



Observatoire national interministériel de la sécurité routière - ONISR

May 28, 2014

Road safety in 2013

Definitive results



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1 – 2013 results

→ France mainland 2012 vs 2013,
(final data for 2012 and 2013)

	A	T	B	H
Results	Injury accidents including fatals	Fatalities within 30 days	Injured people	Hospitalized injured people
2013	56 812	3 268	70 607	25 966
2012	60 437	3 653	75 851	27 142
Difference 2013 / 2012	-3 969	-385	-5 244	-1 176
Evolution 2013 / 2012	-6.0%	-10.5%	-6.9%	-4.3%

All the fatalities indicators have fallen down.

In 2013, road fatalities fell to 3 268 killed people.

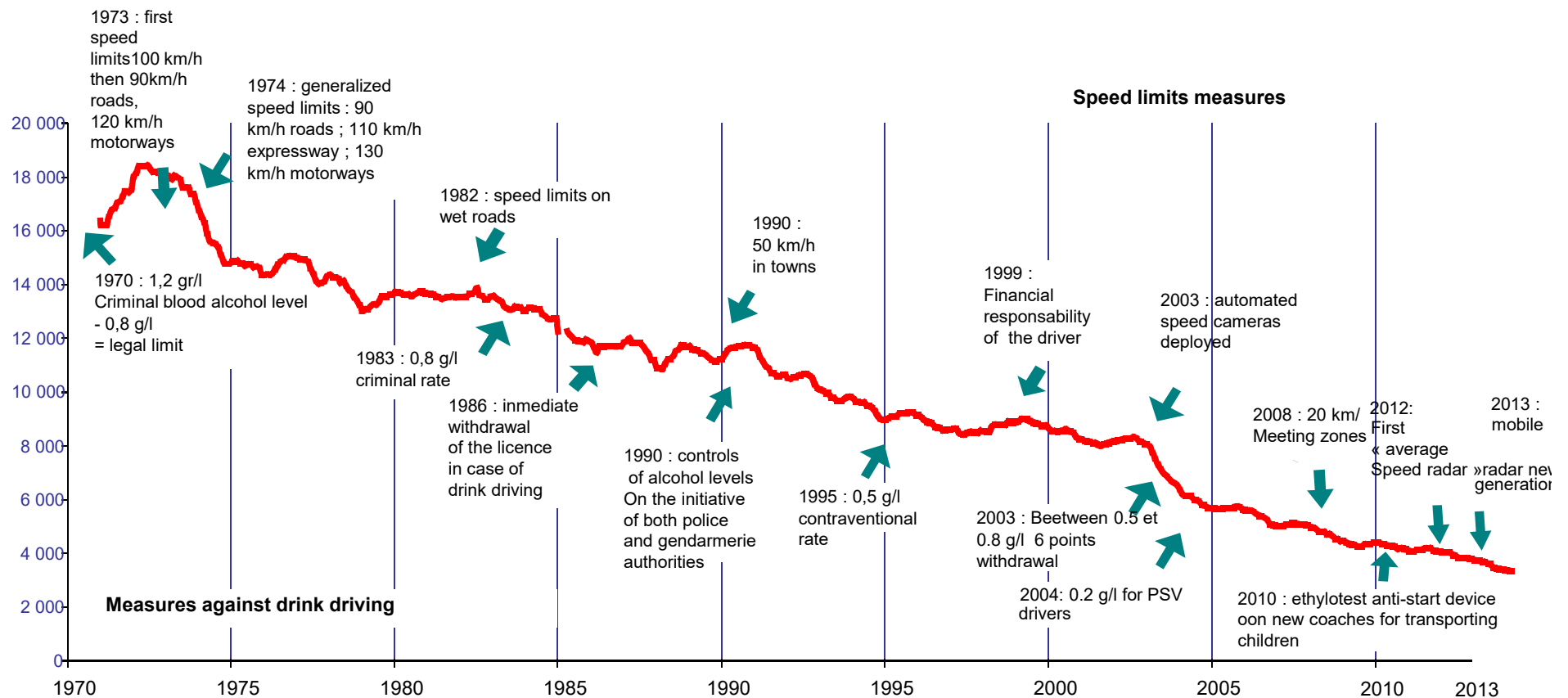
The decrease is of -10,5 % or 385 spared lives compared with 2012.

It is the 4th more important decrease since 1954, when IT statistics began.

2 - Long trends

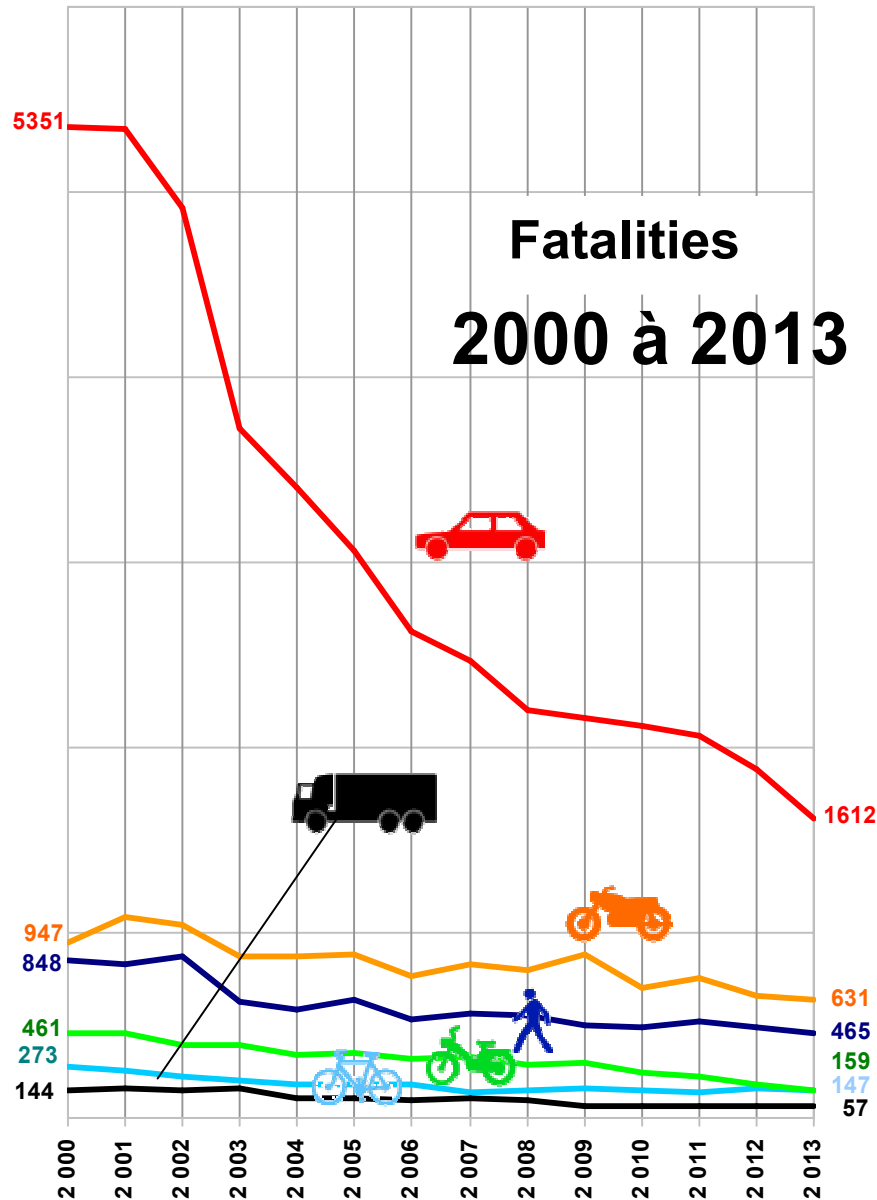
→ 1970 to 2013 chronology : Road fatalities vs Road safety measures

Road fatality trend in France mainland and road safety measures on speed and alcohol
1970 - 2013 (12 months gliding)



3 – Fatalities evolution

2000 → 2013



Between 2000 and 2010, the number of fatalities was reduced by half.

Between 2010 and 2013, it decreased by -18,5 %.

2013 takes part for more than the half of the decrease.

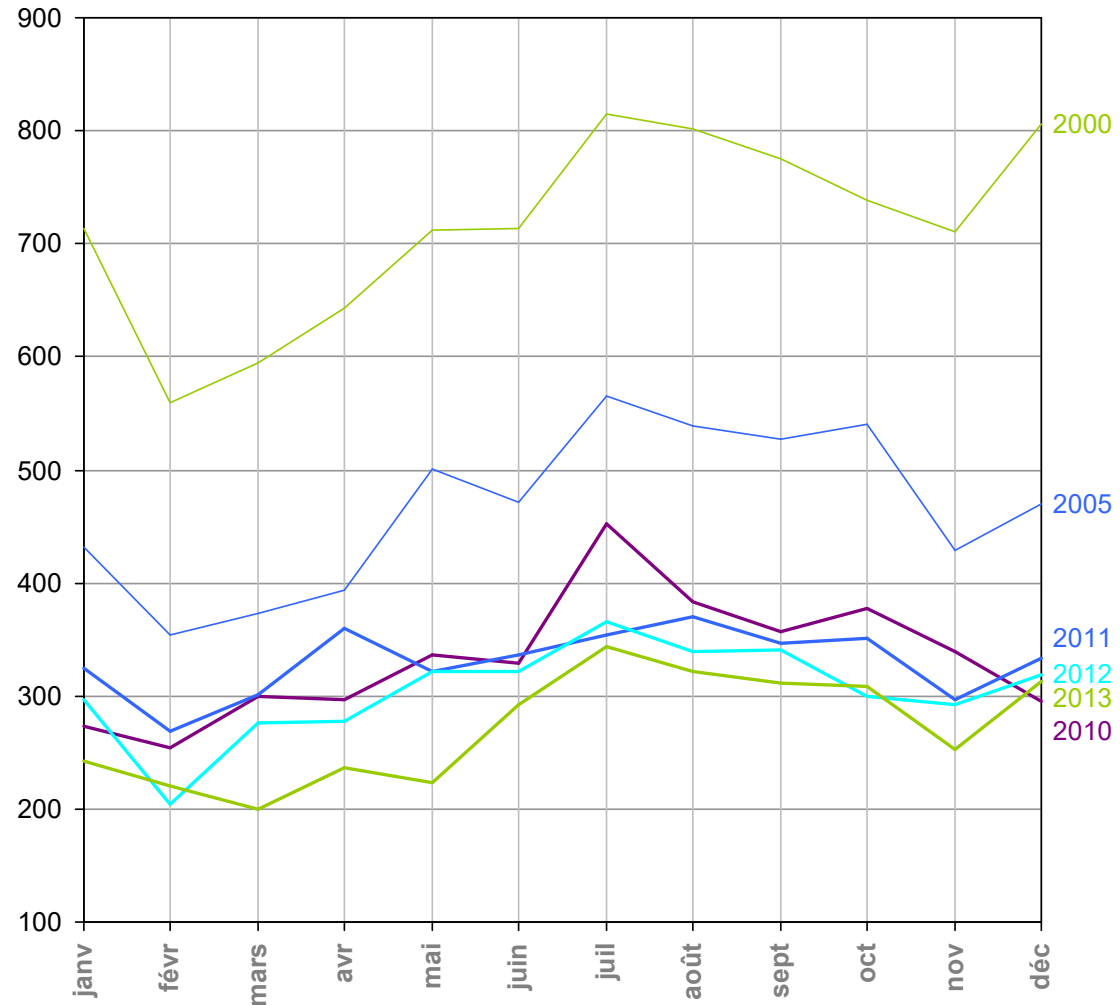
70% of this is a result of the light vehicle users fatality decrease.

5 – Monthly evolution

→ Evolution of the killed people number on a monthly basis








- Following seasonality, fatality has a peak, the more often in july.
- March, april, may 2013 have accumulated 55% of the fatality decrease in 2013.
- The fatality decrease on the first semester, compared to the 2012 first one has been of -13,3 %.
- The fatality decrease on the second semester was only of -5,4 %.

Monthly fatalities over 14 years



6- Victims by users category

→ Comparison 2013 vs 2012

	 Piétons	 Vélos	 Cyclos	 Motos	 VT	 PL	 Autres	Total
Rappel 2000	848 10%	273 3%	461 6%	947 12%	5351 66%	124 2%	166 2%	8 170 100%
2010	485 12%	147 4%	248 6%	704 18%	2117 53%	65 2%	226 6%	3 992 100%
2012	489 13%	164 4%	179 5%	664 18%	1882 52%	56 2%	219 6%	3 653 100%
2013	465 14%	147 4%	159 5%	631 19%	1612 49%	57 2%	197 6%	3 268 100%
Progression 2012-2013	-5%	-10%	-14%	-5%	-14%	2%	-10%	-11%
Progression 2010-2013	-4%	0%	-36%	-10%	-24%	-12%	-13%	-18%
Progression 2000-2013	-45%	-46%	-65%	-33%	-70%	-54%	19%	-60%

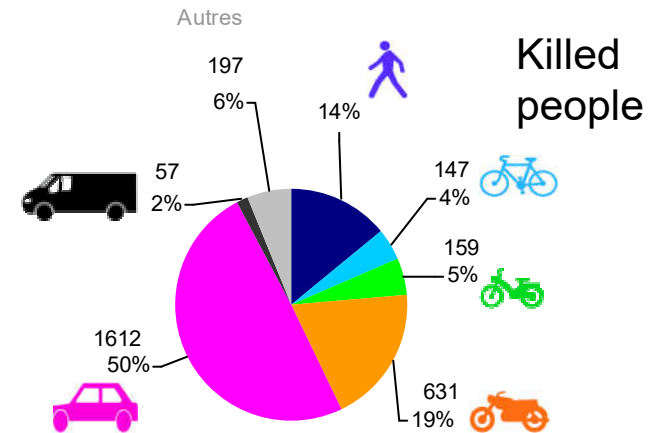
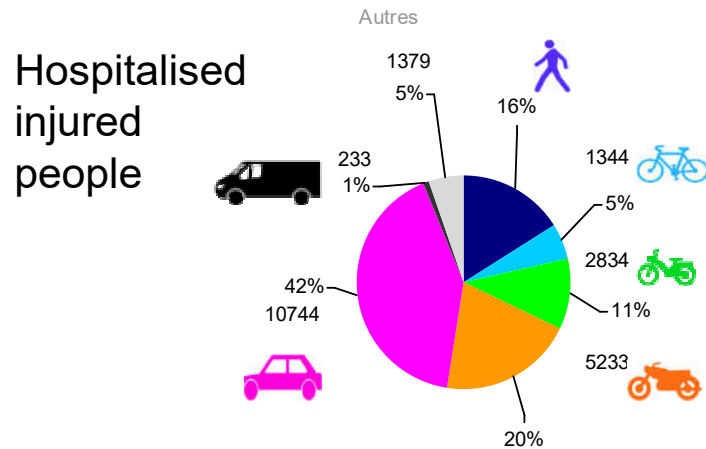
NB : Données BAAC définitives

La catégorie "autres " regroupe pour 70% les VUL, 15% les voiturettes ou tricycles, 5% les quads et 10% les TC ou engins spéciaux.

- The fatality decrease in tourist vehicles is the third more important decrease since 2000.
- Moped drivers fatality follows an important decrease to link with the park fleet.
- Motorcyclists fatality has been regularly decreasing since 2010.
- Pedal cyclists fatality keeps being relatively stable since 2007.
- The falling 2013 pedestrian fatality clears the increase registered in 2011.

6- Victims by users category

→ Motorised users (2013) vs traffic shares



Hospitalised injured motorised users 2013 share

11%
20%
42%
1%

Motorised users traffic share (*)

0,6%
1,3%
76%
5%

2013 motorised users fatalities

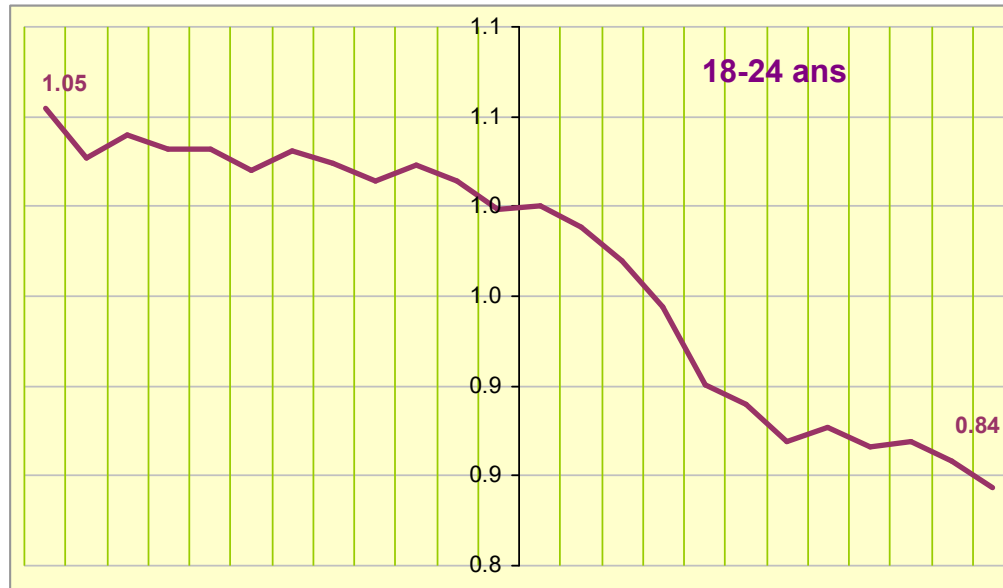
5%
19%
50%
2%

* : Are excluded of this comparison the pedestrians, pedal cyclists (for whom the traffic is too bad known) and goods vehicles.
Data 2012.

Motor cyclists fatality disminushes more slowly than the other motorized categories one, wich strengthens his share in total fatalities. It is now close to 20%, for a traffic share of 1,3%.

7- Victims by age group

→ Comparison 2013 vs 2012



People younger than 24 years old (0-24) are 25,6% of road fatalities and 32,3% of the hospitalized injured people. They had in 2013 the stronger fatality decrease with 164 spared lives, or 43 % of the 2013 total.

The 18-24 years olds are 19,5 % of road fatalities, when they represent 9 % of the population.

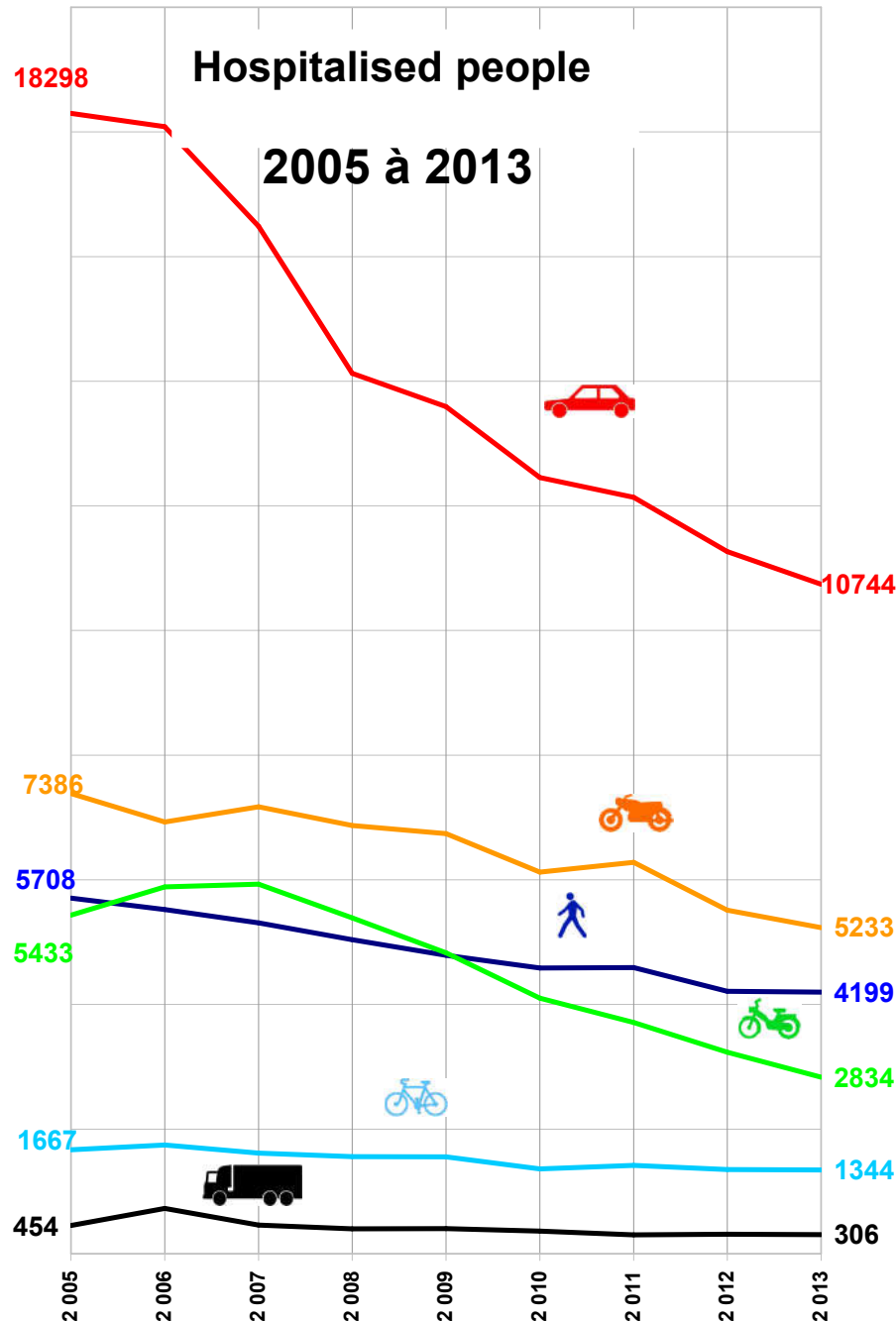
The 65-74 years olds fatalities have only decreased by - 3,8 %.

2012												2013											
J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
795	774	784	778	778	769	777	772	765	771	765	753	754	745	731	712	679	671	655	661	653	655	647	636

	pers.tuées	part dans la mortalité	évolution 2012-13	blessés hospitalisés	part du total BH
0-14 ans	97	3.0%	-15.7%	1785	6.9%
15-17ans	102	3.1%	-22.1%	1686	6.5%
18-24 ans	636	19.5%	-15.5%	4915	18.9%
25-44 ans	1 005	30.8%	-7.1%	8341	32.1%
45-64 ans	740	22.6%	-10.5%	5892	22.7%
65-75 ans	254	7.8%	-3.8%	1555	6.0%
75 ans et +	434	13.3%	-9.8%	1787	6.9%

4 – Hospitalised injured evolution number

2005 → 2013



Between 2005* and 2010, the number of hospitalized injured people decreased of 23,7 %. Between 2010 and 2013, it went down by 14,6%.

In 2013, 25 966 persons have been hospitalized more than 24 hours.

3,7% of the hospitalized injured people will decrease in the 30 days coming or over.

15 % of more than 24 hours hospitalized injured people will keep very grave aftereffects.

* Change in 2004 of the hospitalized injured people definition.

8- Victims by road network type

→ Evolution

Fatalities	Motorways	Roads outside built up areas	Built up areas
2013	261	2077	930
Evolution 2012-13	7,9%	-12,9%	-9,4%
Evolution 2010-13	2,0%	-20,2%	-17,9%
Evolution 2000-13	-56,2%	-50,9%	-50,4%

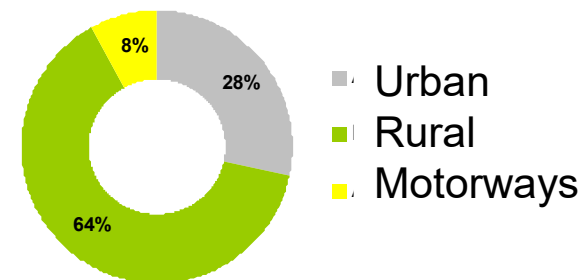
Fatalities increase on motorways :

- By 7,9% between 2012 and 2013
- By 2% between 2010 and 2013

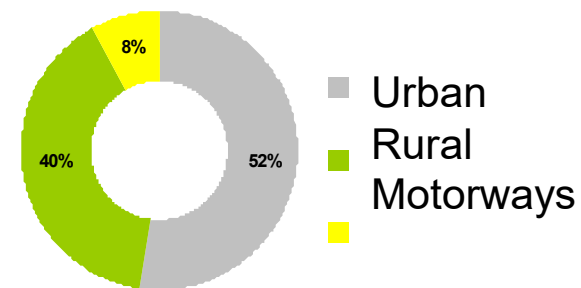
Hospitalized injured people listed by the police forces in 2013 :

- 13 564 in built up areas
- 10 340 on the roads outside built up areas
- 2 062 on the motorways

Fatalities



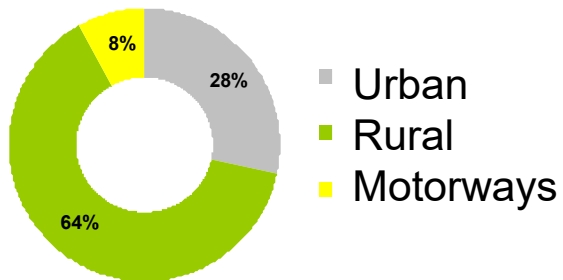
Hospitalised people



9- Big invariants panorama

→ BAAC data 2013

Fatalities

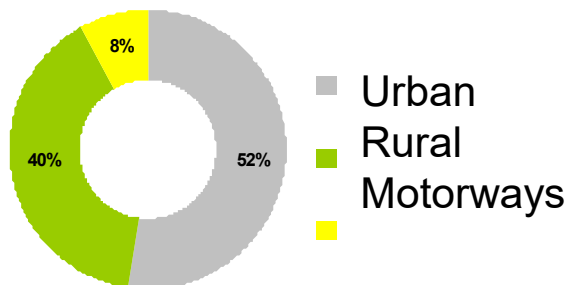


Two thirds of the pedestrian fatalities occur in built up areas.

Two thirds of the pedal cyclist fatalities occur outside built up areas



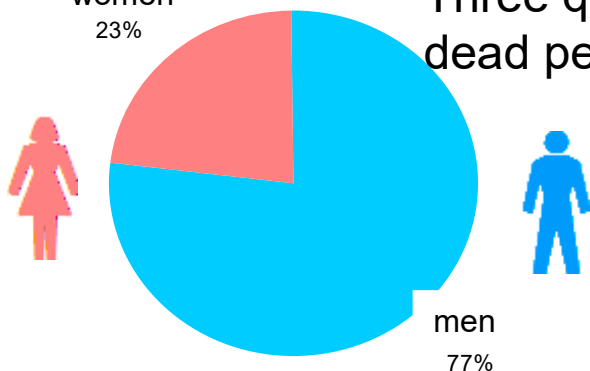
Hospitalised people



4 of 5 killed motorcyclists drive with a capacity of +125cm³.

women
23%

Three quarters of the dead people are men



One of 4 dead people is killed in an accident involving a novice driver.

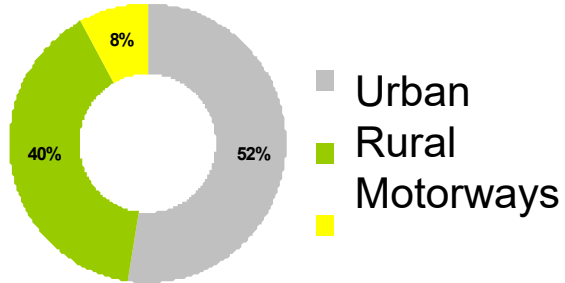
14,2% of dead people are killed in an accident involving a heavy goods vehicle.



9- Big invariants panorama

→ BAAC data 2013

Hospitalised people



9 times more hospitalized injured pedestrian or pedal cyclists than killed ones.



18 times more hospitalized injured moped riders than killed ones.



9 times more hospitalized injured motorcyclists than killed ones.



17 times more under 17 years old hospitalized injured children and teenagers than killed ones.

8 times more 18-64 years old hospitalized injured people than killed ones.



5 times more hospitalized injured people than killed ones at the 65 years olds and over.

On motorways, 8 times more hospitalized injured people than killed ones.

On the roads outside built-up areas, 5 times more hospitalized injured people than killed ones.

In built-up areas, more hospitalized injured people than killed ones.

7 times more hospitalized injured men than killed ones.

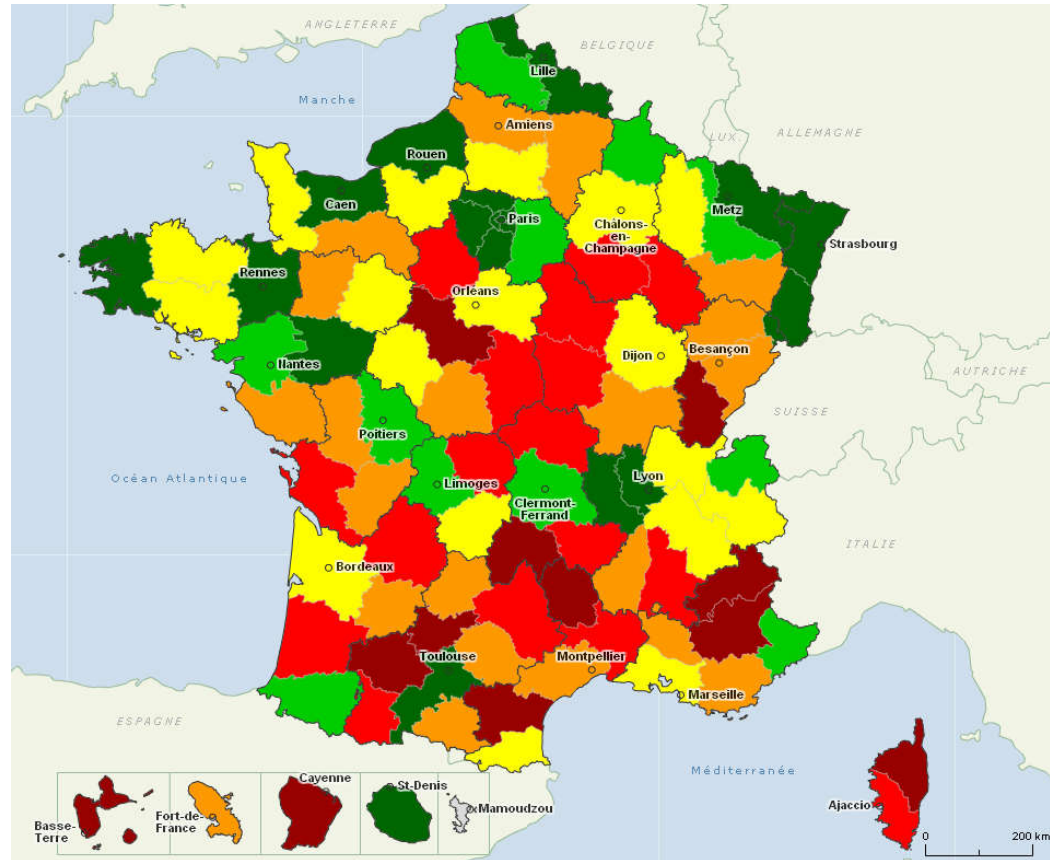


11 times more hospitalized injured women than killed ones.



10- Fatalities according to the counties

→ Average 2011-2013 by one million inhabitants

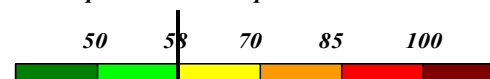


The strongest average rate is in the Guadeloupe (151), Guyane (135) and Alpes de Hautes Provence (122) counties.

The lowest average rate is in the Paris (17), Val de Marne (23) et Val d'Oise (26) counties.

Légende :

Moyenne 2011-2013 des personnes tuées par million d'habitants selon les départements

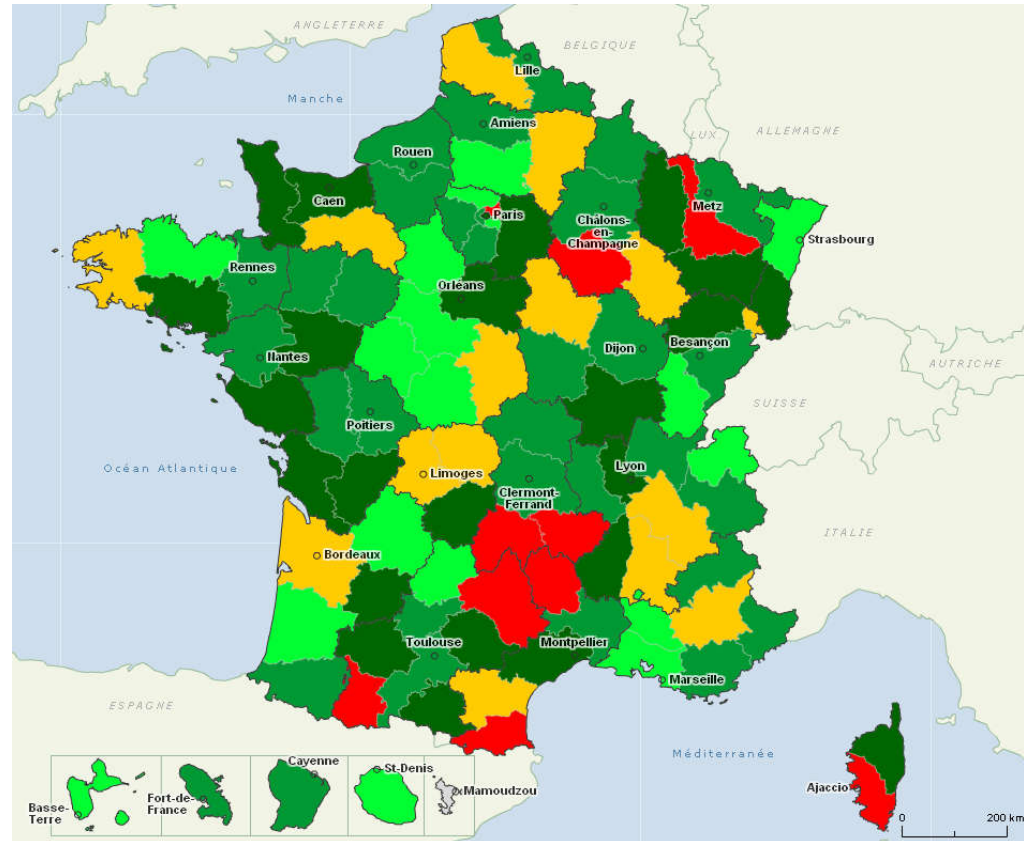


National average : 58 persons killed per million inhabitants

10- Fatalities according to the counties

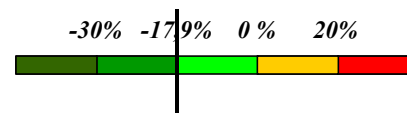
→ Evolution of fatalities

→ 2010-2013



Légende :

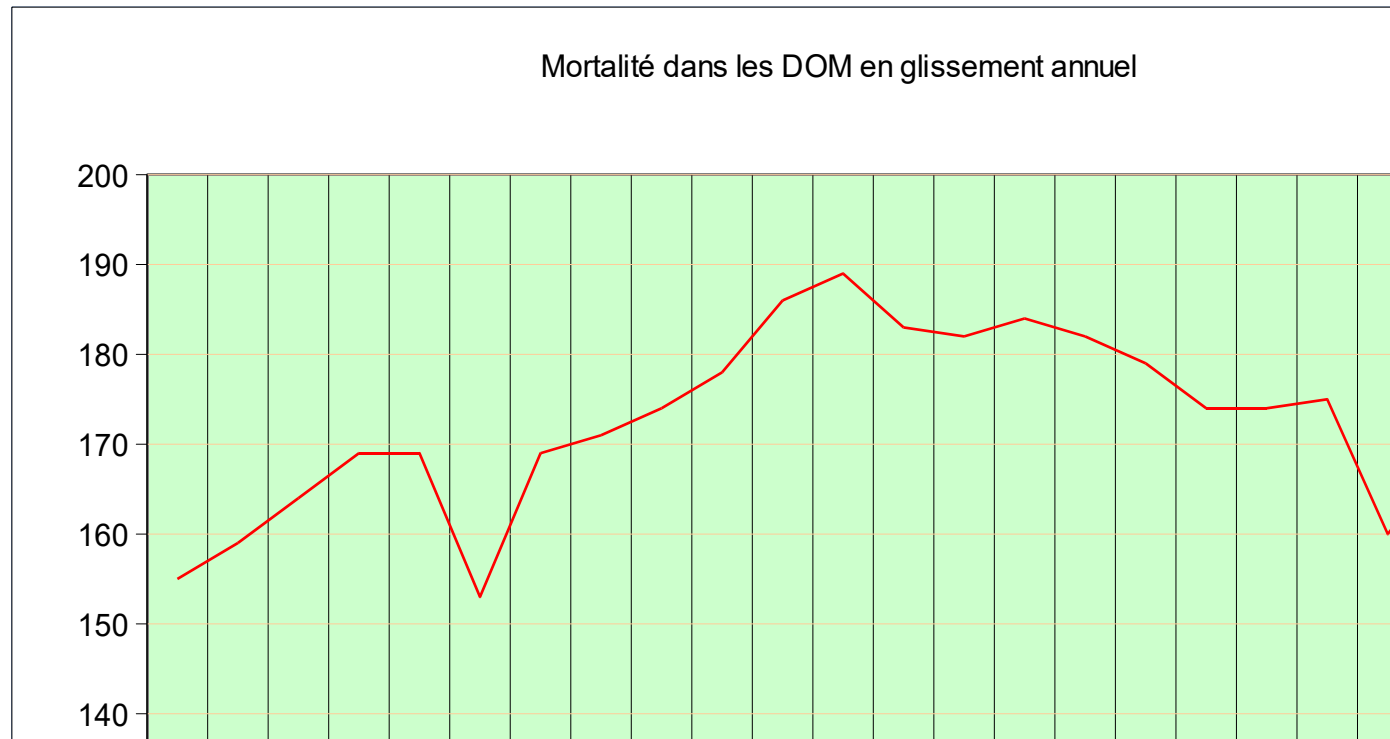
Evolution 2010-2013 des personnes tuées selon les départements



Evolution nationale entre 2010 et 2013 : baisse de -17,9 % des personnes

11- Fatalities according to overseas counties

→ Evolution of fatalities 2010-2013



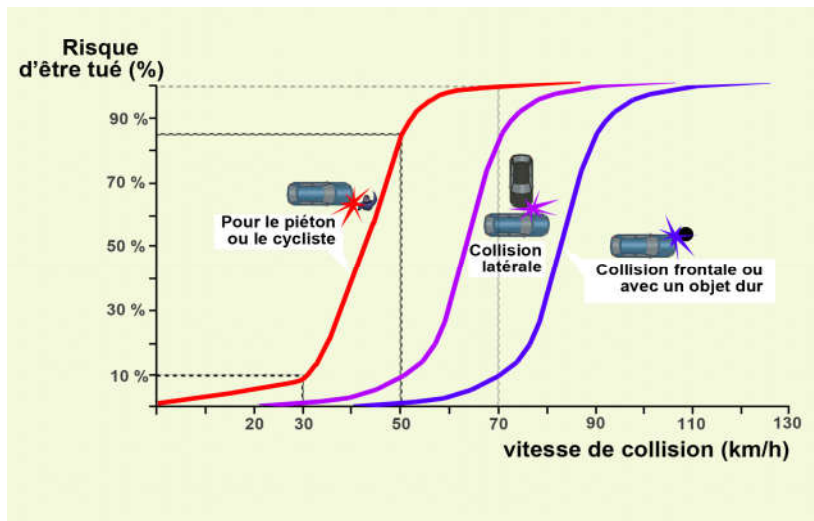
159 persons are dead in 2013 dans in the overseas counties.

The registered decrease compared with 2012 is of $-15,9\%$ and $-12,2\%$ with regard to 2010.

12- Behavioral factors

→ Main causes of fatalities

The share of some fatalities main causes in 2013 change little compared to the previous years (source : fast feedbacks of both police and gendarmerie).



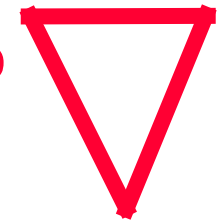
26% for speed

At this stage of inquiries, 39% of the causes could not be determined.

17% for alcohol



14% for failures to give way

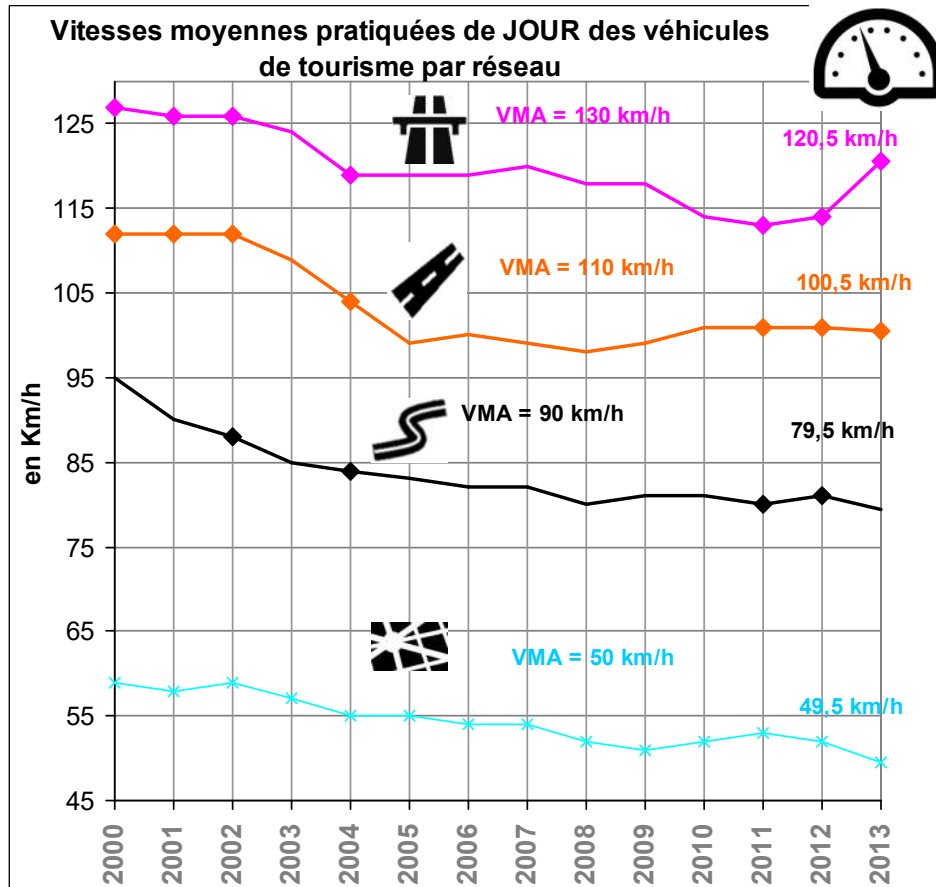


4% for narcotics



12- Behavioral factors

→ Evolution of practised speeds
(Source : speeds observatory
ONISR)



In 2013, **decrease** of the automobilists practised speeds' average of 0,5 km/h.

On the motorways, the practised speeds have **increased** of 5 km/h.

12- Behavioral factors

The accident is often due to the interaction of various factors
(source BAAC 2013)

The annual analysis of the accidents basis (BAAC reports) identifies the presence of some factors in fatalities :

29 % in the presence of alcohol



8 % because of tiredness or sickness

21 % in the presence of narcotics



18 % of the killed automobilists did not carry the seat belt



5.2 % of the two-wheeled motorized killed drivers did not carry helmet



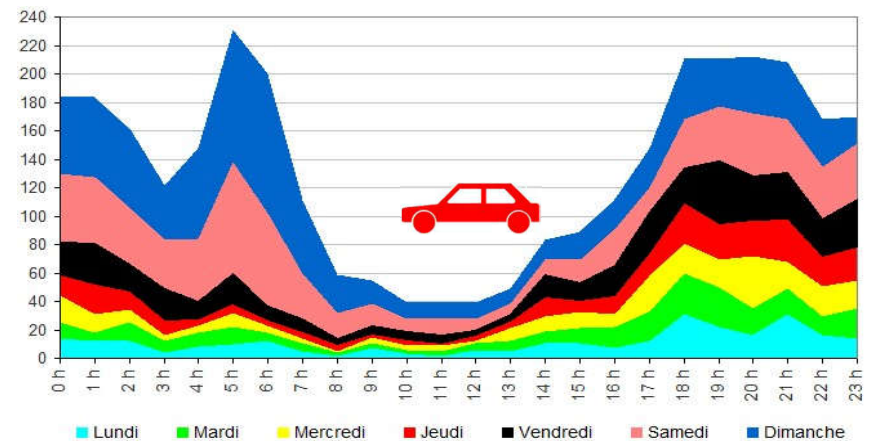
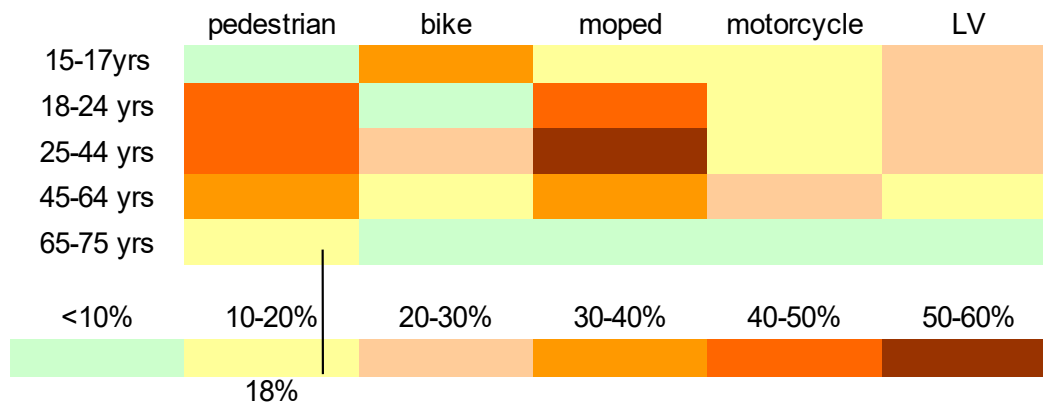
12- Behavioral factors

→ Drunk drivers profile in 2013

18% of the automobilists involved in a **fatality** have an alcohol level upper to the legal rate.

Number of automobilists positive to alcohol in **injury accidents**, according to the hour and the day.

Share of drunk conductors or pedestrians involved in a fatality according to the age group.



In the **fatalities** :

One moped rider in 3 presents an alcohol level upper to the legal rate.



One in 5 for the motorcyclists,



One in 5 for the automobilists,



One in 5 for the pedestrians.





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