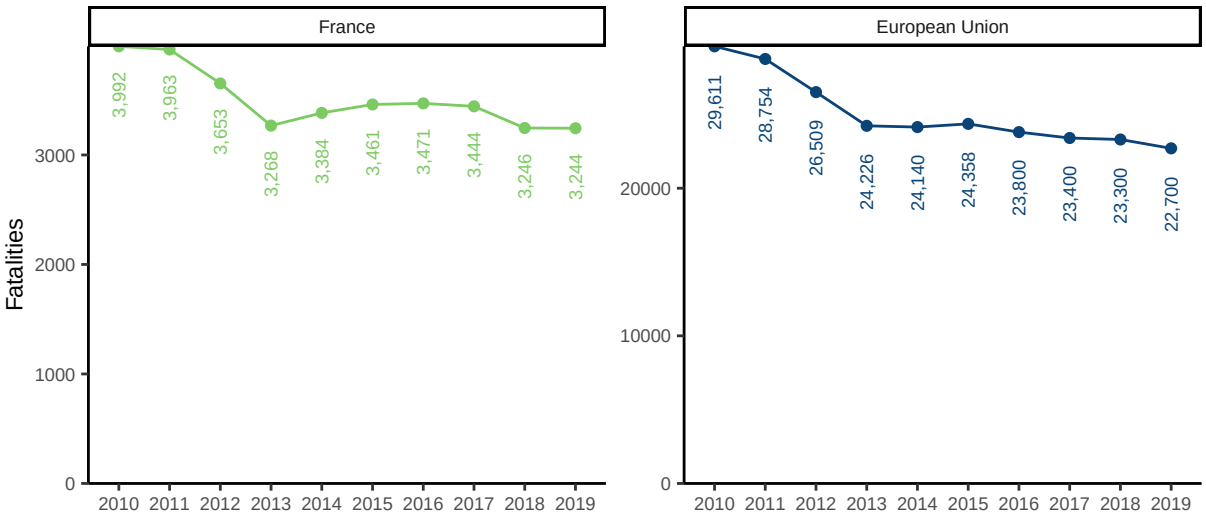


Figure 3. Number of injuries (2010-2019). Source: CARE

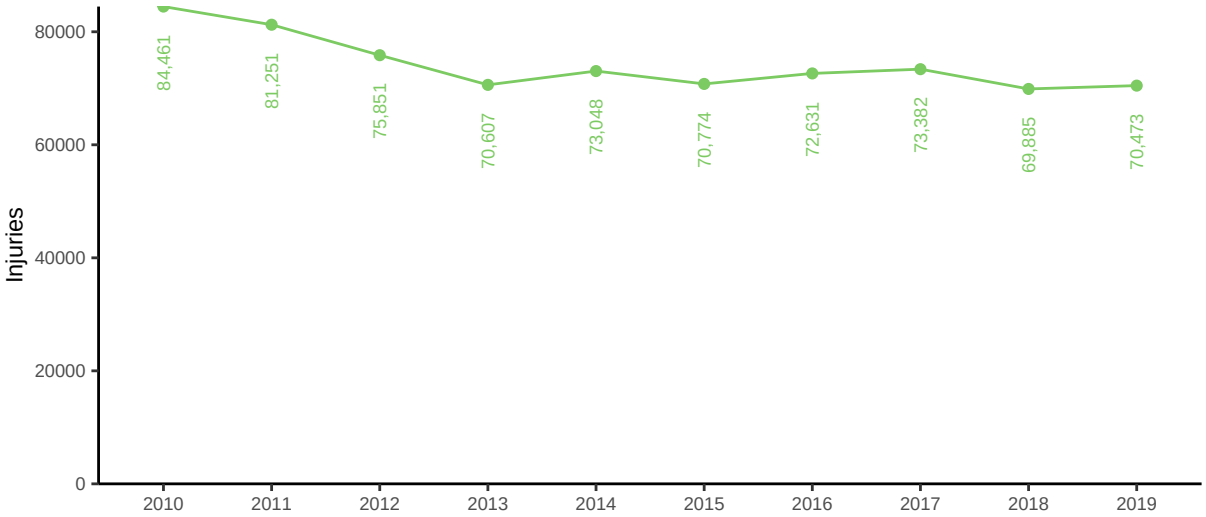
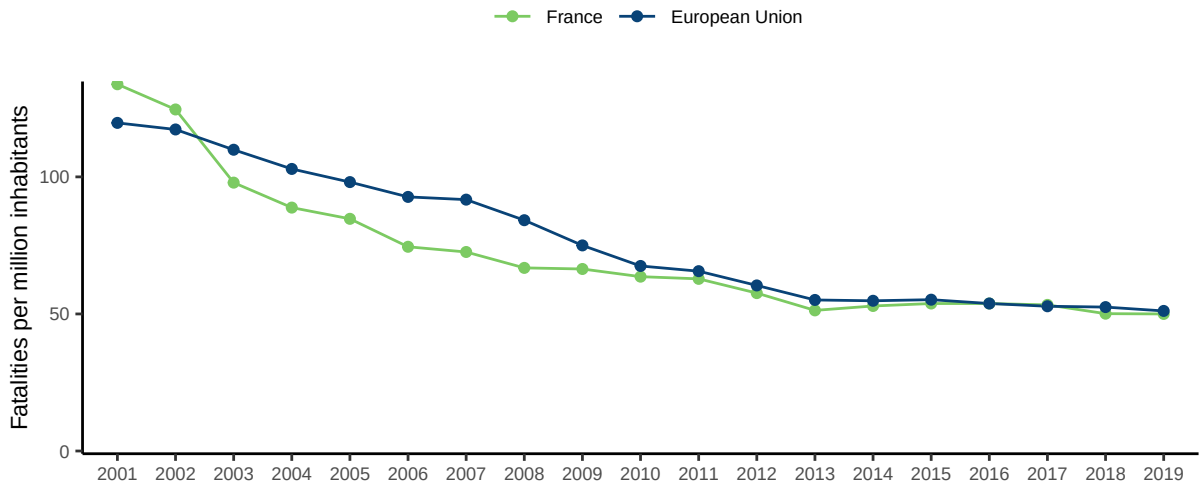


Figure 4. Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT



2.2 Transport modes[1]

In 2019, car occupants accounted for half of road traffic fatalities in France. This percentage is slightly higher than that observed in the European Union as a whole. The percentage of powered two-wheelers is also higher in France (23%) than in the European Union (18%). Pedestrians on the other hand, represent only 15% of road fatalities, while they are 21% in the European Union.

Over time there has been a decrease in the number of fatalities in France for all modes except cyclists. While the number of cyclist fatalities increased by 18% over the past ten years, their number remained broadly stable in the European Union. This increase was even higher in urban areas in France, with the number of fatally injured cyclists increasing by 41%. Moreover, cyclists are – together with occupants of buses and coaches - the only road user group for which the number of serious injuries increased.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in France that were fatally injured, a third were involved in a crash with a car, and 11% were involved in a crash with a lorry or heavy goods vehicle. Only a small proportion of these victims were involved in a bus crash. In contrast with the European Union, the number of fatally injured vulnerable road users that were involved in crashes with cars remained more or less constant over the past ten years.

The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in France has decreased less than in the European Union. The number of cyclists that were killed in a single vehicle crash increased more significantly in France than in the European Union.

[1] For more details about the categories used in this subsection, please see section 6.2 Definitions.

Figure 5. Number of road fatalities by transport mode (2019). Source: CARE

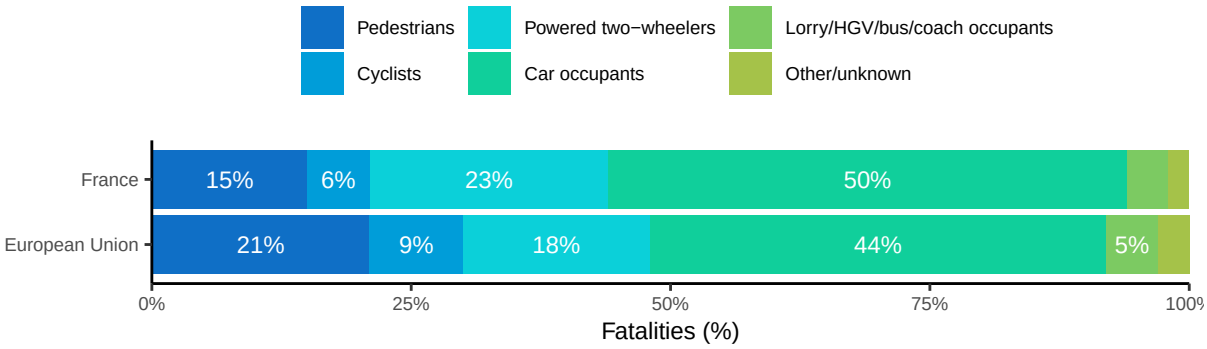


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	498	475	-5%	5,793	4,767	-18%
Cyclists	151	178	+18%	2,023	1,991	-2%
Powered two-wheelers	953	765	-20%	5,058	4,132	-18%
Car occupants	2,020	1,675	-17%	13,309	10,445	-22%
Lorries, under 3.5t	142	96	-32%	898	780	-13%
Heavy goods vehicles	63	44	-30%	590	408	-31%
Bus/coach occupants	4	7	/	102	98	-4%
Other/unknown	40	69	/	1,119	691	/
Total	*3,869*	*3,311*	*-14%*	*28,291*	*23,133*	*-18%*

Table 3. Average number of injuries by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend
Pedestrians	11,748	10,172	-13%
Cyclists	4,055	4,341	+7%
Powered two-wheelers	25,582	19,338	-24%
Car occupants	35,148	32,916	-6%
Lorries, under 3.5t	2,196	2,146	-2%
Heavy goods vehicles	742	575	-23%
Bus/coach occupants	617	632	+2%
Other/unknown	434	1,128	/
Total	*80,521*	*71,247*	*-12%*

Table 4. Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2017-2019). Source: CARE

Crash type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Crashes involving buses or coaches	23	21	-9%	258	201	-22%
Crashes involving cars	493	476	-3%	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	186	152	-18%	1,721	1,333	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	343	323	-6%	3,944	3,303	-16%
Cyclists	58	82	+41%	1,113	1,134	+2%
Powered two-wheelers	370	278	-25%	2,200	1,595	-28%
Car occupants	281	274	-2%	2,883	2,164	-25%
Lorries, under 3.5t	14	16	/	149	132	-11%
Heavy goods vehicles	2	3	/	82	31	-62%
Bus/coach occupants	0	1	/	24	27	+12%
Other/unknown	16	24	/	222	260	/
Total	*1,085*	*1,001*	*-8%*	*10,730*	*8,837*	*-18%*

Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Cyclists	23	41	+78%	299	381	+27%
Powered two-wheelers	332	279	-16%	1,746	1,443	-17%
Car occupants	978	856	-12%	5,905	4,471	-24%
Lorries, under 3.5t	71	47	-34%	365	288	-21%
Heavy goods vehicles	34	26	-24%	241	147	-39%
Bus/coach occupants	3	6	/	40	35	-12%
Other/unknown	28	41	/	327	341	/
Total	*1,469*	*1,296*	*-12%*	*8,923*	*7,106*	*-20%*

2.3 Age

The distribution of road fatalities across age groups in France is slightly different to that for the European Union. People aged 17 and younger represent 22% of road fatalities, which is higher than what is seen in the European Union (16%). On the other hand, the proportion of fatalities aged 65 and older is somewhat smaller.

Over the past ten years, the trend in the number of fatalities in France was less favourable for people aged 50 and older. While the number of fatalities dropped significantly for the younger age categories, the number of fatalities remained stable for the age group of 50 to 64 and increased for the people aged 65 and older. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole. A similar trend can be observed for seriously injured victims.

Figure 6. Number of road fatalities by age group (2019). Source: CARE

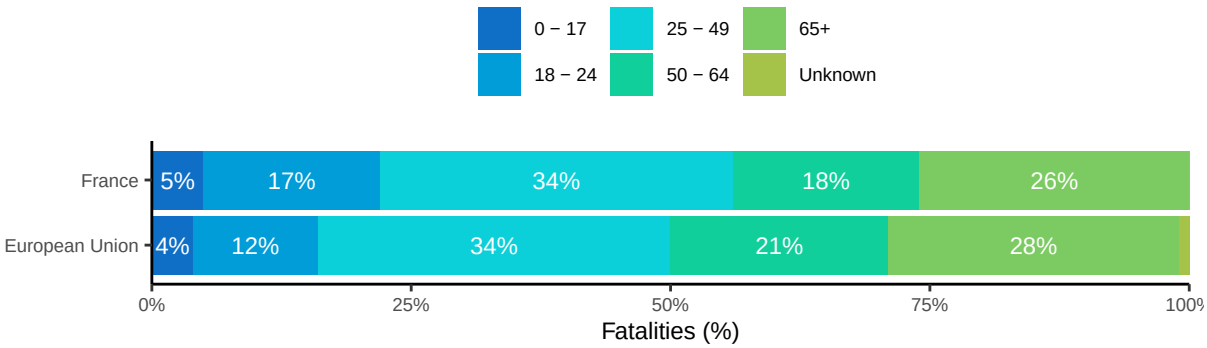


Table 7. Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	124	85	-31%	744	499	-33%
15 - 17	145	97	-33%	761	493	-35%
18 - 24	799	538	-33%	4,399	2,755	-37%
25 - 49	1,458	1,142	-22%	10,458	7,915	-24%
50 - 64	586	594	+1%	5,273	4,891	-7%
65+	756	852	+13%	6,392	6,559	+3%
Unknown	0	0	/	738	148	/
Total	*3,869*	*3,311*	*-14%*	*28,291*	*23,133*	*-18%*

Table 8. Average number of injuries by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend
<15	6,062	5,210	-14%
15 - 17	5,330	4,067	-24%
18 - 24	16,850	13,666	-19%
25 - 49	34,042	29,516	-13%
50 - 64	11,183	11,295	+1%
65+	7,050	7,466	+6%
Unknown	3	27	/
Total	*80,521*	*71,247*	*-12%*

2.4 Gender

The high proportion of males among total road fatalities in France (77%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 7. Number of road fatalities by gender (2019). Source: CARE

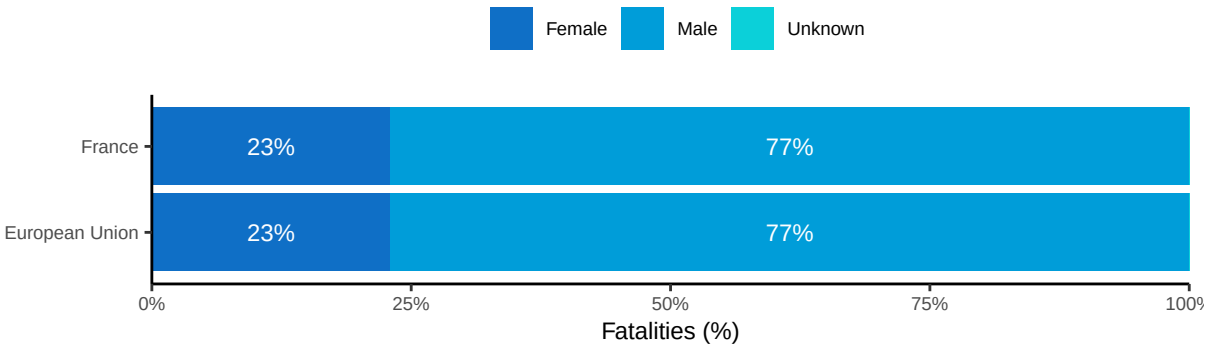


Table 9. Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	938	755	-20%	6,656	5,453	-18%
Male	2,931	2,554	-13%	21,523	17,764	-17%
Unknown	0	0	/	1,310	42	/
Total	*3,869*	*3,311*	*-14%*	*28,291*	*23,133*	*-18%*

Table 10. Average number of injuries by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend
Female	30,290	25,551	-16%
Male	50,231	45,695	-9%
Unknown	0	0	/
Total	*80,521*	*71,247*	*-12%*

2.5 Area

The majority of road fatalities in France occurred on rural roads (60%). This percentage is slightly higher than in the European Union as a whole (52%).

Over the past ten years, the number of fatalities and serious injuries in France have increased significantly on motorways. In the European Union the number of fatalities on motorways remained stable over the same period.

Figure 8. Number of road fatalities by road type (2019). Source: CARE

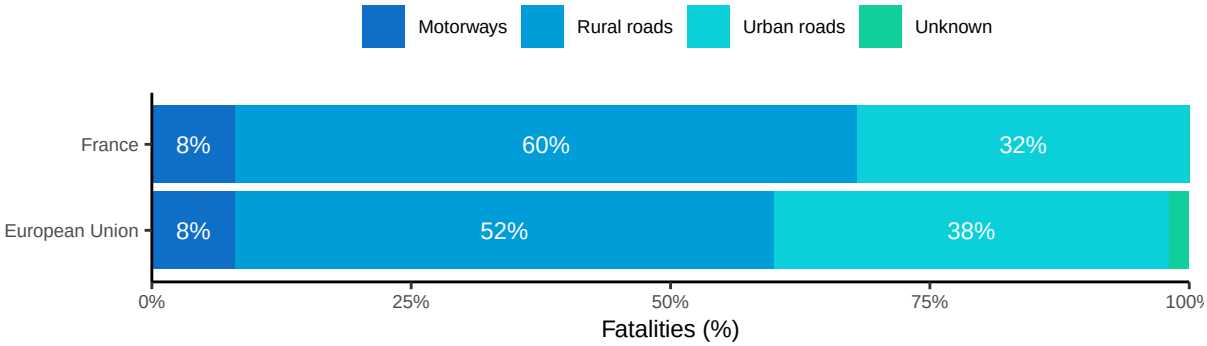


Table 11. Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	243	270	+11%	2,038	1,969	-3%
Rural	2541	2038	-20%	15,205	12,200	-20%
Urban	1085	1001	-8%	10,730	8,837	-18%
Unknown	/	/	/	770	321	/
Total	*3869*	*3311*	*-14%*	*28,291*	*23,133*	*-18%*

Table 12. Average number of injuries by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend
Motorway	5710	7866	+38%
Rural	21058	20141	-4%
Urban	53754	43240	-20%
Unknown	/	/	/
Total	*80521*	*71247*	*-12%*

2.6 Time [2]

The distribution of fatalities by day of the week and time of the day is very similar to that for the European Union, with the majority of fatalities occurring in the daytime during the working week.

[2] For more details about the time periods used in this subsection, please see section 6.2 Definitions.

Figure 9. Number of road fatalities by period of time (2019). Source: CARE

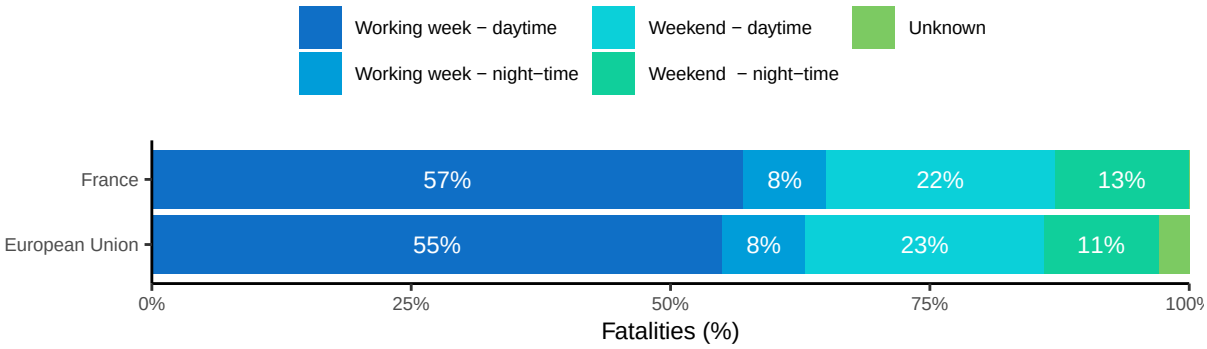


Table 13. Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	2100	1868	-11%	15,404	13,265	-14%
Working week - night-time	343	280	-18%	2,566	1,980	-23%
Weekend - daytime	892	741	-17%	6,353	5,383	-15%
Weekend - night-time	535	421	-21%	3,540	2,593	-27%
Unknown	/	/	/	4,071	662	/
Total	*3869*	*3311*	*-14%*	*28,291*	*23,133*	*-18%*

2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for France, as well as for the European Union as a whole. Regarding light conditions, one third of fatalities occur when it is dark, which is similar to the EU average.

Figure 10. Number of road fatalities by surface conditions (2019). Source: CARE

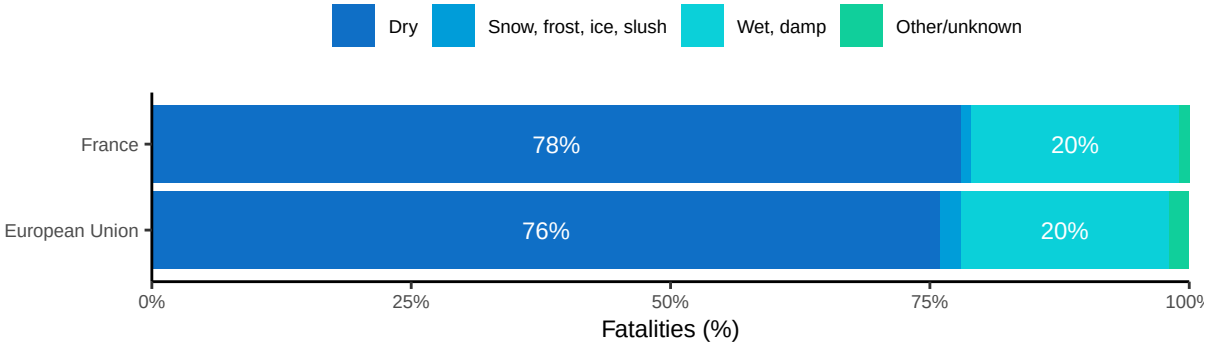


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

Surface conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	2,957	2,579	-13%	21,091	17,711	-16%
Snow, frost, ice, slush	77	40	-48%	988	442	-55%
Wet, damp	712	611	-14%	5,636	4,663	-17%
Other/unknown	124	79	/	2,458	446	/
Total	*3,869*	*3,311*	*-14%*	*28,291*	*23,133*	*-18%*

Figure 11. Number of road fatalities by light conditions (2019). Source: CARE

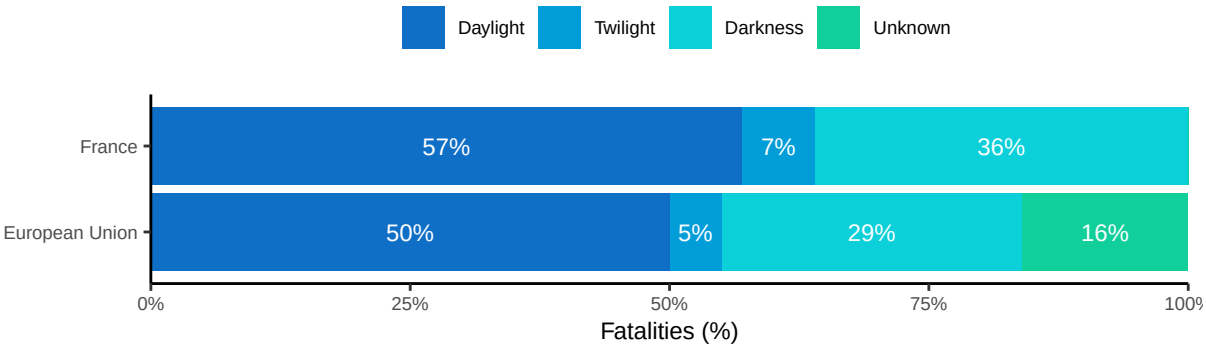


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

Light conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	1395	1152	-17%	8,918	6,782	-24%
Daylight	2191	1910	-13%	13,706	11,932	-13%
Twilight	283	247	-13%	1,498	1,228	-18%
Unknown	/	/	/	5,301	3,908	/
Total	*3869*	*3311*	*-14%*	*28,291*	*23,133*	*-18%*

3 Road safety performance indicators

3.1 Behaviour of road users

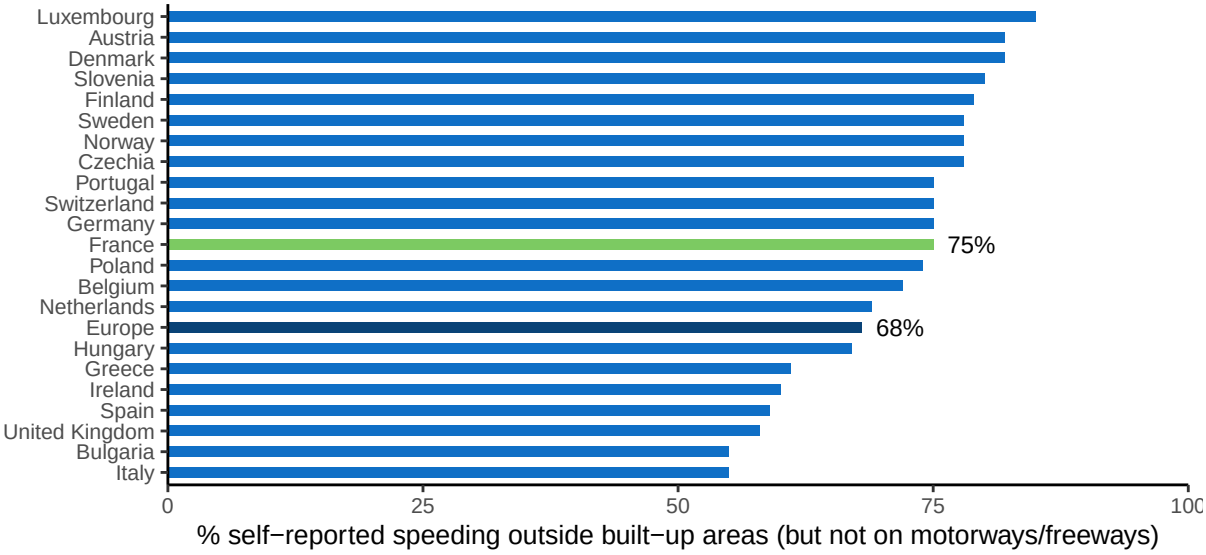
Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. France performs worse than the European average in relation to speeding, wearing a seatbelt in the back and wearing a helmet as a cyclist. Moreover, it has one of the highest scores for drink-driving.

3.1.1 Speeding

Table 16. Observed speeding. Source: ETSC (2017)

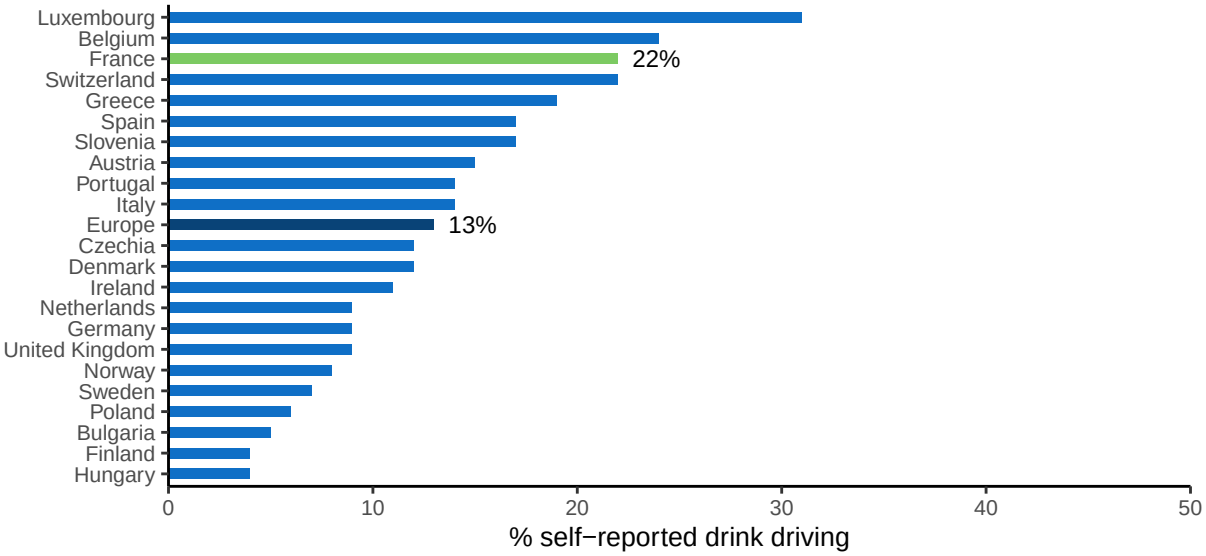
	Mean speed (km/h)	Percentage offenders
Urban roads (50 **km/h)**	48	NA%
Rural roads (90km/h)	82	32%
Rural roads (110km/h)	104	20%
Motorways (110 **km/h)**	104	29%
Motorways (130 **km/h)**	121	23%

Figure 12. Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



3.1.2 Driving under the influence

Figure 13. Percentage of car drivers that say they have driven at least once in the last 30 days when they may have been over the legal limit for drinking and driving. Source: ESRA (2018)



3.1.3 Use of protective systems

Table 17. Observed seatbelt wearing rate. Source: IRTAD (2018)

	Seatbelt wearing rate
Car drivers on urban roads	98%
Car drivers on rural roads	99%
Car drivers on motorways	99%
Car drivers	99%
Front seat passengers	99%
Rear seat passengers	88%

Figure 14. Percentage of car passengers that say they always wore their seatbelt in the back seat in the last 30 days. Source: ESRA (2018)

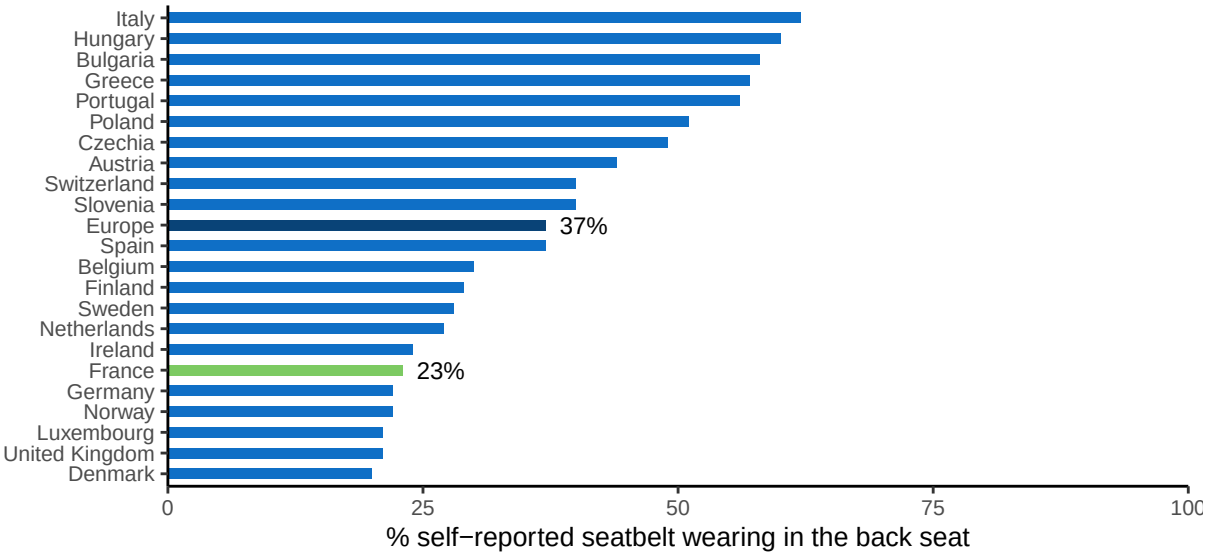
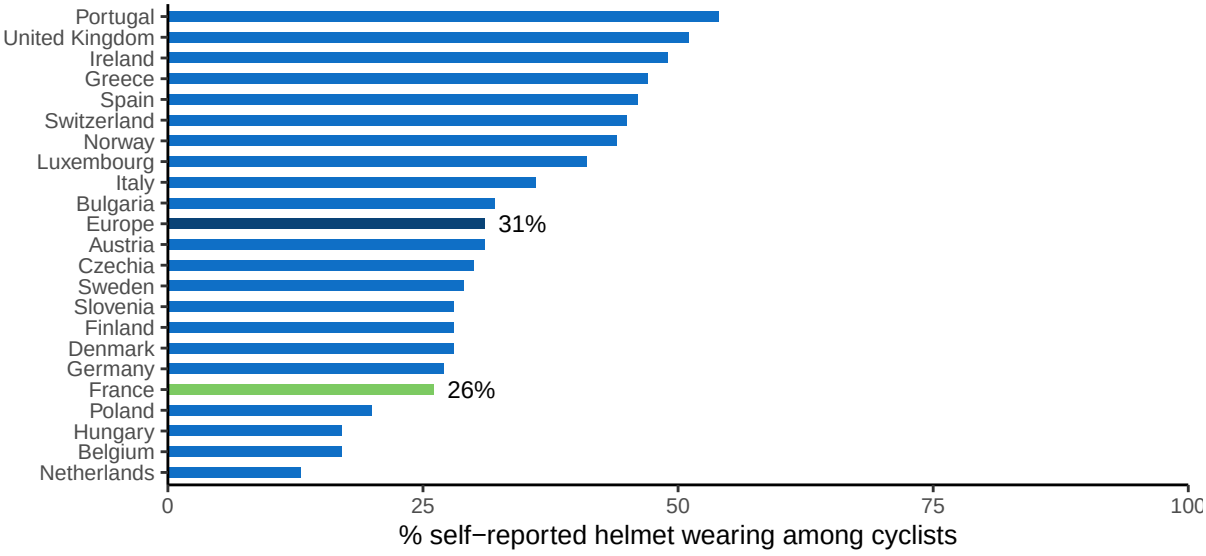
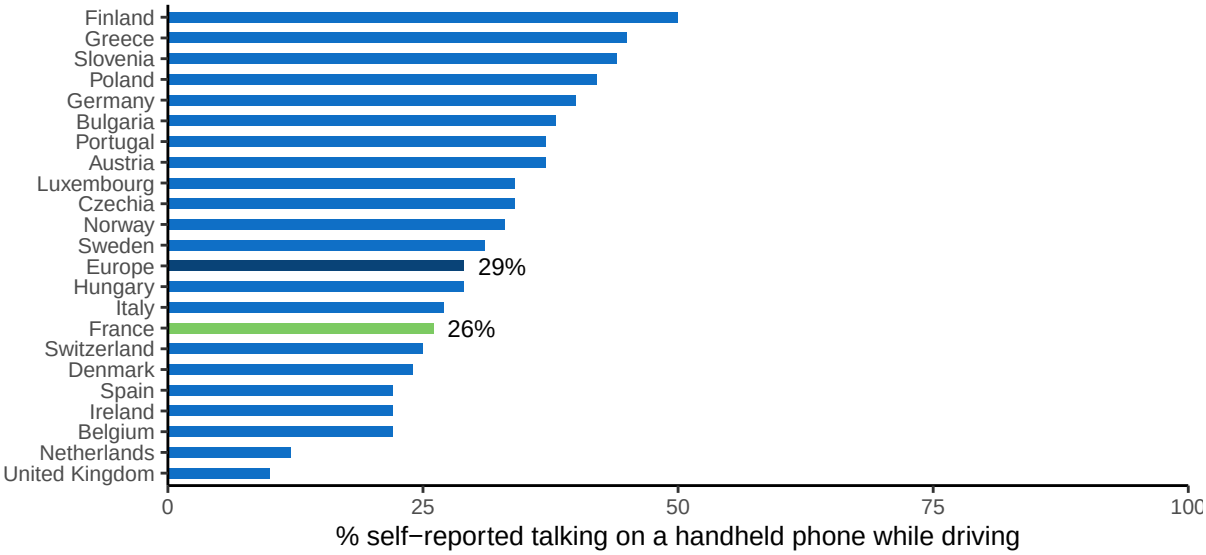


Figure 15. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



3.1.4 Distraction

Figure 16. Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)



3.2 Infrastructure

The overall road network in France shows relatively high road density in comparison with the EU average. Motorway density on the other hand is similar as the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For France, a score of 6 (on a value scale from 1 to 7) is given, which is one of the highest scores.

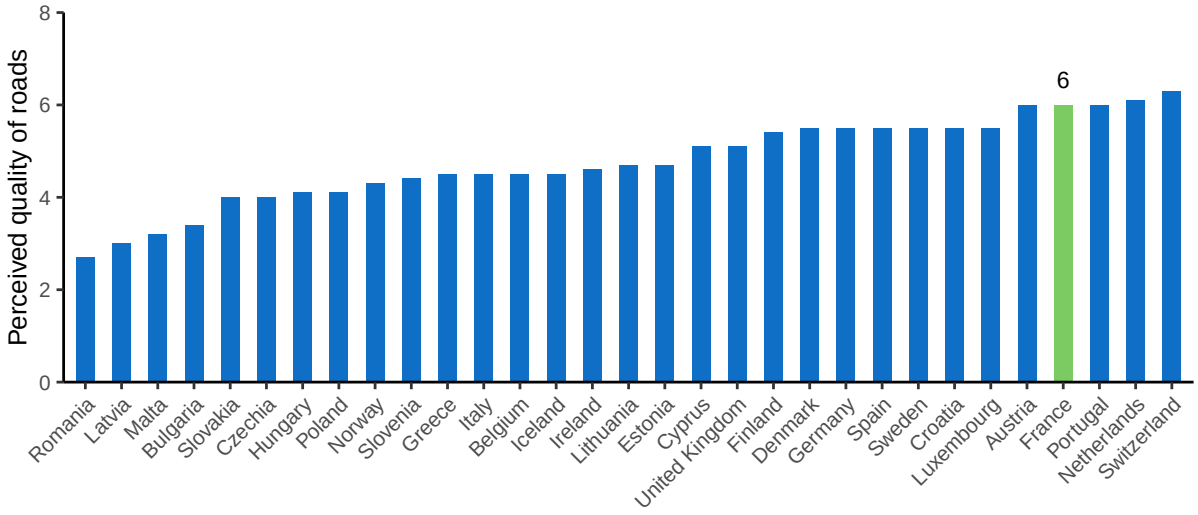
3.2.1 Road density

Table 18. Road density. Source: EUROSTAT (2018)

	France	European Union
Motorways	18 km road/1000 km²	15 km road/1000 km²
Total	1729 km road/1000 km²	942 km road/1000 km²

3.2.2 Road quality

Figure 17. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2017-2018)



3.3 Vehicle fleet

The size of the French vehicle fleet, expressed per 100 inhabitants, is similar to the EU average. Regarding the age of the vehicles, French passenger cars appear to be considerably younger than the EU average, with only 34% passenger cars over 10 years.

Table 19. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	France	European Union
All vehicles (except trailers and motorcycles)	61	63
Total utility vehicles	12	9
Lorries	10	7
Road tractors	0	1
Trailers and semi-trailers	1	4
Passenger cars	50	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	1	1

Table 20. Age of registered passenger cars. Source: EUROSTAT (2019)

	France	European Union
Percentage of total number of passenger cars		
Less than 2 years	14%	12%
From 2 to 5 years	20%	15%
From 5 to 10 years	32%	21%
From 10 to 20 years	34%	42%
Over 20 years	/	11%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in France reflects the situation in the majority of EU countries with a few exceptions. While child restraint systems in most EU countries are compulsory up to a child height of 135cm or 150cm, they are compulsory up to 10 years in France. Furthermore, unlike other countries there is no age restriction in France to transport children on motorcycles.

Table 21. National road safety legislation. Source: WHO (2018)

	France	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 26; 65 km/h: 1
Rural roads	90 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	130 km/h	No limit1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.5 g/l	0 g/l: 2; 0.2 g/l: 3; 0.3 g/l: 1; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.2 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 2; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.5 g/l	0 g/l: 6; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 2; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 10 yrs	Up to 150 cm: 13; Up to 135 cm: 3; Up to 10 yrs: 1
Children in front seat of passenger cars	Prohibited under 10 yrs	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Not restricted	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 18; No: 9
Standard referred to and / or specified	Yes	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, France scores above the EU average for almost all legislation surveyed. On the other hand, both the self-reported frequency of alcohol checks and of drug checks in France is lower than the European average.

Table 22. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	France	European average
Speed legislation	8	6.8
Drink-driving legislation	7	7
Seatbelt legislation	8	7
Child restraint system legislation	9	7
Motorcycle helmet legislation	9	8

Figure 18. Percentage of car drivers that say they have been checked by the police for using alcohol at least once over the past 12 months. Source: ESRA (2018)

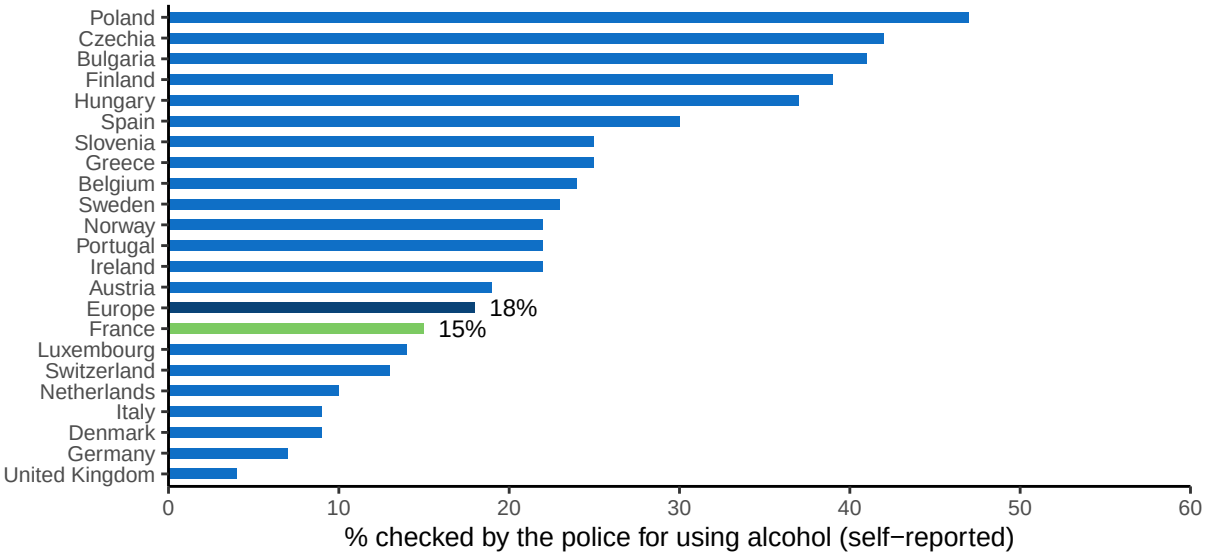
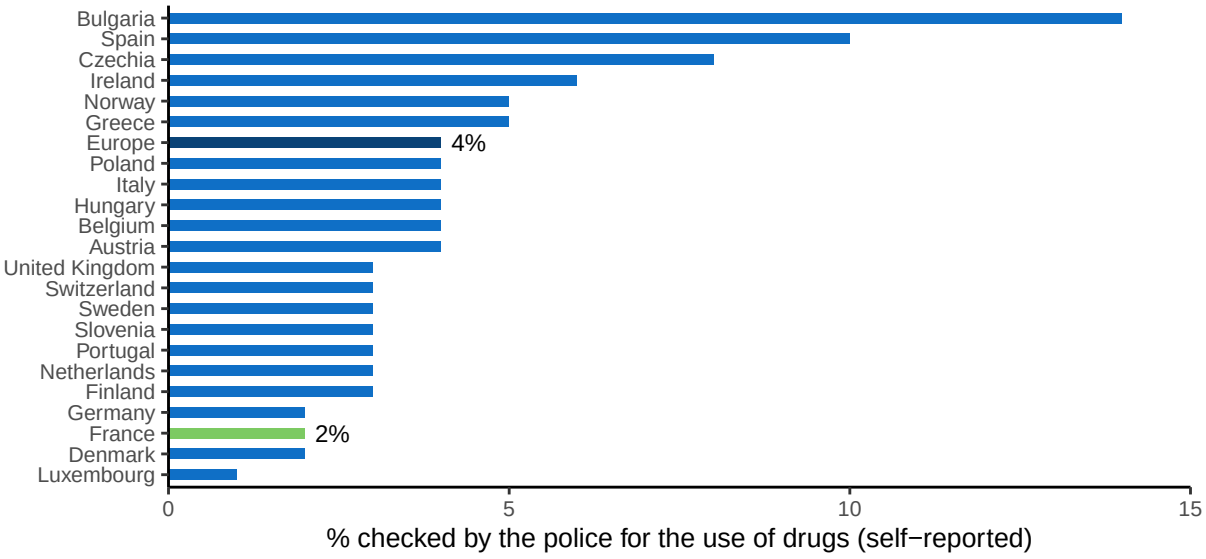


Figure 19. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 23. Infrastructure-related policy. Source: WHO (2018)

	France	EU countries
Audits or star rating required for new road infrastructure	Partial	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 20 No: 7
Policies & investment in urban public transport	Yes	Yes: 23 No: 4
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 24. Policy related to post-crash care. Source: WHO (2018)

	France	EU countries
Trauma registry	Subnational	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	No	Yes: 9 No: 18
Provider training and certification - Prehospital providers - Formal certification pathway	/	Yes: 19 No: 6
Provider training and certification - Nurses - Post graduate courses in emergency and trauma care	/	Yes: 21 No: 5
Provider training and certification - Specialist doctors - Emergency medicine	/	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density and urbanization in France is similar to the EU average. Its GDP per capita is above that of the European Union.

Table 25. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	France
Population-related data (2020)		
Population (2020)	447319916	67320216
Population density (inhabitants/km²)	106	105
% Children (0-14)	15%	18%
% Adults (15-64)	64%	62%
% Elderly (65+)	21%	20%
Urbanization (2019)		
% living in cities	38%	36%
% living in suburbs and towns	34%	29%
% living in rural areas	28%	35%
Economic data		
GDP per capita (EUR, 2020)	29768.3	34207.6
Unemployment rate (2020)	7%	8%
% GDP dedicated to road spending (2019)	0.6%	0.5%

5.2 Structure of road safety management

Table 26. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	The Inter-ministerial Committee for Road Safety (CISR): overall decision-making body for road safety
	The National Road Safety Council (CNSR): propositions to improve road safety. It involves all stakeholders
	The Ministry of Interior via the Directorate of Road Safety (DSR)
Monitoring of the road safety development	ONISR (French Road Safety Observatory), responsible for the traffic crash database and evaluation of the road safety policies
Improvements in road infrastructure	The Ministry of Transport (MTES) for trunk road network
	Road concessionaires
	Local authorities (County and City level)
Improvement in vehicles	The Ministry of Transport (MTES) responsible for vehicle regulations
	The Ministry of Interior responsible for driver regulations and training (DSR)
Improvement in road user education	Directorate of Road Safety (DSR)
	Ministry of Education
Publicity campaigns	Directorate of Road Safety (DSR)
	Insurance companies
	Road Safety association
Enforcement of traffic laws	Police forces: “gendarmerie nationale” in nonurban areas, “police” in urban areas
Other relevant actors	Ministry of Justice
	Ministry of Health
	Ministry of Work
	Research institute: Gustave Eiffel (technical improvements for infrastructure and vehicles)
	Centre of studies and expertise on risks, environment, mobility and development (CEREMA)

5.3 Attitudes

Table 27. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving. Source: ESRA (2018)

	France	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	13%	12%	16/22
I will do my best to respect speed limits in the next 30 days	65%	71%	3/22
Drink-driving			
I often drive after drinking alcohol	2%	2%	14/22
I will do my best not to drive after drinking alcohol in the next 30 days	69%	76%	1/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	4%	3%	11/22
I often check my messages on the mobile phone while driving	4%	4%	19/22
I will do my best not to use my mobile phone while driving in the next 30 days	71%	74%	5/22

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries. Date of extraction: 26th of March, 2021. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom) https://www.esranet.eu/en/

ETSC (European Transport Safety Council)

Car safety data was retrieved from https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf Data about speeding was retrieved from https://www.etsc.eu/pinflash36

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: https://stats.oecd.org/ Date of extraction: 7th of August 2020

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries. https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

World Economic Forum

Data is retrieved from http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF_GCI_2017_2018_Scorecard_EOSQ057.pdf

6.2 Definitions

Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for

passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section "Road safety outcomes", we provide EU averages and aggregated figures based on the most recent figures available (2019). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2019 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

Fatalities

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

Lorry, under 3.5 tonnes

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child's carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

Powered two-wheelers

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

Working week – Daytime

Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m. Tuesday 10 p.m. to Wednesday 5.59 a.m. Wednesday 10 p.m. to Thursday 5.59 a.m. Thursday 10 p.m. to Friday 5.59 a.m.

Weekend - Daytime

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend - Night-time

Friday 10 p.m. to Saturday 5.59 a.m. Saturday 10 p.m. to Sunday 5.59 a.m. Sunday 10 p.m. to Monday 5.59 a.m.