

France

Population: 64 720 688 | Income group: High | Gross national income per capita: US\$ 38 950

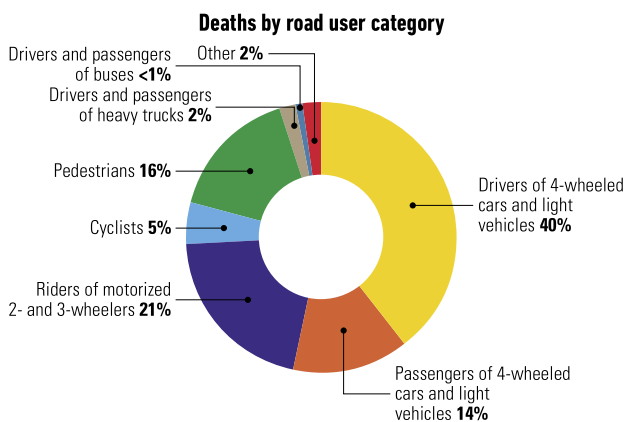


INSTITUTIONAL FRAMEWORK	
Lead agency	Inter-ministerial Delegation for Road Safety, Ministry of Interior
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2010-2020)
SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes
SAFER VEHICLES	
Total registered vehicles for 2015	42 363 000
Cars and 4-wheeled light vehicles	37 920 000
Motorized 2- and 3-wheelers	3 800 000
Heavy trucks	550 000
Buses	93 000
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes
POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	Subnational
Formal certification for prehospital providers	—
National assessment of emergency care systems	No
DATA	
Reported road traffic fatalities (2016)	3 477 ^a (76% M, 24% F)
Reported rate per 100 000 population (2016)	5.4 ^a
WHO estimated road traffic fatalities (2016)	3 585 ^b
WHO estimated rate per 100 000 population (2016)	5.5 ^b

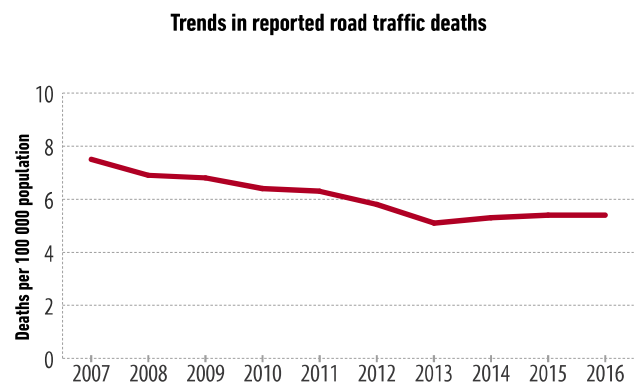
^a National Interdepartmental Observatory of Road Safety (ONISR). Died within 30 days of crash
^b WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	29% ^c
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% All riders ^c
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	98% Front seats ^c , 88% Rear seats ^c
National child restraint law	Yes
Children seated in front seat	Prohibited under 10 yrs ^d
Child restraint required	Up to 10 yrs
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

^c 2016, National Interdepartmental Observatory of Road Safety (ONISR).
^d By exception, children under 10 years can sit in the front if placed in a rear-facing child restraint (if front airbag is deactivated) or if there are no available rear seats



Source: 2016, National Interdepartmental Observatory of Road Safety (ONISR)



Source: National Interdepartmental Observatory of Road Safety (ONISR, fatality data)