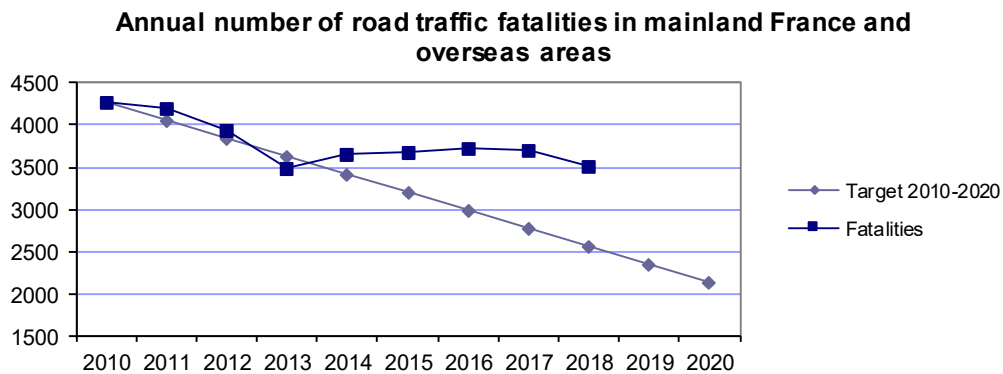


Road safety in 2018 – Estimated as of January 28, 2019

Provisional results 2018 for road traffic fatalities in France (mainland and overseas areas):

Nearly 3,503 people are estimated to have died on French roads (mainland and overseas areas) in 2018.

Results for the year 2018	Injury accidents	Killed within 30 days	Injured people	incl hospitalised 24h
2018 estimates	58 363	3 503	72 787	22 187
2017 final results	61 224	3 684	76 840	29 413
Difference 2018 / 2017	-2 861	-181	-4 053	-7 226
Variation 2018 / 2017	-4.7%	-4.9%	-5.3%	-24.6%

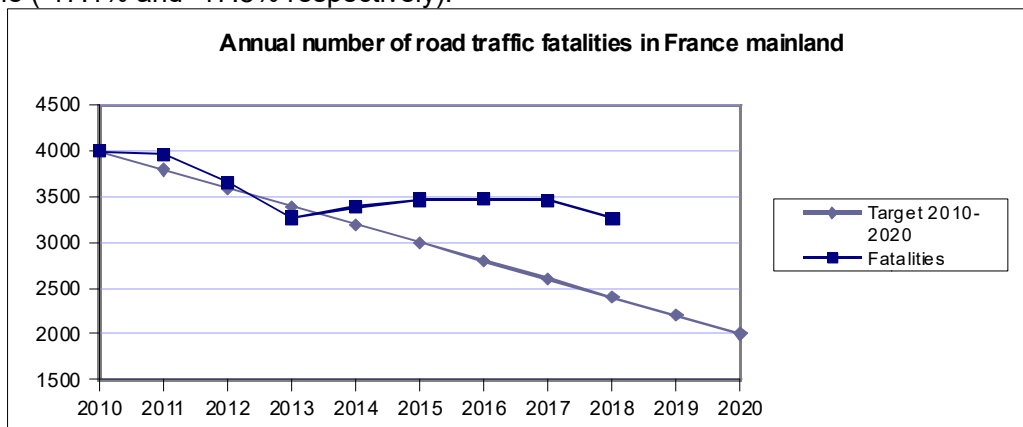


Development of road traffic fatalities in France mainland:

3 259 people are estimated to have died on French mainland roads in 2018, representing 189 people fewer than in 2017. Thus, the number of road fatalities should be declining compared with 2017, with a variation of -5.5%. This is the first time that the number of road fatalities is lower than in 2013. Hospitalized victims, injured people and injury accidents should also have decreased (by -24.8%, -5.4% and -4.8% respectively).

Results for the year 2018	Injury accidents	Killed within 30 days	Injured people	incl hospitalised 24h
2018 estimates	55 800	3 259	69 434	20 864
2017 final results	58 613	3 448	73 384	27 732
Difference 2018 / 2017	-2 813	-189	-3 950	-6 868
Variation 2018 / 2017	-4.8%	-5.5%	-5.4%	-24.8%

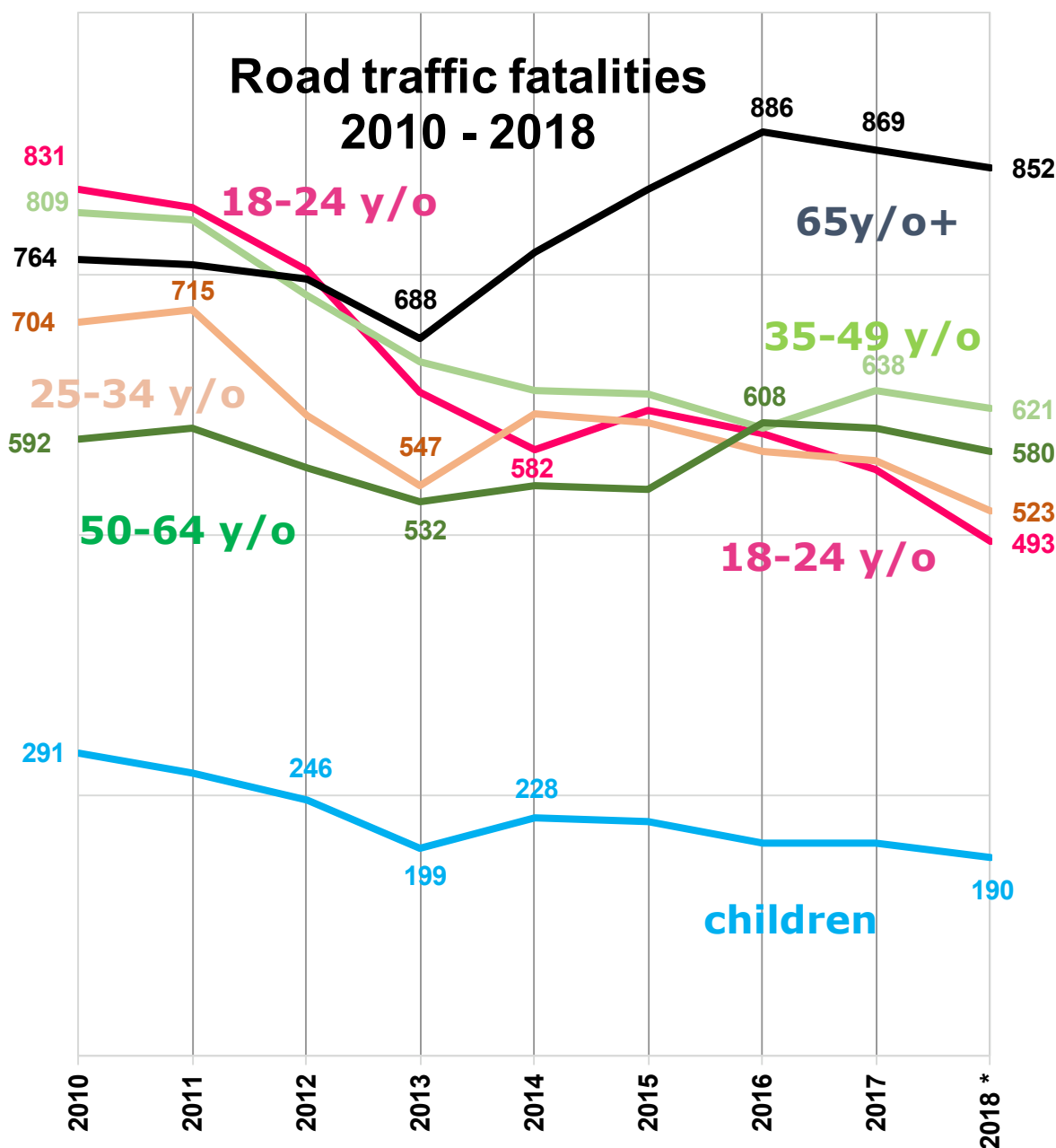
The development of road traffic fatalities between 2010 and 2017 is estimated in decrease of -18.4% (representing 733 lives saved in 2018 compared with 2010), more than the number of road accidents or injured people (-17.1% and -17.8% respectively).



Trends in 2018 per age group in France mainland:

Fatalities among **young people age 18 to 24 decrease strongly this year (-12%) and are nearly 41% lower than in 2010**. This decrease (fatalities and serious injuries) is particularly pronounced for young moped riders; however, fatalities among young motorcyclists have increased again, particularly inside built-up areas and on motorways.

Fatalities among **people age 65 and over**, after a strong upward trend since 2013, end the year down -2% in 2018 compared with 2017. Fewer pedestrians among this age group were killed, contrary to motorists. Fatalities among people age 75 and over have increased outside built-up areas on county roads. Fatalities among the 65-74 years old age group have increased inside built-up area.



French Road Safety Observatory - ONISR

	0-17y/o	18-24y/o	25-34y/o	35-49y/o	50-64y/o	65y/o+	Total
2010	291 7%	831 21%	704 18%	809 20%	592 15%	764 19%	3 992 100%
2013	199 6%	636 19%	547 17%	666 20%	532 16%	688 21%	3 268 100%
2017	205 6%	562 16%	571 17%	638 19%	603 17%	869 25%	3 448 100%
2018 prov	190 6%	493 15%	523 16%	621 19%	580 18%	852 26%	3 259 100%
Variation 2017-2018	-7%	-12%	-8%	-3%	-4%	-2%	-5.5%
Variation 2013-2018	-5%	-22%	-4%	-7%	9%	24%	-0.3%
Variation 2010-2018	-35%	-41%	-26%	-23%	-2%	12%	-18.4%

Fatalities per age group in France mainland

Thus since 2013, fatalities among people age 65 and over have increased. However, this relates to the aging population, as shown in the next table : fatalities per million inhabitants for each age group.

In spite of a spectacular decrease of the number of young adults fatalities (18-24 years old) since 2010, a decrease that is confirmed with the rate of fatalities per population, showing a reduction of the risk, this age group remains the most exposed to road risk.

The second highest risks are for senior people age 75 and over (not detailed in provisional results) and adults age 25 to 34 years old.

	0-17y/o	18-24y/o	25-34y/o	35-49y/o	50-64y/o	65y/o+	Total
2010	21	151	91	62	49	72	64
2013	14	119	70	52	43	61	51
2017	15	108	74	51	48	67	53
2018 prov	13	91	68	50	46	64	49
Variation 2017-2018	-10%	-15%	-8%	-2%	-4%	-6%	-6.9%
Variation 2013-2018	-8%	-23%	-2%	-4%	8%	4%	-3.7%
Variation 2010-2018	-38%	-40%	-25%	-19%	-5%	-12%	-22.3%

Fatalities compared to the population (million inhabitants)

For the first time, the fatality rate per million inhabitants in France mainland is below 50, **with 49 deaths estimated per million inhabitants in 2018, a decrease by -3,7% compared to 2013, the best year to date.**

Trends in 2018 per road users categories in France mainland:

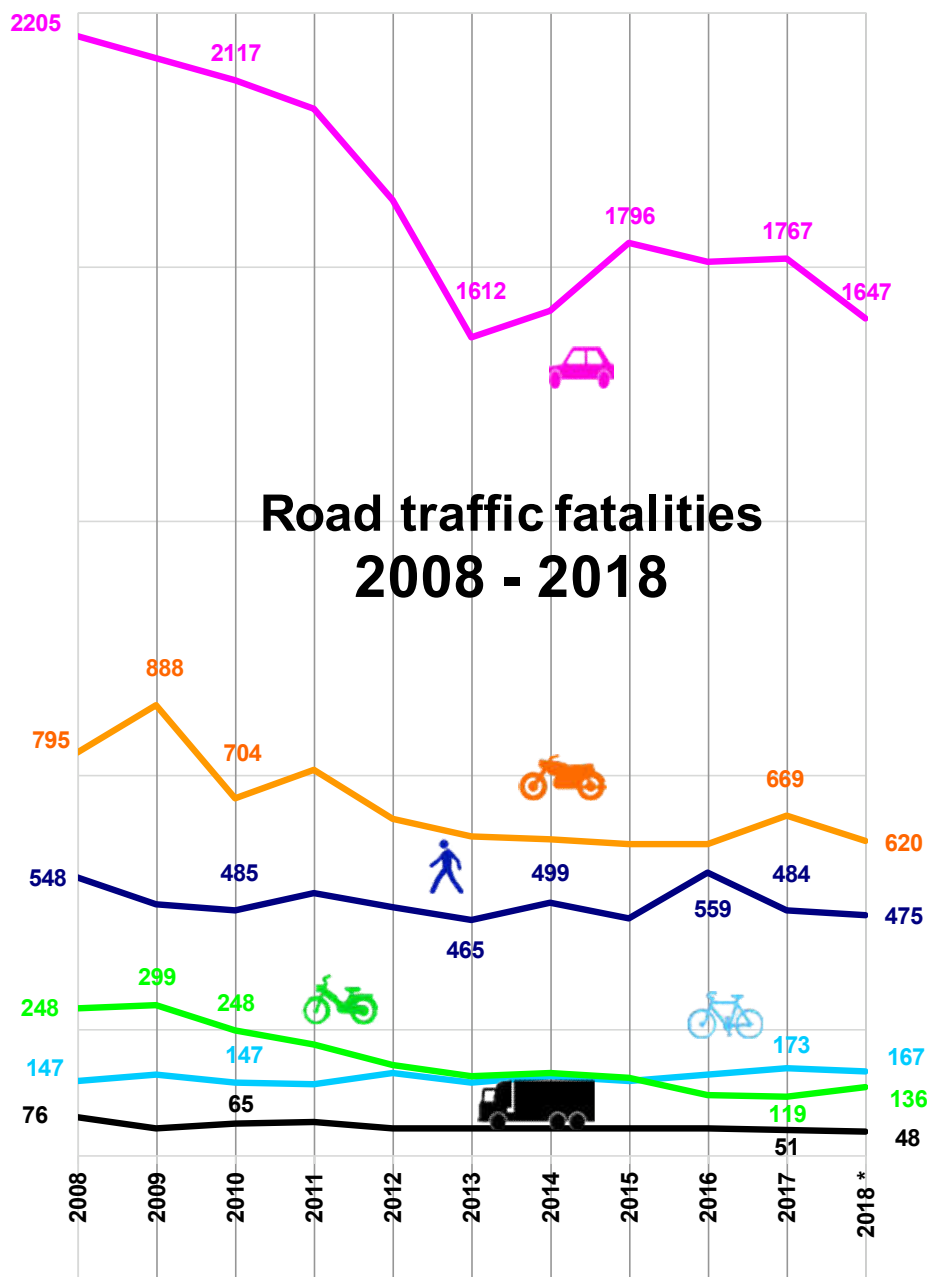
Fatalities among **car users** in 2018 have decreased (-7%) mainly due to the 18-24 years old persons.

Fatalities among **motorcyclists** have decreased (-7%), representing **49 motorcyclist fatalities in fewer** in 2018 even if the age group 18-24 years old rise on the motorways.








Fatalities among **moped riders** return to a rise in 2018 compared to 2017 with +14% but it is still declining compared to 2010 (-45% since 2010). The increase (compared with 2017) is particularly present inside built-up areas for 15-17 years old teenagers.

Fatalities among **pedal cyclists** present a slight decrease (-3% compared with 2017 and +14% compared with 2010). They carry on increasing still inside built-up areas.

Fatalities among **pedestrians** present a slight decrease and return to their 2015 level (around 470 pedestrian fatalities). They carry on increasing still inside built-up areas..



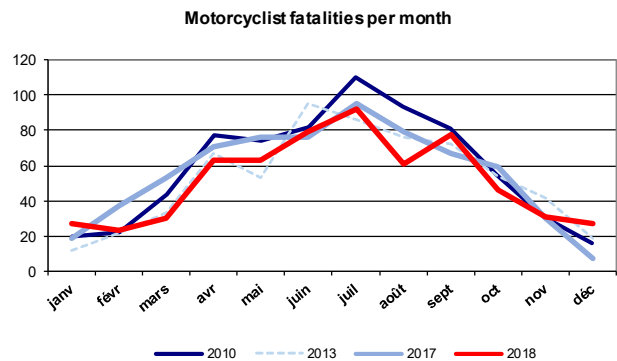
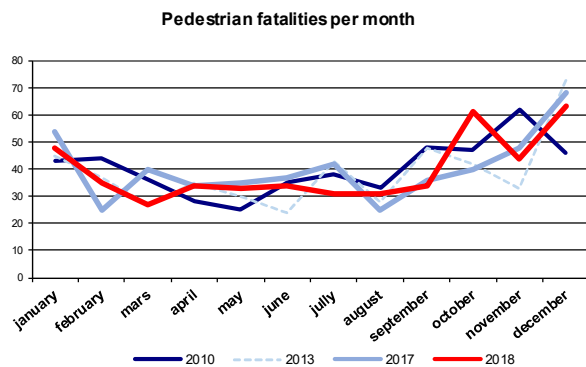
French Road Safety Observatory - ONISR

	 Pedestrians	 Pedal cyclist	 Moped user	 Motorcyclists	 Car users	 HGV users	 Other users	Total
2010	485 12%	147 4%	248 6%	704 18%	2117 53%	65 2%	226 6%	3 992 100%
2013	465 14%	147 4%	159 5%	631 19%	1612 49%	57 2%	197 6%	3 268 100%
2017	484 14%	173 5%	119 3%	669 19%	1767 51%	51 1%	185 5%	3 448 100%
2018 prov	475 15%	167 5%	136 4%	620 19%	1647 51%	48 1%	166 5%	3 259 100%
Variation 2017-2018	-2%	-3%	14%	-7%	-7%	-6%	-10%	-5%
Variation 2013-2016	2%	14%	-14%	-2%	2%	-16%	-16%	0%
Variation 2010-2018	-2%	14%	-45%	-12%	-22%	-26%	-27%	-18%
Variation 2000-2018	-44%	-39%	-70%	-35%	-69%	-61%	-60%	-60%

Seasonality of pedestrians and motorcyclists fatalities in France mainland:

Pedestrian fatalities were numerous this year in October, and comparatively fewer than usual in the autumn.

Seasonality of **motorcyclist fatalities**, caused by the leisure use of the most powerful motorcycles, is still extremely marked this year.



Behavioural factors (estimates on a rolling 12 months of Presumed Responsibility data, as multi-causes of fatal accidents) in France mainland:

Excessive or inappropriate speeds remain the first main cause for fatal accidents, showing a very slight decrease in 2018 compared with 2017. Nonetheless, this trend conceals a disparity between road networks. Outside built-up areas, speed is present as a cause in more than one third of fatal accidents, while it only represents 18% of fatal accidents causes on motorways.

Alcohol is present in 18% of fatal accidents causes in 2018, slightly decreasing compared with 2017. The use of illegal drugs while driving remains as present as 2017.

Failure to respect priority rules, as the third cause for fatal accidents, slightly decreases this year compared with 2017. However, this third factor of fatal accidents is overrepresented in urban areas with 1 in 6 fatal accidents.

Inattention is generally present in fatal accidents causes in urban areas and on local and national roads.

Wrong-way driving represents 4% of fatal accidents causes on motorways.

Sickness increases in 2018 compared with last year, notably in urban areas and on motorways.

82% of presumed responsible persons for fatal accidents are men.

Road accident factors shares differ between men and women. Thus, for men, excessive or inappropriate speeds are present as a cause in one third of fatal accidents, then alcohol (20%). For women, excessive or inappropriate speeds represent only 18% of fatal accidents causes, when the failure to respect priority regulations represent 15% and the lack of focus, 14%.

Development of road traffic fatalities in regions of France mainland :

In comparison with 2017, fatalities in 2018 appear significantly higher in 3 regions: Nouvelle-Aquitaine, Grand-Est and Bretagne. In contrast, fatalities are significantly fewer in 4 regions: Provence-Alpes-Côte-d'Azur, Hauts-de-France, Bourgogne-Franche-Comté and Normandie.

There should be between 20 and 30 additional fatalities in 2018 in region Nouvelle-Aquitaine, about 10 in region Grand-Est, and 5 or fewer fatalities in addition in region Bretagne. In Nouvelle-Aquitaine, in Grand-Est and in Bretagne there were respectively 62, 51 and 54 fatalities per million inhabitants on a 5-year average whereas the national average is 49.

In comparison with 2010, fatalities should decrease in 2018 in all regions; a decline of the order of -1% in Bretagne but up to -26% in Occitanie. In this region, the number of fatalities compared to the population is well above the national average, and even stronger concerning young people (more than 129 fatalities per million of young inhabitants in the region).

Beyond any annual development or comparison with 2010 the reference year, the regions with the most fatalities (far above the national average) for **young adults age 18 to 24** (fatalities in relation to the region's population age 18 to 24) are on a 5-year average : Corse, Bourgogne Franche Comté, Centre Val de Loire and Ile de France with more than 170 fatalities per million young inhabitants.

The share of **motorcyclist fatalities** rises to 35% in Provence-Alpes-Côte d'Azur, 35% in Corse and 30% in Ile-de-France, when the national average is 23%.

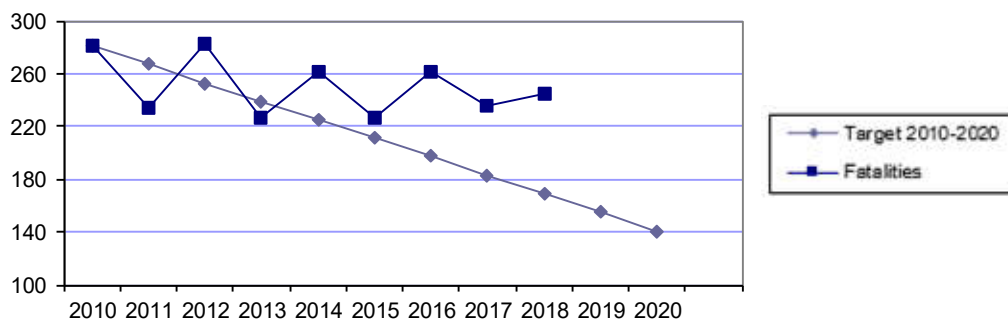
Road safety in overseas areas:

244 people are estimated to have died on roads in overseas areas in 2018, including

- 148 fatalities in overseas counties (Guadeloupe, Martinique, Guyane, La Réunion, and Mayotte) where the same regulations as France mainland apply (159 in 2013 and 180 in 2010)
- 96 fatalities in overseas local authorities or in Nouvelle-Calédonie (68 in 2013 and 100 in 2010).

This represents a rise of +3.4% compared with 2017, and a decrease of -13.2% compared with 2010.

Annual number of road traffic fatalities in France overseas areas



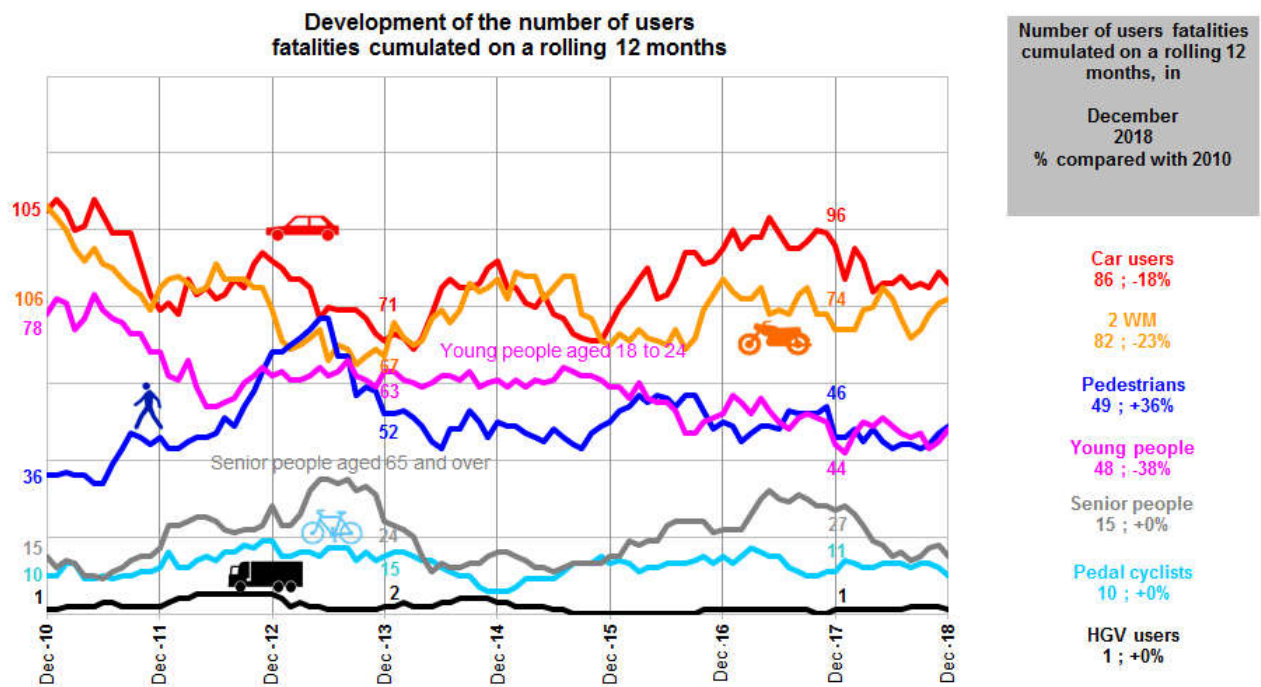
Fatalities among **young adults age 18 to 24** show a slight increase in 2018 with 48 fatalities (+4 compared to 2017). 78 fatalities were recorded in 2010.

Fatalities among **senior people age 65 and over** amount to the same number as in 2010(15 fatalities).

Car user fatalities represent just under one third of the fatalities in overseas areas, with 86 estimated fatalities. The proper **use of seat belts** is a major challenge overseas where in several territories half to three quarters of the people who died were not wearing their seat belts.

The number of fatalities among **powered two-wheelers** is still significant with 82 fatalities in 2018, representing one third of all road fatalities in overseas areas. Compared with 2017, moped rider fatalities remain stable whereas motorcyclist fatalities increase this year by more than 13%. Failure to wear a **helmet** concerns half of PTW fatalities.

Pedestrian fatalities have increased in 2018 with 49 estimated fatalities, also a greater number than in 2010 when 37 fatalities were recorded.



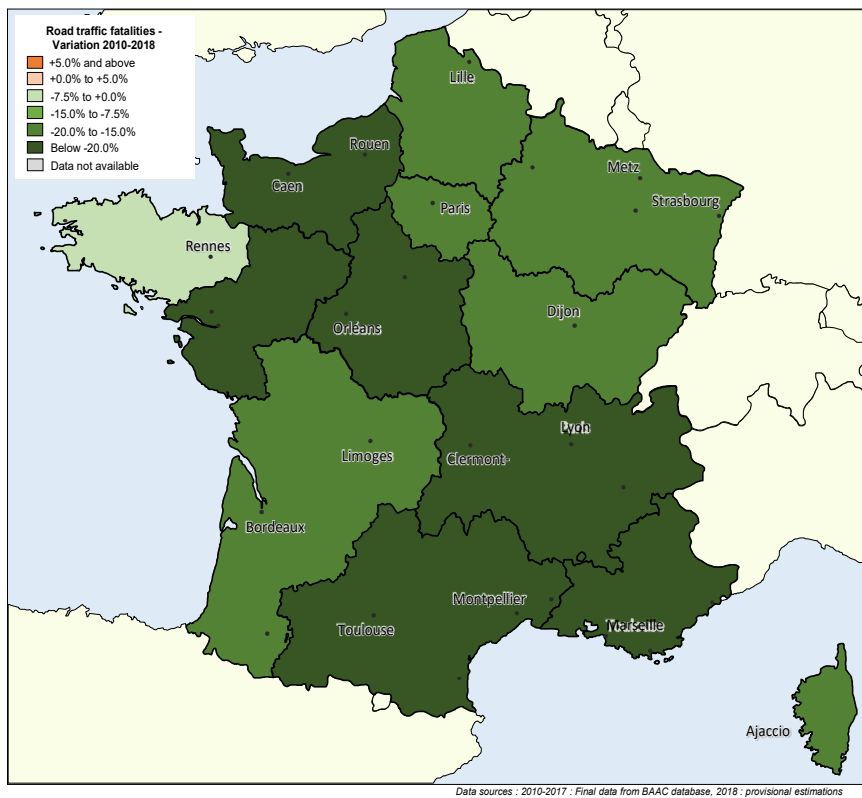
Speed and **alcohol** remain the first two causes of fatal accidents (one third each) but they are systematically present in overseas areas compared with France mainland.

Failure to respect priority rules is less frequently recorded in overseas areas, except on local roads in urban areas where it follows the trend observed in France mainland.

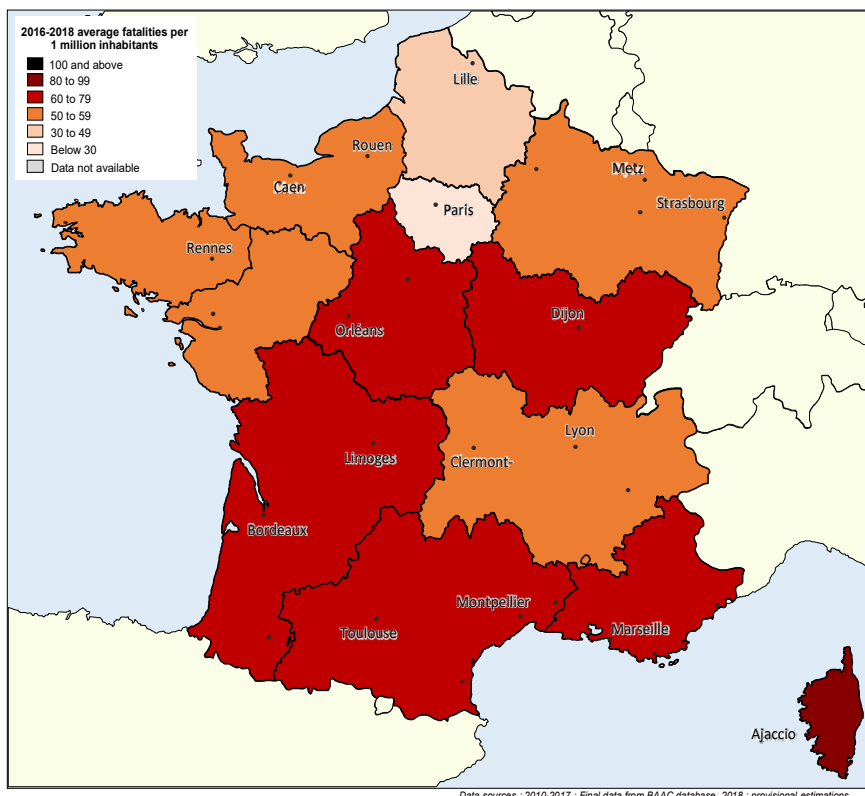
The use of **illegal drugs** while driving and **unsafe overtaking** in urban areas is more observed in overseas areas than in France mainland (11% and 12% respectively).

Appendix: Road traffic fatalities in the regions

Changes in the number of fatalities between 2010 and 2018

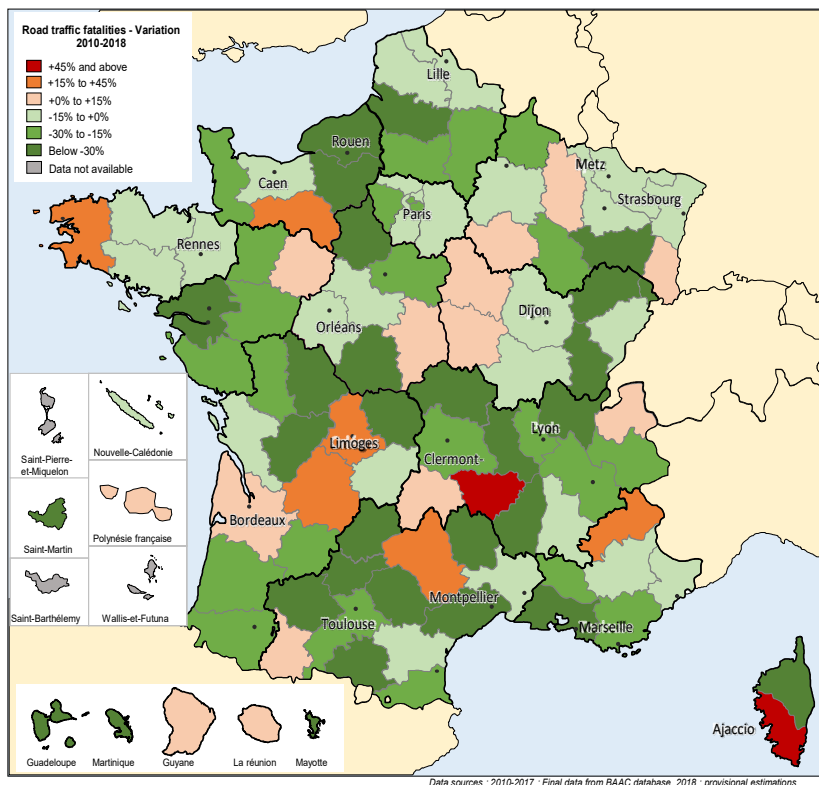


Average number of fatalities 2016-2018 per million inhabitants for each region



Appendix : Road traffic fatalities in counties and overseas areas

Changes in the number of fatalities between 2010 and 2018



Average number of fatalities 2016-2018 per million inhabitants for each county or overseas area

