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COMMISSION STAFF WORKING DOCUMENT

Monitoring Road Safety Progress in the EU - France

Accompanying the document

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

**Report on the Implementation of the EU Road Safety Policy Framework at the Mid-
Point**

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France

1. Summary

In 2024, **France was above the EU average (45)**, with 48 road fatalities per million inhabitants. Compared to 2019, a decrease of 2% in road fatalities was recorded. In 2023, the number of serious injuries recorded was slightly lower than the respective figure in 2019. Compared to the EU average, the distribution of fatalities in France shows a relatively high proportion of fatalities on rural roads and killed powered two-wheeler riders.

France has set the **targets of halving the numbers of road fatalities and serious injuries by 2030** compared to 2019. In addition, 38 road safety key measures are included in the last roadmap agreed by the Interministerial Road Safety Committee in 2023, which are grouped into seven road safety priorities.

Based on the latest available data for 2024 showing slow progress since 2019, France appears to require actions on multiple fronts; this in order to reach the ambitious targets of halving road fatalities and serious injuries by 2030.

2. Road Safety Strategy and Measures

2.1. Road Safety Strategy

In France, the priorities to be addressed on road safety are announced with each meeting of the Interministerial Road Safety Committee (CISR), which brings together ministers under the leadership of the Prime Minister. The last one, “**Driving safely and securely on French roads**”, was the road map agreed in July 2023.

France endorsed the target of halving the number of killed and seriously injured by 2030, and the concept of “Zero fatalities on the roads by 2050” set out in the EU’s road safety policy framework.

Table 11.1: National road safety plan

France	
Timeframe	2021-2030
Lead Authority	Prime Minister level, who chairs the Interministerial Committee for Road Safety
Link	https://www.onisr.securite-routiere.gouv.fr/en/road-safety-policy/interministerial-road-safety-committees

2.2. Road Safety Governance

The Inter-ministerial Committee for Road Safety (CISR), the National Road Safety Council (CNSR) and the Ministry of Interior via the Directorate of Road Safety (DSR) are responsible for the **formulation of the national road safety action plans**. The CISR is the responsible body for the overall decision-making for road safety, while the CNSR involves all stakeholders and makes proposals to improve road safety.

The ONISR (French Road Safety Observatory) is responsible for the **monitoring of road safety developments** in the country. More specifically it is responsible for the traffic crash

database and the evaluation of the road safety policies in the country.

2.3. Main Safety Issues

According to the priorities set out in the 2023 list of priorities, and based on the crash statistics of the period 2013-2022, the following main issues arise:

- The increased number of **serious injuries** (16,000 in 2022)
- 24% of road fatalities were people **walking, cycling and using personal mobility devices** in 2022. Over the 2013-2022 period, while serious injuries' totals remained stable, the number of serious injuries among these road users increased by 19%
- **Excessive or inappropriate speed, alcohol consumption, and driving under the influence of narcotics are among the main causes of fatal accidents** for all age groups.
- The observation of the factors causing fatal accidents among men aged 18-34 (who are the most likely to be responsible for causing fatal accidents) shows that speed, alcohol and drugs are often heavily involved.

2.4. Road Safety Measures

A total of **38 new key road safety measures** divided in **seven road safety priorities** were identified by France¹. Over and above this, France is building on existing work and measures already in place with the aim of achieving Vision Zero. Some examples of the effective existing measures are points on licences, speed cameras, fast prosecutions and higher sanctions.

Table 11.2: Road safety priorities and number of activities

Priority	Activities
1. Education to improve shared road use	5
2. Improving detection, assessment and monitoring of unfit drivers	2
3. Protecting vulnerable road users and supporting victims	8
4. Working to ensure the safety of all road users	6
5. Combating the most hazardous types of conduct	8
6. Simplifying life for road users	5
7. Taking action to improve road safety in overseas	4
Total	38

¹<https://www.onisr.securite-routiere.gouv.fr/sites/default/files/2023-10/2023%2007%2016%20CISR%20Press%20kit%20in%20ENG.pdf>

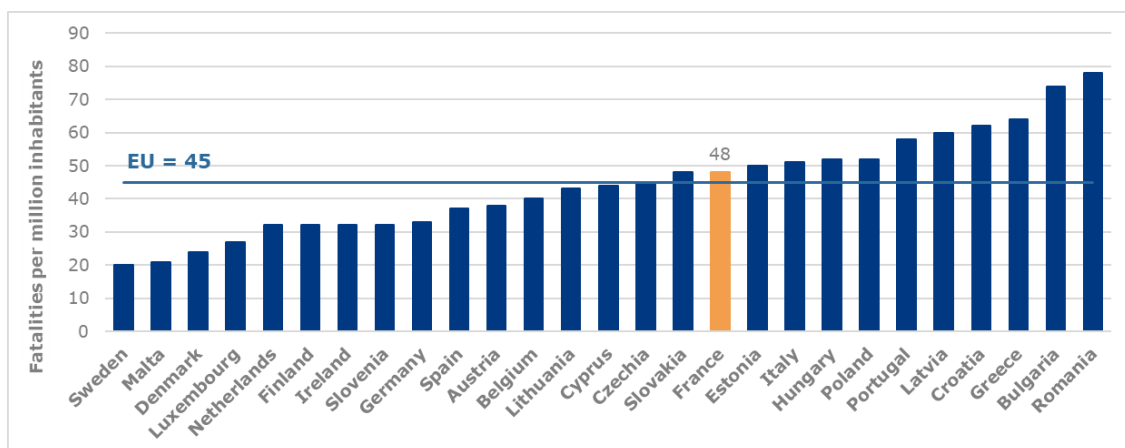
3. Road Safety Progress

3.1. Road Safety Outcomes

Based on data for 2024, France was **17th out of the 27 EU countries** in terms of the lowest numbers of fatalities per million inhabitants. In fact, 48 road fatalities per million inhabitants were recorded that year, which is above the EU average (45).

France disposes MAIS3+ data on serious injuries². Based on the latest available data, in 2022, 15,956 people were seriously injured in road crashes, a slight decrease of 2% on 2019.

Figure 11.1 Mortality rates by country, 2024



Sources: CARE database on road crashes; population data from Eurostat (online data code [demo_pjan](#)).

Compared to 2019, the number of fatalities decreased only by 2% in 2024 and the number of serious injuries decreased by 2% in 2023. Therefore, France **currently does not appear to be on track to meet the 2030 targets of halving the numbers of road fatalities and serious injuries.**

² European Commission (2024) Facts and Figures Serious injuries. European Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

Figure 11.2 Road fatalities and target 2030
(Source: CARE database)³

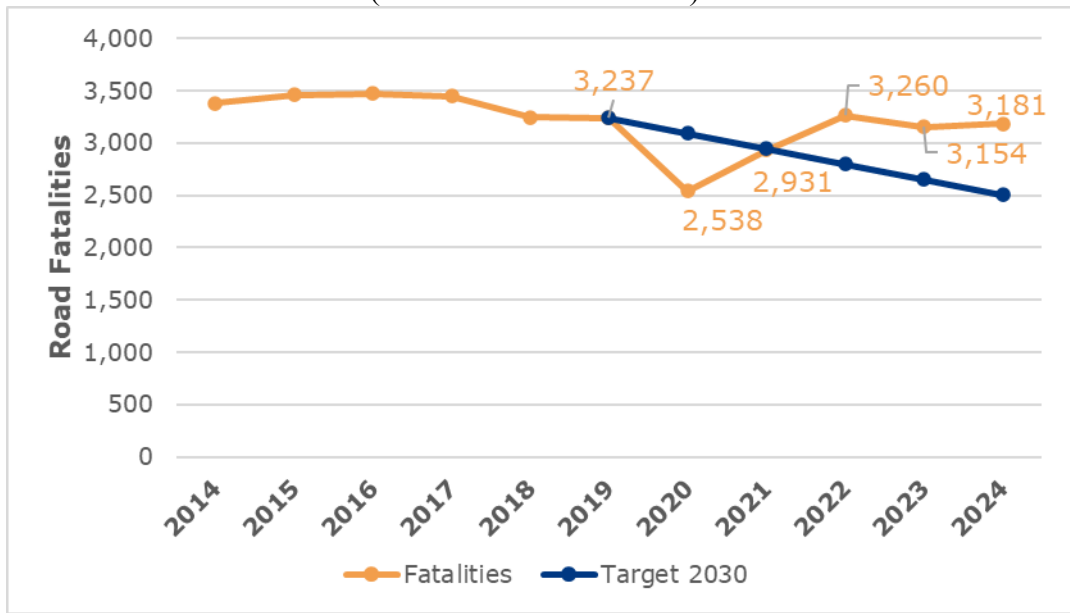
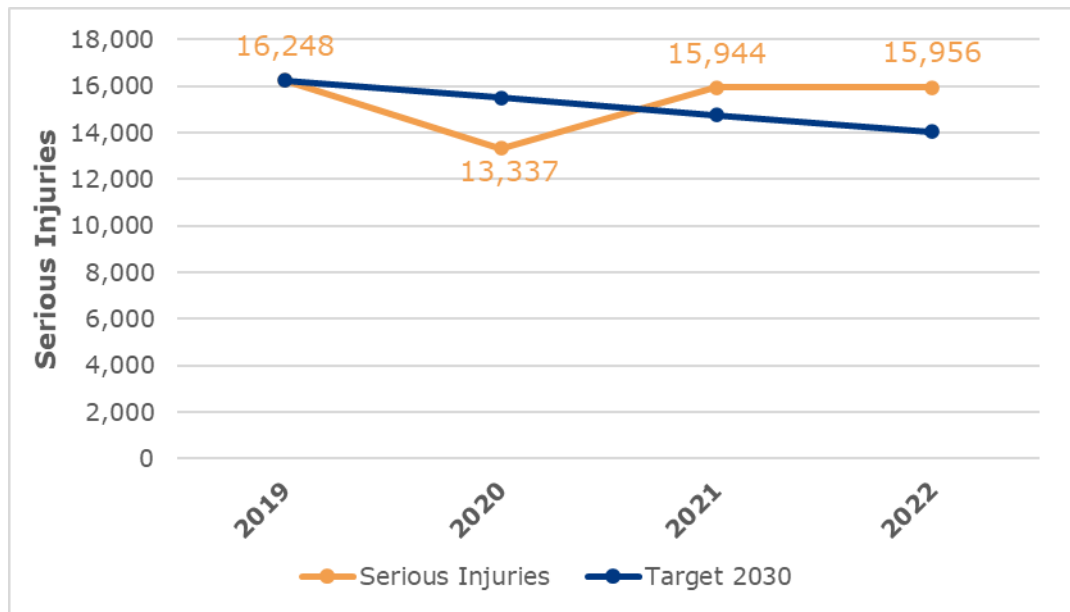


Figure 11.3 Serious road injuries and target 2030
(Source: ERSO, Fact & Figure Serious Injuries)³



Compared to the EU average, the distribution of fatalities in France shows a high proportion of powered two-wheeler (PTW) fatalities and fatalities on rural roads⁴. In fact, fatalities on rural roads account for 60% of all road fatalities in 2024 and killed PTW riders for 23%.

³ It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

⁴ European Commission (2023), Country Profile France. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

An overview of the evolution of road fatalities during the period 2019-2024 (year with the latest available data) is provided below for specific types of roads, crashes and road users. Overall, in France, road fatalities declined for almost all groups examined below, except for fatalities in single vehicle crashes, and among cyclists. The largest reduction in fatalities was recorded on motorways (8%), while the overall reduction was 2%. On the other hand, the number of cyclists killed on the roads increased by 20%.

In terms of serious injuries the largest reduction between 2019 and 2022 (detailed data for 2023 are not yet available) was recorded for pedestrians (14%), while the number of seriously injured cyclists increased by 14% over the same period.

Table 11.3: Evolution of road fatalities, 2019-2024

Fatalities	2019	2024	% in 2024	% change 2019-2024
Total road fatalities	3,237	3,181	-	-2%
Inside urban areas	1,034	1,020	32%	-1%
Outside urban areas	1,943	1,923	60%	-1%
Motorways	260	238	7%	-8%
Single vehicle crashes	1,308	1,311	41%	0%
Multi vehicle crashes	1,479	1,449	46%	-2%
Car occupants	1,622	1,518	48%	-6%
PTW riders	749	720	23%	-4%
Cyclists	187	224	7%	+20%
Pedestrians	476	444	14%	-7%

Table 11.4: Evolution of serious injuries, 2019-2022⁵

Serious Injuries	2019	2022	% in 2022	% change 2019-2022
Total serious injuries	16,248	15,956	-	-2%
Inside urban areas	n/a	n/a	-	-
Outside urban areas	n/a	n/a	-	-
Motorways	n/a	n/a	-	-
Single vehicle crashes	n/a	n/a	-	-
Multi vehicle crashes	n/a	n/a	-	-
Car occupants	5,173	4,807	30%	-7%
PTW riders	5,742	5,346	34%	-7%
Cyclists	2,314	2,628	16%	+14%
Pedestrians	2,315	1,996	13%	-14%

⁵ MAIS3+ data. Source: ERSO, Fact & Figure Serious Injuries

3.2. Road Safety Performance Indicators

In France, the use of seat-belts among passenger car occupants is higher than the EU average, for both front and rear seats. Self-reported use of alcohol while driving is above the EU average. France has a younger passenger car fleet compared to the EU average.

Table 11.5: Road Safety Performance Indicators, 2022 – 2025 (Source: ERSO, Country Profiles)

	France		EU	
	2022	2025	2022	2025
Speeding⁶				
% of passenger cars travelling within speed limits ^a				
Motorways	-	-	-	-
Rural Roads	-	-	-	-
Urban Roads	-	-	-	-
Seat belt & CRS use rates (%) ^{a*,b}				
Front	98.0	97.2	93.1	92.4
Rear	92.0	83.4	75.3	69.9
Child restraint systems (roadside observations)	-	95.0	67.0	83.3
Child restraint systems (in-vehicle inspections)	/	/	-	-
Helmet use rates (%) ^a				
PTW driver	98.0	-	97.0	97.6
PTW passenger	-	-	94.4	97.0
Cyclist	-	-	37.8	34.5
DUI of Alcohol^c (self-reported)				
% of car drivers who have driven at least once in the last 30 days over the legal limit	15.6	-	11.8	11.8
Driver Distraction ^a				
% of drivers not using hand-held mobile device/phone while driving	95.0	-	94.8	94.5
Vehicle Safety				
% of new passenger cars rated with 4 EuroNCAP stars and above ^a	-	-	83.6	82.7
Average age of passenger car fleet (years) ^d	10.8	11.2	12.3	12.5

Sources: ^a Baseline and Trendline projects, ^b ETSC (2022), ^c ESRA3 project (2024), ^d ACEA (2024, 2025), Notes: *2025 data only for weekdays

⁶ An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison.

4. Monitoring Road Safety Strategy Implementation

This section is based on the self-assessment provided by the country. Since France did not provide a self-assessment, the sections below are left intentionally empty.

4.1. Implementing progress

4.2. Best practices

4.3. Gaps

5. Conclusions and Recommendations

In France's list of priorities for the period 2023-2030, the **targets of halving the number of road fatalities and serious injuries in 2030** compared to 2019 have been set. A total of 38 key road safety measures grouped into seven road safety priorities are included.

In 2024, France, with 48 road fatalities per million inhabitants, was above the EU average and ranked **17th out of the 27 EU countries**. Compared to the EU average, the distribution of fatalities in France shows a relatively high proportion of powered two-wheeler (PTW) fatalities and fatalities on rural roads.

Based on data, between 2019 and 2024, a decrease of 2% in road fatalities was recorded. The number of serious injuries decreased by 2% between 2019 and 2023. Accordingly, France appears to require actions on multiple fronts following a risk-based approach; this in order to reach the ambitious targets of halving road fatalities and serious injuries by 2030.