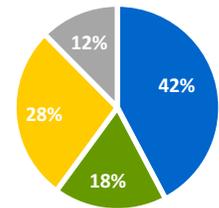
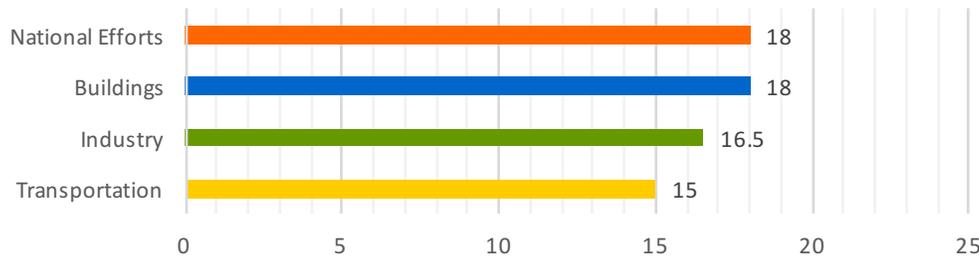


4 France



The bars show ACEEE scores for energy efficiency. The pie chart shows 2013 end-use energy shares of buildings, industry, transportation, and other sectors.

France claimed 4th place with a score of 67.5 points, just 1 point behind Italy and Japan. France was six points behind the top scorer, Germany.

France came in 3rd place in the buildings section with a score of 18 points. The country's Energy Efficiency Action Plans outline aggressive policies to increase the number of low-energy buildings and also commits to the deep renovation of 500,000 dwellings per year. France also has mandatory and comprehensive performance-based building codes in place for both residential and commercial buildings, established through the *Réglementation thermique* in 2012. France updated its national building regulations in 2005 and requires construction projects to comply with maximum primary energy-consumption standards.

Additionally, France did well in both the national efforts and the transportation sections, largely due to its participation in EU actions. Under the European Union's Energy Efficiency Directive (2012/27/EU), France has made a major commitment to reduce energy consumption by more than 17% by 2020. Similarly the country participates in the European Union's stringent fuel economy standards, which call for a fleet-wide average of 56.9 mpg by 2025.

Areas for Improvement

Despite having many exemplary energy efficiency

policies in the major end-use sectors of energy, France falls behind in the industrial sector. France has a low percentage of installed capacity from CHP and has no incentives or targets in place to increase CHP's share of generated power. The numerous incentives and policies of both Germany and Italy could serve as models for CHP deployment.

France could improve on several aspects of the transportation sector. Despite coming in 4th in this category, France scored a total of only 15 points out of a possible 25. The energy intensity of freight transport in France is high, and investment in rail versus roads is low. France would benefit from measures to increase the overall efficiency of the freight transportation system to reduce energy intensity.

Overall France must continue to implement the ambitious policies and targets set out in its national objectives and in EU directives in order to truly achieve the intended energy savings.