French Road Safety Observatory (ONISR)

Road safety in France

2012 annual report

La **documentation** Française

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Foreword

The purpose of this annual report is to identify major challenges to address in order to target our action and be most effective in our progress. Never shall we be able to accept a number of casualties as satisfactory; we have to carry on making progress. In 2012, 3 653 people died on French roads, around 10 each day. This rate is proof of the importance of our duty.

We have just celebrated 40 years of road safety policies. All along that period, stakeholders in the field, political members, associations and road managers joined their efforts in order to tackle road traffic accidents for motorized users as well as pedal cyclists and pedestrians.

2012 is also the launch of a renewed National Road Safety Council. On the first plenary session in November, I set this target for us: get below 2 000 deaths by 2020. Our priorities lay with reducing the number of casualties among young people and bikers, fighting against major causes of accidents, inappropriate or excessive speed, impaired driving due to alcohol or drugs consumption.

Towards that great objective, getting to understand road traffic accidents in order to identify appropriate measures is fundamental. The analysis proposed here by the French Road Safety Observatory whose statistics have just been labelled by the French Authority for Public Statistics aims at making available to all stakeholders as well as members of the public the necessary information to identify the main issue.

This picture will allow us, with the help of the experts committee of the National Road Safety Council to draw a tailored action plan. We aim for real results, to save lives.

Manuel Valls
Minister for the Interior

The French Road Safety Observatory (ONISR) works under the Interministerial Director for Road Safety. Its main tasks are on one hand, collecting, processing, analysing and distributing national and international statistics and on the other hand, following up studies on the dangers of road transportation as well as the evaluation of past and future safety measures. The statistics for road traffic accidents produced by the ONISR were endorsed by Advice No. 2013-02 from the Authority for Public Statistics dated 4 June 2013 in the JORF No. 0139 of 18 June 2013.

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Partner organizations:
- Directorate-General of the National Gendarmerie (DGGN);
- Directorate-General of the National Police (DGPN), which collects details on the ground relating to the accidents contained in this overview;
- Departmental observatories for road safety that group together these details;
- Centre for Technical Equipment Studies, south-east that centralizes the details and ensures quality control;
- Directorate for the Modernization of Territorial Action that brings together the fast feedback on accidents;
- Department for the Delegation to Road Safety and Road Traffic (DSCR);
- Department for the Observation of Statistics at the Commissariat General for Sustainable Development (CGEDD).

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Introduction

Photo F. CEPAS / Road safety

Building an understanding from collision information

A detailed knowledge of accidents is essential for defining a road safety policy both nationally and locally.

We initially gain our knowledge from analysis reports of injury accidents (BAACs) completed following each accident by the local police service or the gendarmerie. The BAACs bring together various information on the place and circumstances of the accident, the vehicles involved and the victims. These elements are then consolidated by the departmental observatories for road safety (ODSRs) then brought together by the French Road Safety Observatory (ONISR) in order to create the road traffic accidents national database.

The statistical analysis of data from the national road traffic accidents database enables us to understand the main characteristics of road traffic accidents and to identify the courses of action to be taken as a priority by evaluating the challenges and the risks associated with each subject. Database analysis is therefore a real tool for facilitating the decision of defining a road safety policy.

A road traffic accident cause and process are a complex phenomenon resulting from the person/vehicle/road network system's dysfunction. The interaction pattern is as follows: the individual takes the information (mainly visually) within the road network and acts within the vehicle, which is travelling along the road (an environment component). This means that the accident data quantitative analysis would not be enough in providing all the necessary elements for comprehension: this should be supplemented by a report on accidents analysis relating to each subject in order to identify the causal factors of accidents and to target more effectively the nature of the actions for tackling these.

This is why the annual accident figures produced by the French Road Safety Observatory not only rely on statistics from the National Register of Road Traffic Accidents but also on the elements of knowledge provided by the reports analyses drawn up during various research work.

Most of the subjects presented in these figures are about mainland France. Overseas regions specifics make it necessary to analyse them separately.

These figures relate essentially to road fatalities, the indicator according to which the quantifiable objectives have been expressed. France's objective is to half the number of fatalities between 2010 and 2020 and so to bring them to below 2,000 by 2020.

The European Union, which set itself a similar objective, is also envisaging setting an objective for reducing the number of persons seriously injured. After having harmonized the definition of "fatality" (a person dying within 30 days of an accident), the EU has adopted as the definition of a seriously injured person, any person with an injury of at least level 3 on the international severity scale AIS (M.AIS 3+[1]).

The figures for the year 2012 address certain analyses relating to the accidents severity by using the available indicator in the national register (persons hospitalized for over 24 hours) and available data from the register of the Rhône[2].

1 AIS (Abbreviated injury scale): scale of gravity of injury of the victims adjusted by the AAAM (Association for the Advancement of Automotive Medicine).
2 The register of the Rhône ensures, in this county alone, an exhaustive longitudinal follow-up of what becomes of the victims of road traffic accidents, essentially as regards health starting with the collection of information on victims in the hospital.

Definitions

The Inter-ministerial Committee for Road Safety's meeting on 9 July 2004 (CISR) decided to renovate the national road traffic accidents database involving physical injury and adopt the international definitions as per the Decision 93/704/EC of the Council of the European Union of 30 November 1993 creating the European statistical basis on accidents ("CARE[1]") and laying down the obligations of the Member States to submit details on road accidents.

Subsequently, the law N° 2004-806 of 9 August 2004 on the public health policy stated in its article 28 that the conditions for drawing up the statistics on road injury accidents and their medical consequences are determined by a decree jointly signed by the ministers of Health and Transport. This decree was enacted on 27 March 2007 and stipulates the following definitions:

"A road traffic accident involving physical injury" *(fatal and non-fatal):*
- involves at least one victim;
- takes place on a public or private road open to public traffic;
- involves at least one vehicle.
An injury accident involves a certain number of users.
Among these, one distinguishes between:
- people unhurt: who are involved and who have not died and whose condition does not require any medical attention following the accident;
- victims: involved and not unhurt.

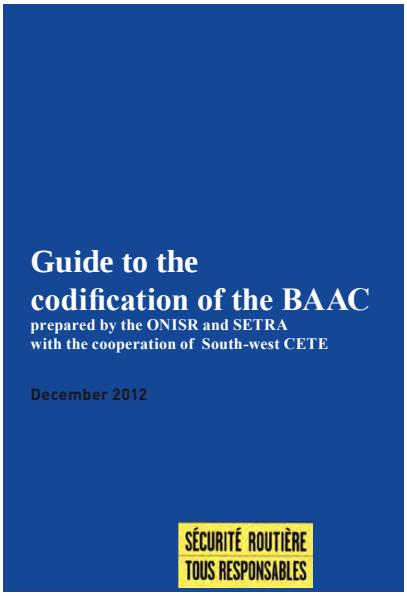
Among the victims, distinction is made between:
*- **people killed:** dead as a result of the accident on the spot or within 30 days of the accident;*
*- **people injured:** victims not killed.*
The following distinctions are made among injured people:
*- **injured or "hospitalized":** victims hospitalized for over 24 hours;*
*- **slightly injured:** victims who received medical care but who were not admitted as patients for over 24 hours".*

This decree changes previous definitions. Before 1 January 2005, fatalities were accounted then within six days of an accident. The seriously injured were those hospitalized for over six days and the slightly injured were those hospitalized under six days. In order to ensure the data continuity, a corrective coefficient of 1:069 is applied regarding fatality figures prior to 2005. It was not possible to apply a corrective coefficient to injured people figures.

Each road traffic accident involving physical injury reported by the police forces is recorded into an information file or BAAC[2] database (analysis report of road traffic accidents) which is then data processed (via the "accident portal"). These are codified in a guide updated in 2012[3].

1 CARE : Community road accident database.

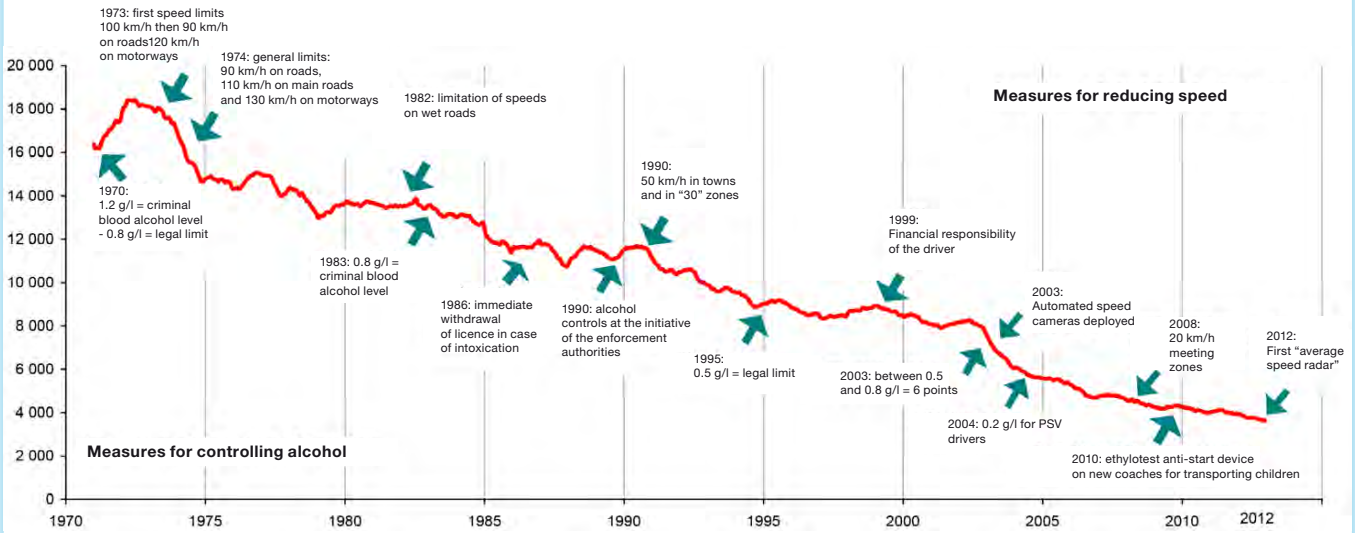
2 See pages 80 and 81.
3 ONISR - Guide to the codification of the BAAC - December 2012.



Overview

40 years of road safety (1972-2012)

Road deaths in mainland France and the measures taken to reduce speeding and drink driving – 1970 to 2012
(12 months rolling casualty numbers)



The progress seen in road safety was obtained by acting on the three main factors of an accident, which combine and possibly interact with one another: the factors linked to the infrastructure (conception, maintenance and operation), the factors linked to the vehicles (passive and active safety), the factors linked to the users' behaviour (training, communication, reduction) to which it is a good idea to add a fourth factor, the progress of the emergency and health services. The element attributable to each of these factors is difficult to evaluate as it is difficult to isolate them.

Photo Prévention routière.

From after the war to 1970

Historically, road accidents rose sharply from the beginning of the 1950s in direct relation to the vehicle number expansion, the fact that road networks had not been adapted and insufficient driver training.

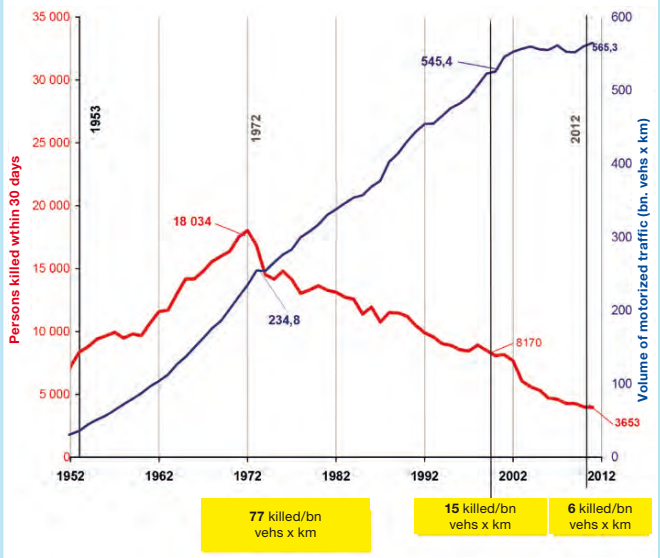
The first precise statistical census goes back to 1954 with 7,166 persons killed in three days. No real public policy has therefore addressed road safety.

From 1960, campaigns were however launched for dealing with the black areas. Between 1960 and 1970, the fatalities rose by 55.7% with 2.3 times as much traffic. The number of persons killed per billion km covered went from 111 to 80.

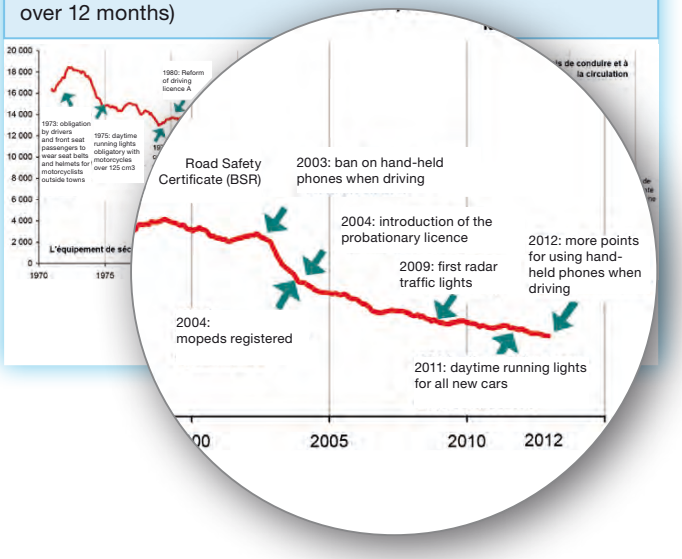
De 1970 à 1980

At the beginning of the 1970s, the Interministerial Committee for Road Safety was created. A ministerial Delegate was appointed to implement the road safety policy. The campaign "Mazamet ville morte" when the 16,000 inhabitants lay down on the ground to represent the road fatalities served as a collective eye-opener. The Government introduced speed limits, the obligation for drivers and front seat passengers to wear seat belts and helmets for motorcyclists. The dynamics connecting vehicle mobility and accidents was being checked: road fatalities peaked in 1972 with 16,545 fatalities based on six days after an accident or over 18,000 fatalities within 30 days. Deaths were down 30% in 10 years. Global traffic has been multiplied by a factor of 1.6. The number of persons killed per billion km covered for all vehicles went from 80 to 43.

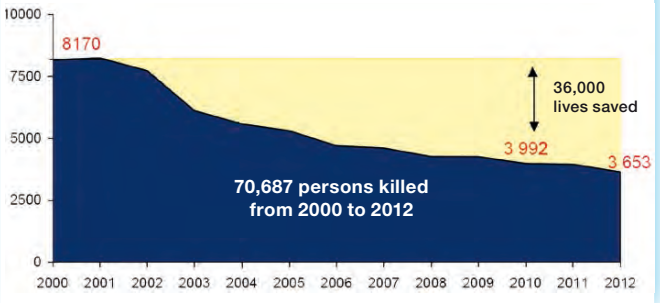
Fatalities and road traffic between1953 and 2012



Development of road deaths in mainland France and the measures taken relating to driving licences and traffic and road safety equipment from 1970 to 2012 (sliding average over 12 months)



Lives saved compared to 2000 death toll



From 1980 to 1990

The beginning of the 1980s saw a stabilization of the low fatality rate. The introduction of the departmental road safety plans and the programme REAGIR[1] were the start of the local road safety policy in response to the accident in Beaune, which cost 53 lives, 44 of them children. This policy made it possible to break through the symbolic level of 10,000 fatalities per year but the reduction was slow and irregular. The maximum blood alcohol concentration level was lowered from 1.2 to 0.8 g/l of alcohol in the blood. Most vehicles were fitted with anti-lock brakes. Priority at roundabouts notably reduces the number of fatal accidents at these junctions[2]. Deaths were down by 20% in 10 years though there was 1.4 times as much traffic globally. The number of persons killed per billion of km covered went from 43 to 26.

From 1990 to 2000

In 1989 the publication of the white paper on road safety[3] opened the way to the future road safety policies the improvement of controls/sanctions of which would be concretized 10 years later. In 1990, the maximal speed permitted in built-up areas was set at 50 km/h. The maximum blood alcohol concentration level was lowered to 0.5 g/l. The demerit point system was introduced in 1992. The essential work on the motorway network was achieved. Most vehicles were equipped with airbags. The educational continuum was implemented. Despite these measures, fatalities were only down 20%. At the same time, global traffic went to 20%. The number of persons killed per billion km covered was 15 in 2000.

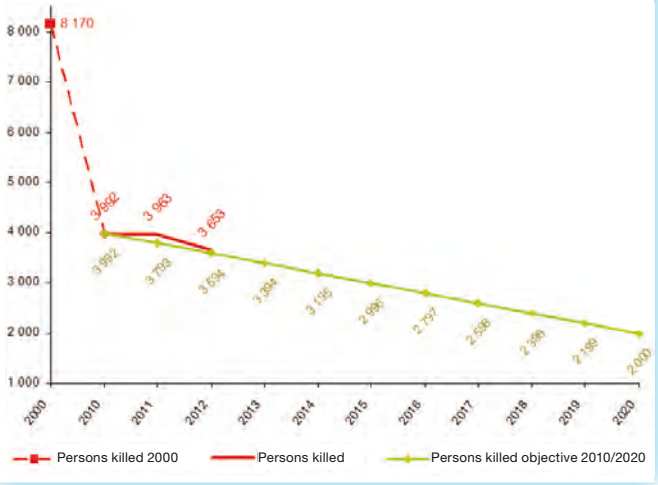
From 2000 to 2010

In July 2002, road safety became one of the President of the Republic's four priorities. The first permanent automated speed cameras were introduced in 2003. The National Council for Road Safety was set up. Probationary licences were introduced in 2004. A driver caught exceeding the maximum blood concentration level would lose six points. This policy made it possible to break through the symbolic level of 5,000 fatalities per year in 2006. Fatalities fell by 51.1%. Among the factors for this reduction, 75% could be attributed to lower average speeds and 11% to improved vehicle safety[4]. At the same time, global traffic was up 7%. There were seven persons killed per billion km covered in 2010. Between 2000 and 2012, 70,687 persons were killed on the road but 36,000 lives were saved.

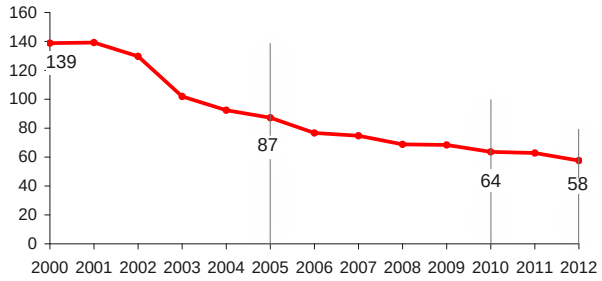
1 REAGIR: Reacting by surveys on serious accidents and taking remedial action.
2 Martine Vertet * and Thierry Brenac - Les carrefours giratoires comme aménagements de sécurité routière - colloque "La sicurezza stradale - March 1998.
3 Pierre Giraudet - La sécurité routière – white paper presented to the Prime Minister- La documentation française - 1989.
4 Yves Page and Co - How a vehicle is safe? The contribution of vehicle technologies to the reduction in road casualties in France from 2000 to 2010 - Conference AAAM - 2011.

Accidents figures in 2012 France

Killed people in mainland France
Objective 2020



Number of killed people per million inhabitants between 2000 and 2012



Years	Injury accident	Number of people		
		Killed within 30 days	Injured	Hospitalized
2000	121 223	8 170	162 117	ND
2010	67 288	3 992	84 461	30 393
Development 2010/2000	- 44.5%	- 51.1%	- 47.9%	ND
2011	65 024	3 963	81 251	29 679
2012	60 437	3 653	75 851	27 142
Development 2012/2011	- 7.1%	- 7.8%	- 6.6%	- 8.5%
Development 2012/2010	- 10.2%	- 8.5%	- 10.2%	- 10.7%

France's figures on the whole from now on bring together the five overseas areas. France's 2012 figures are therefore as follows:

- 62,250 injury accidents, 3,563 fatal;
- **3,842 people dead within 30 days** (7.9% compared to 2010) or 59 people killed par million inhabitants;
- 78,209 people injured 28,107 of which hospitalized for over 24 hours.

France's figures on the whole are marked by a reduction in all the indicators compared to 2011: 7.1% for the number of injury accidents – 6.6% for the number of people killed and 6.8% for the number of people injured of which 8.4% for the number of injured people hospitalized.

Mainland France

2012's figures for mainland France are therefore as follows:

- 60,437 injury accidents, 3,386 fatal;
- **3,653 persons dead within 30 days** or 310 fewer people killed compared to 2011;
- 75,851 people injured 27,142 of which hospitalized for over 24 hours.

These figures for 2012 are marked by a reduction of all the indicators compared to 2011: 7.1% for the number of injury accidents, 7.8% for the number of people killed and 6.6% for the number of people injured 8.5% of which for the number of people injured and hospitalized.

In proportion to the population, the number of people killed per million inhabitants is 58 (per 63,409,191 inhabitants in mainland France[1]). This rate is 139 for 18-24 year olds.

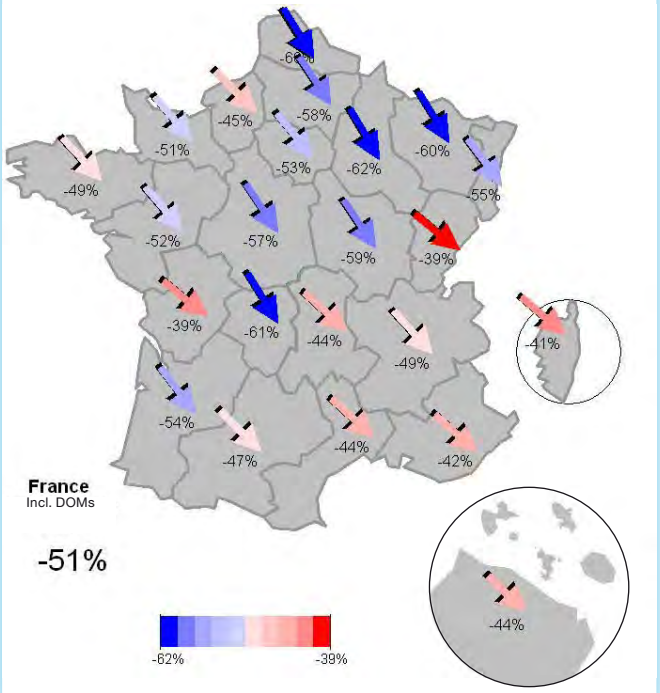
The first quarter of 2012 saw a significant decrease in road fatalities with two exceptional lows in February (25%) and April (22%). This year only includes two months with slight increases: July (3.6%) and November (0.4%).

Between 2000 and 2010, road fatalities were down 51.1%. Between 2010 and 2012, it was down 8.5%. In relation to the set objective of seeing fewer than 2,000 persons killed on the roads in 2020 or an annual reduction of 6.6%, 2012 makes it possible to compensate partially for the fatalities stagnation seen in 2011.

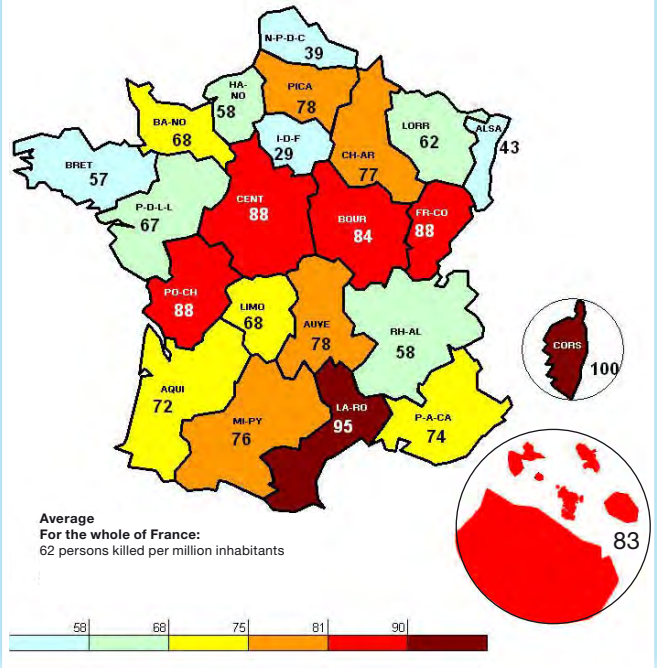
Since 1 January 2005, people injured and hospitalized for over 24 hours have been accounted for. Between 2005 and 2010, their number for over 24 hours is down 23.7%. Between 2010 and 2012, the reduction is 10.7%. For 10 people killed, 75 are hospitalized for over 24 hours. This ratio is stable. The fatalities number decrease since a decade has been accompanied by a similar reduction in hospitalizations.

1 INSEE details as at January 2012.

Change in road fatalities between 2000 and 2010



Average road fatalities 2010-2012 per million inhabitants



Population 2011 : source INSEE

Mainland regions

If the fatalities decrease from 2011 to 2012 is at 7.8% for mainland France, this development is different according to the regions. Auvergne saw the greatest decrease (25.9%) and Limousin the greatest increase (17.4%). However, the number of killed people could present significant variations from one year to the next without any statistical meaning. This indication is even truer at county level[1].

According to the regions over a long series from 2000 to 2010, the reduction in the fatality rate was between 62% and 41%. As for the number of people killed per million inhabitants, it varies in 2012 according to the regions between 35 in Ile-de-France and 117 in Poitou-Charente.

Overseas regions

For the five overseas areas, 2012 figures are as follows:

- 1,813 accidents involving physical injury, 177 fatal;

- 189 people killed within 30 days;

- 2,358 people injured including 965 hospitalized for over 24 hours.

In 2012, the number of accidents compared to 2011 is less favourable than on the mainland. Fatalities are up 26.4%. The number of people injured is down 12.2%, the number of injured and people hospitalized is down by a smaller amount (2.9%) and the number of accidents is down (8.8%). These figures are to be analysed differently from the mainland figures, the DOMs having their own specifics.

Fatalities decreased between 2000 and 2010 from 44%; they increased between 2010 and 2012 from 5%. The number of killed people in 2012 per million inhabitants is 97 and 188 for the 18-24 year olds.

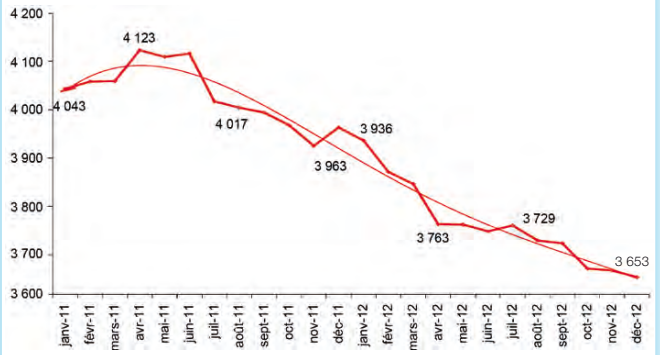
	People killed	
	In the mainland	In overseas counties
Pedestrians and 2 wheels	45%	66%
Under 24 hours	28 %	35 %
Over 65 years	21 %	9 %

Considering the specifics of the overseas areas, analyses onward will only focus on France's mainland data.

1 Local road safety indicators – next ONISR publication – refer to the document: La sécurité routière en France – figures for 2011 (pages 573 and 612).

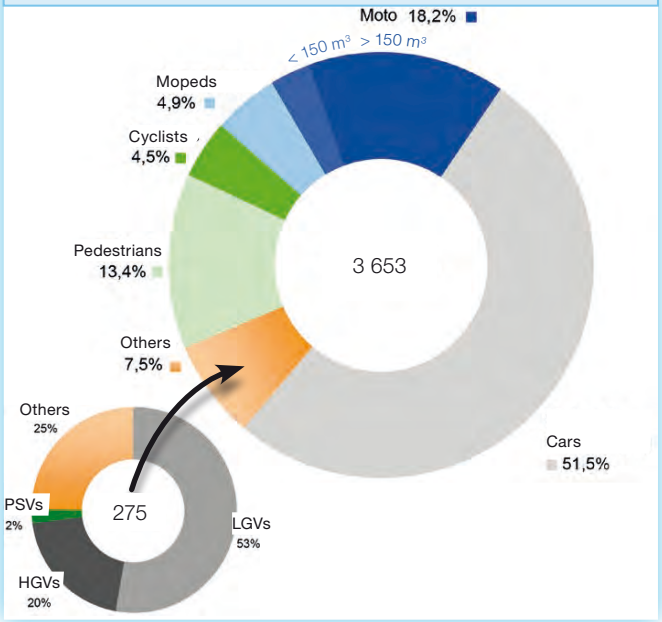
2012 overview of mainland France

Road fatalities – 12 years rolling



Year	1st half of year						2nd half of year					
2011	4,043	4,058	4,059	4,123	4,109	4,116	4,017	4,004	3,994	3,968	3,925	3,963
2012	3,936	3,871	3,846	3,763	3,762	3,748	3,760	3,729	3,723	3,671	3,667	3,653

Distribution of road traffic deaths by road user category



After a first half year in 2001 marked by an increase, road fatalities have seen a reverse in tendency from July 2011. This downward trend continued in 2012.

Road users

Among the 310 lives saved in 2012 compared to 2011, 180 were among car users (down 8.8%), 96 among motorcyclists (-12.6%), 41 among moped users (-18.6%) and 30 among pedestrians (-5.8%). There were 92 lives saved by reducing the accidents number involving heavy goods vehicles. Conversely, the figures involve 23 more pedal cyclists (+16.3%), 11 users of light goods vehicles (+8.2%) and six users of public transport killed.

Over the long term, the cars users category (51.5% of the people killed in 2012) benefits most from the effects of the road safety policy with a spectacular decrease in the number of people killed down 60.4% from 2000 to 2010. This decrease went on between 2010 and 2012 (11.1%).

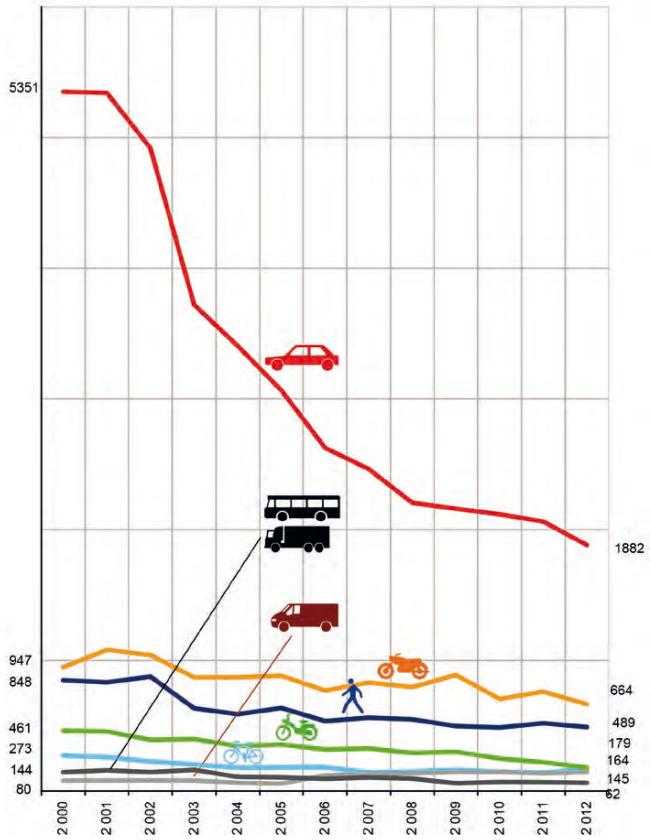
The change in fatalities among two-wheeled motorized vehicle users has seen contrasting figures since 2000:

- fatalities among **moped users** (4.9% of road fatalities in 2012) had decreased by 46.2% between 2000 and 2010 and 27.8% between 2010 and 2012. This is linked to the decline of this means of transport;
- fatalities among **motorcyclists** (18.2% of road fatalities in 2012) decreased slightly between 2000 and 2010 (25.7%). 2012, with a decrease by 12.6% compared to 2011, offsets the increase of 8% compared to 2010. The decline between 2010 and 2012 is therefore at 5.7%. The motorcyclists riding machines over the 125 cc category represents 83% of motorcycling fatalities.

Distribution of the number of persons killed par category of users in a fatal accident according to the category of users involved

	Victims	Pedestrian	Bikes	Mopeds	Motorbicycle	Cars	LGVs	HGV-PSV	Others	All categories
Usager impliqué	Without third parties	0	25	55	250	916	77	36	35	1,394
	With pedestrians	0	0	0	2	1	0	0	0	3
	With bikes	2	5	0	0	0	0	0	0	7
	With mopeds	11	1	0	2	0	0	0	1	15
	With motorbikes	25	6	3	6	3	0	0	0	43
	With cars	308	65	82	255	454	15	3	14	1,196
	With LGVs	46	17	13	38	86	10	0	2	212
	With HGV-PSVs	61	27	11	37	219	24	16	9	404
	With other vehicles	9	7	6	18	21	4	0	2	67
	Pile-ups	27	11	9	56	182	15	7	5	312
	Total	**489**	**164**	**179**	**664**	**1 882**	**145**	**62**	**68**	**3,653**

Fatality rate from 2000 to 2010 per category of users



The soft modes follow a less favourable tendency:

- fatalities involving **pedestrians** (13.4% of road fatalities in 2012) decreased by 42.8% between 2000 and 2010. After a very strong increase in 2011 (7%), fatalities in 2012 returned to the levels of the 2010s (5.8% between 2011 and 2012 and +0.8% between 2010 and 2012);
- fatalities involving pedal **cyclists** (4.5% of road fatalities 2012) were reduced by 46.2% between 2000 and 2010. With a 16.3% increase in 2012 (23 more pedal cyclists killed compared to 2011), the difference since 2010 is +11.6%.

Heavy goods vehicles users (1.5% of persons killed in 2012) see a decrease of 16.4% in their fatalities compared to 2011. This decrease was 47.6% between 2000 and 2010 and 13.8% since 2010. In 2012, in fatalities involving heavy goods vehicles for one heavy goods vehicle driver killed (56), eight other people were killed (430). The fatalities involving heavy goods vehicles were down 15.9% in 2012.

Light goods vehicles users (4% of the people killed in 2012) see an increase in their fatalities compared to 2011 or + 8.2%, returning to 2010 levels.

Six **public service vehicles** users died in 2012.

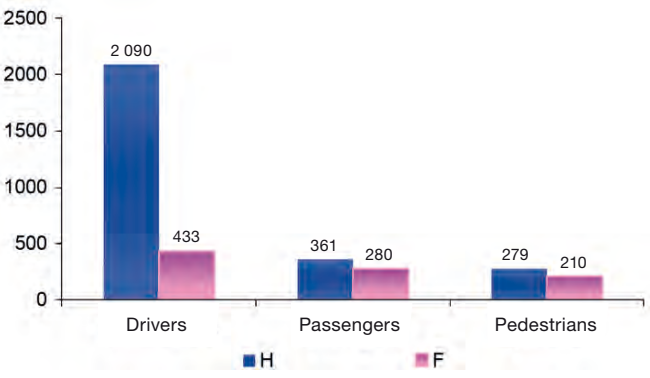
Among motorists, 60 people are hospitalized for every 10 people killed, 83 among pedal cyclists and motorcyclists and 181 among moped riders.

Gender

The fatalities distribution between men and women is 74.7%/25.3%. Between 2000 and 2010, the decrease in men or women drivers' fatalities was on the same level (-45%); since 2010, it was -12.9% for men while there was little change in fatalities involving female drivers. Fatalities involving female pedestrians were up 4% in 2012. For every 10 men killed, 67 would be hospitalized for over 24 hours and for every 10 women killed, 97 would be hospitalized.

The risk of being killed in a road traffic accident according to gender in relation to the population is three times higher for men. In relation to kilometres covered, this is 12,680 on average per year compared to 11, 340 km for women[1], This risk for a male car driver is twice as high as that of a female.

Distribution of the fatality rate per gender

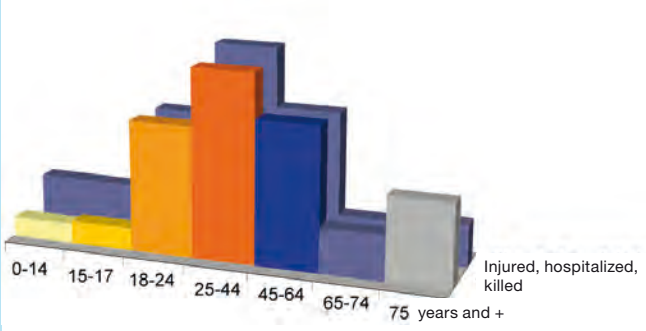


Driver or passenger

The share of passengers among the people killed in vehicles (motorized or otherwise) is constant (20.2%). In 2012, 44% of the 641 passengers killed were women and 83% of the 2,523 drivers killed were men. Between 2000 and 2010, fatalities among passengers were down 62.1% but have been -4.6% since.

1 SOFRES - Parc auto 2013 survey.

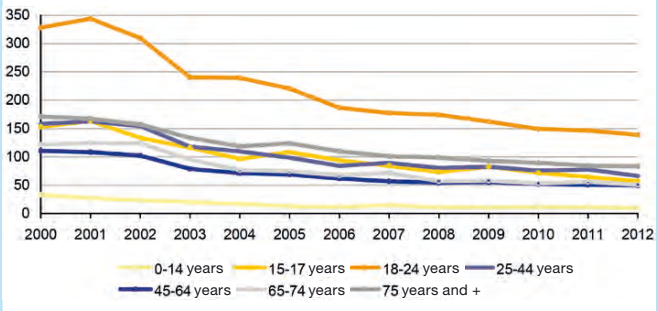
Distribution of persons killed, wounded or hospitalized according to age group: 3,653 fatalities for 27,141 hospitalizations*



	0-14	15-17	18-24	25-44	45-64	65-74	75 years and +
Killed	115	131	753	1 082	827	264	481
%	3.1%	3.6%	20.6%	29.6%	22.6%	7.2%	13.2%
BH	1,930	1,904	5,445	8,468	5,960	1,616	1,818
%	7.1%	7.0%	20.1%	31.2%	22.0%	6.0%	6.7%

**Total 27,142 including a person of an undetermined age not included in the table*

Development of fatalities per age group per million inhabitants in the same age group



	0-14	15-17	18-24	25-44	45-64	65-74	75 years and +
2011	11	64.4	146.6	77.6	50.8	50.7	84.2
2012	9.8	56.9	138.9	66.3	49.5	56	83.5

Age

Among the 310 lives saved in 2012 compared to 2011, 60 were of 18-24 years old young people, which means a decrease of 7% compared to 2011. The only group to suffer an increase in their fatalities, that is senior citizens 75 years and over are seeing three more of their number killed compared to 2011.

Between 2000 and 2010, fatalities among **18-24 year olds** were reduced by 52% while this population increased by 4.5% in the same period. These figures have been down 9.4% since 2010. The risk of being killed for a young adult is therefore significantly reduced but is still double that of the entire population.

The **0-14** years age group is also seeing a significant reduction in their fatality rate, would they be passengers, pedestrians or pedal cyclists. Between 2000 and 2010, this reduction was 65%. Since 2010, it was 11.5%. Thirteen lives in this age group were saved in 2012 compared to 2011. As regards **15-17 year olds,** the decrease between 2000 and 2010 is significant (54%) and has gone on since then, (19%) following the decrease in moped use.

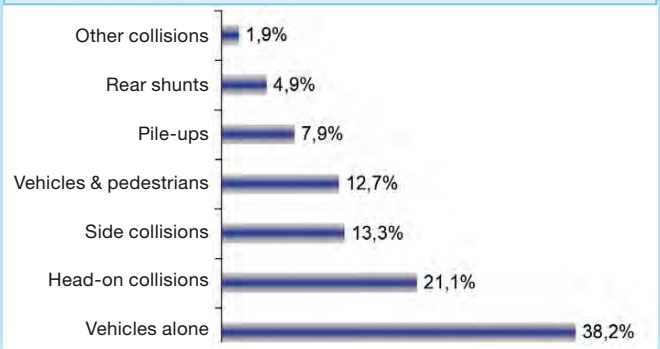
Conversely, fatalities in senior citizens **75 years and over** were only 31% between 2000 and 2010 and only 4% since. In 2012, these were 13.2% of overall fatalities while the figure was 8.9% in 2000. This result is initially the effect of this demographic development, which has progressed by 36% during the same period. However, the risk of being killed for a senior citizen of 75 years and over is from now on 1.5 times higher than that of the entire population, compared to 1.2 in 2000. The users involved are mainly pedestrians – practically one in every two is a senior citizen 75 years and over (201 among the 489 pedestrians killed in 2012) – or car drivers, 153 among the 1,352 drivers killed.

The number of hospitalized people in relation to the number of people killed decreases with age: 168 hospitalized for 10 people killed for 0-14 year olds and 38 hospitalized for 10 people killed for people 75 years and over.

Novice drivers (who have held a licence for under two years)

There were 868 people in 2012 in accidents involving novice drivers thus representing 23.8% of fatalities. One in five motorcyclists killed and one in five car drivers killed are novices. In terms of kilometres covered, the risk of being killed for a novice car driver is practically four times higher than that of an “experienced” driver.

Distribution of persons killed according to the type of collision for all vehicles: 3,653 deaths

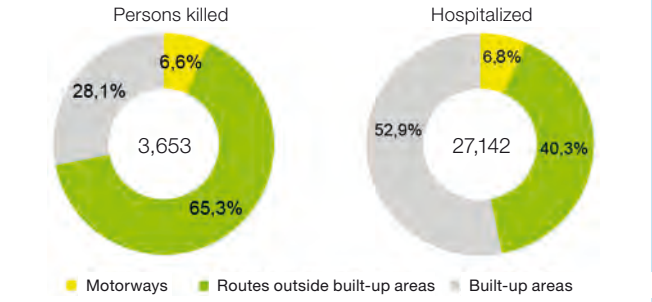


Collision type

In 2012, 38.2% of users were killed due to an accident with a single vehicle without third party involvement. This is often the result of having lost control of the vehicle, which then collides into a rigid object on the roadside. Of the users, 49.1% were killed due to a collision between at least two vehicles half of which were frontal collisions, generally while overtaking and a quarter of which were side collisions of which most occurred at junctions.

While fatalities between 2000 and 2012 were reduced by 55%, accidents involving a pedestrian only fell by 41%, 50% for frontal collisions and rear shunts and 52% for accidents involving a single vehicle. The greatest progress has been seen in the pile-ups area (down 66%) and side collisions (down 63%) whereby the reduction is linked to the global decrease in speeding, essential when approaching junctions and to the large-scale roundabouts construction.

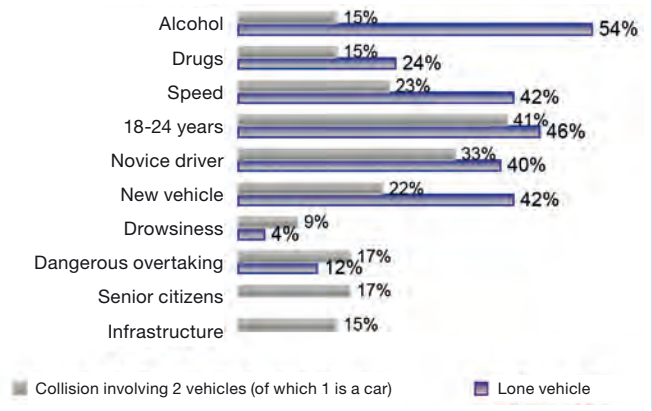
Distribution of persons killed and those wounded and hospitalized according to the road network



Road network: inside and outside built-up areas and on motorways

Two thirds of users were killed on the roads outside built-up areas (65.3% in 2012) and more than half of the people were hospitalized in a built-up area (52.9% in 2012). The decrease in fatalities was the same on the outside built-up areas roads and in the built-up areas between 2000 and 2010 (51% and 50% respectively). Since then, roads in built-up areas had the strongest development (-9.4% against -8.4% outside built-up areas). Motorways fatalities decreased most between 2000 and 2010 (56.2%). After two increases in 2010 and 2011, the 2012 decrease led to a 5.5% reduction of fatalities between 2010 and 2012.

Variability of the factors of fatal accidents involving cars in Upper Normandy according to the type of collision



Multiple contributory factors

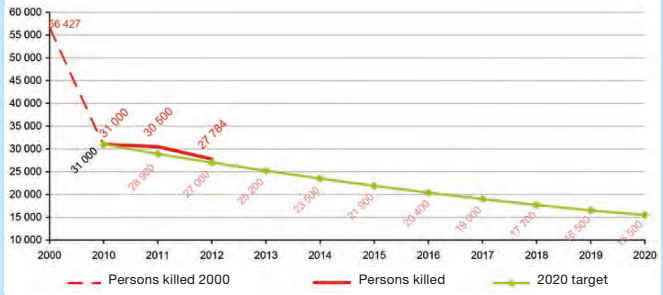
In their fast feedback, the police and gendarmerie identify in some cases the main cause of fatal accidents: in at least 25% of cases, they are due to speeding, in at least 20% of cases to alcohol, in at least 14% of cases to the failure to give way and in at least 4% of cases, drugs use. A main cause was not indicated in 37% of cases.

The precise analysis[1], of the reports or the detailed studies of accidents is necessary for a better understanding of the various factors involved. The presence of some factors is detailed in the BAAC database: 30% of the fatalities occur due to drivers under the alcohol influence, 9% result from a lack of attention and 8% from tiredness or sickness. Of the people killed, 13% were not or only poorly secured in their vehicles or were not wearing helmets when riding two-wheel motorized vehicles.

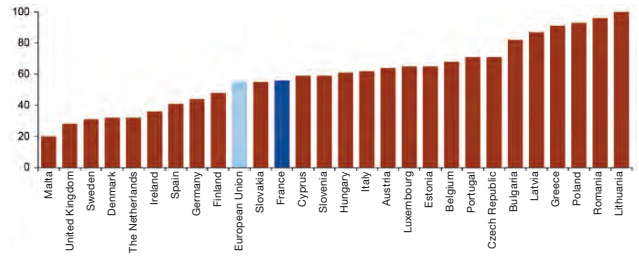
1 CETE Normandy-Centre – Analysis of fatal accidents involving a car in Upper Normandy between 2009 and 2010 - June 2013.

Road safety in Europe

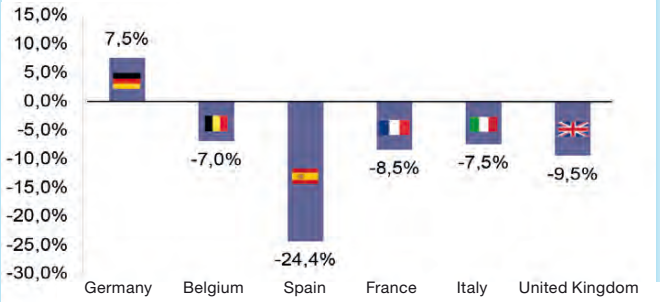
2020 Target fatalities in the European Union



Number of road fatalities per million inhabitants in the European Union (provisional 2012 figures)



Reduction of fatalities in five countries bordering France between 2010 and 2012



About 1.3 million people die on the roads all over the world each year[1]. The European Union's share is about 2%. In 2012, 27,784 dead drivers were reported by the 27 Member States (provisional figures), a decrease of 9% of fatalities compared to 2011.

The European Union has set itself the objective of halving road fatalities between 2010 and 2020[2] or reducing these annually by 7%. It was possible in 2012 to catch up on ground lost in 2011 (reduction of 5% compared to 2010).

Road fatalities in Europe

In 2012, all the countries saw a decrease in fatalities except for Romania (+1%), Austria (+4%), Luxembourg (+3%) and Lithuania (+2%). Some countries have seen a remarkable reduction in the number of killed people such as Denmark (-18%) and Portugal (-16%).

Fatalities on French roads constitute 14.2% of European road fatalities. France saw the best annual reduction in 17th position in 2012.

In relation to the population, the number of people killed per million inhabitants in the European Union was reduced from 62 to 55 between 2010 and 2012. France, with 58 is in 11th position, 17 points below Belgium, 6 points below Italy but 12 points above Germany, 15 above Spain and 28 points above the United Kingdom.

Compared to the five other neighbouring European countries bordering France, between 2001 and 2010, Spain saw a 55% reduction in its fatalities in front of France (51.6%). Between 2010 and 2012, Spain improved its progress. On the other hand, Germany has seen an increase in its road fatalities following the increase that it saw between 2010 and 2011. This increase was also experienced by the United Kingdom and Belgium.

Traffic across Europe

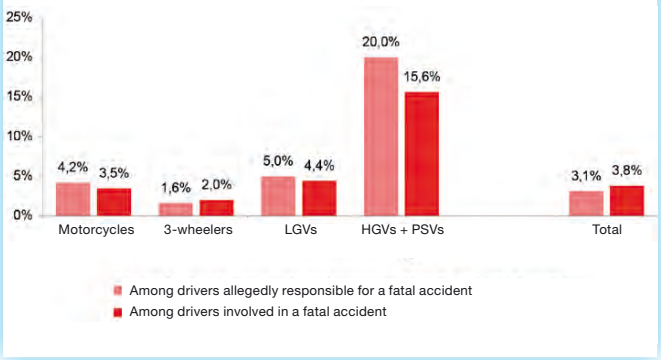
On 25 October 2011, the European Union adopted a Directive to put an end to the impunity of drivers registered in one country when committing traffic offences in another Member State. France and several neighbouring countries have already signed bilateral agreements (Belgium, Luxembourg, Switzerland) enabling speeding drivers and those who failed to stop at a traffic light to be prosecuted and sanctioned. The Directive took effect for all Member States on 7 November 2013 except for the United Kingdom, Denmark and Ireland which did not wish to be part of this agreement.

1 WHO – Report on the situation regarding world road safety - 2009.
2 Toward a European road safety area - Policy orientations on road safety - 2011- 2020 - European Commission - July 2010.

Registration details of vehicles in injury accidents

	Registration				
	in France	Abroad	Total	Of which abroad in%	Not stated
LGVs	55,992	940	56,932	1.65	6,309
HGVs +PSVs	3,297	503	3,800	13.24	411
Motorcycles	12,621	161	12,782	1.26	1,962
Others	12,479	150	12,629	1.19	3,616
Total	**84,389**	**1,754**	**86,143**	**2.04**	**12,298**

Share of drivers driving vehicles registered abroad



Accidents in France with vehicles registered abroad

Due to its geographical position and its tourists number, France sees no small number of vehicles registered abroad.

Vehicles registered abroad are a major share of the offending vehicles detected by automatic speed controls. This is around 21%. In 2012, 169 persons were killed in accidents involving vehicles registered abroad or 4.6% of the fatalities.

Vehicles registered abroad constitute 2% of the motorized vehicles involved in the accidents occasioning injury and 3.8% of the motorized vehicles involved in fatal accidents. Their exact share in the traffic is not known exactly but could be estimated at about 7%.

Cars registered abroad constitute 1.7% of the cars involved in the accidents occasioning injury and 2% of the cars involved in fatal accidents while their share of the kilometres covered by this category is about 6.2% (26.3 billion of kilometres covered[1]).

Heavy goods vehicles and coaches registered abroad constitute 13.2% of the vehicles in their category involved in injury accidents and 15.6% of those involved in fatal accidents, which is very much below their share in the kilometres covered by all heavy goods vehicles (estimated at 29.9% in 2012).

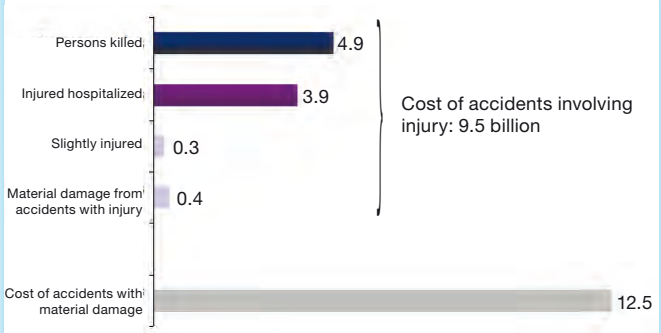
Mopeds registered abroad for their part represent 1.3% of the mopeds involved in injury accidents and 3.5% of those involved in fatal accidents. Their share in traffic is unknown.

Of all types of motorized vehicles together, among the drivers allegedly responsible for a fatal accident, the share of people driving a vehicle registered abroad is 3.1% while these vehicles represent 3.8% of the vehicles involved in fatal accidents. This reduced responsibility concerns essentially car drivers (1.6% of the share of responsibility for 2.0% of the vehicles involved). It is slightly higher for motorcyclists: 4.2% and significantly higher for heavy goods vehicles and coaches: 20%.

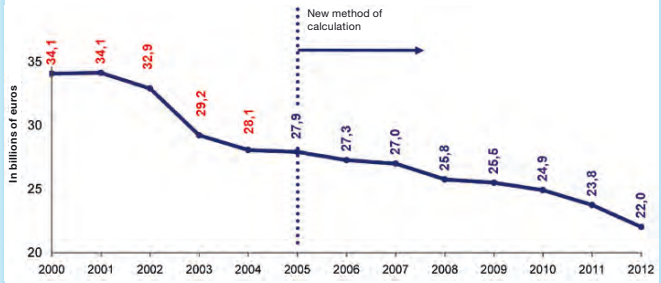
1 Source: Les comptes des transports in 2012, Premiers résultats; Service de l'Observation et des Statistiques, CGEDD, Ministry of Ecology.

Costs of road accidents

Distribution of the cost of road accidents in billions of euros



Development of the cost of road accidents between 2000 and 2012



Since 2003, the ONISR has been using the same method of evaluating the costs for road safety accidents[1] by using the following values for 2012:

- €1,342,072 for a person killed;

- €143,787 for a person hospitalized for over 24 hours;

- €5,752 for a person slightly injured;

- €6,778 for material damage.

These values are reviewed on the change of household's final consumption costs per capita's base for the victims' indicators and based on the inflation rate with respect to accidents. The calculated cost is a cost estimated globally for the entire country.

The cost of injury accidents in 2012, calculated based on the unit prices above is set at €9.5 bn, €4.9 bn of which for fatalities, €3.9 bn for hospitalizations, €0.3 bn for persons slightly injured and €0.4 bn for the material damage due to accidents involving physical injury.

The cost of accidents involving only material damage is added to the cost of injury accidents. The cost of accidents not involving physical injury corresponding to the simple material damage and civil liability[2] is estimated for 2012 at €12.5 bn. Therefore, more than half of the costs for road accidents correspond to this volume all the more as this share of accidents does not take account of accidents involving material damage without third parties.

The total cost for road accidents for 2012 is €22 bn or 1% of GDP. This is down 7.6% compared to 2011. This cost is decreasing almost regularly in constant euros since 2007. This decrease expresses the global improvement in the level of safety.

1 Report from M Le Net – State Planning Commission (CGP) - July 1992.
2 Source: French Federation of Insurers (FFSA) and Group of Mutual insurers (GEMA).

Photo F. CEPAS / Road safety.

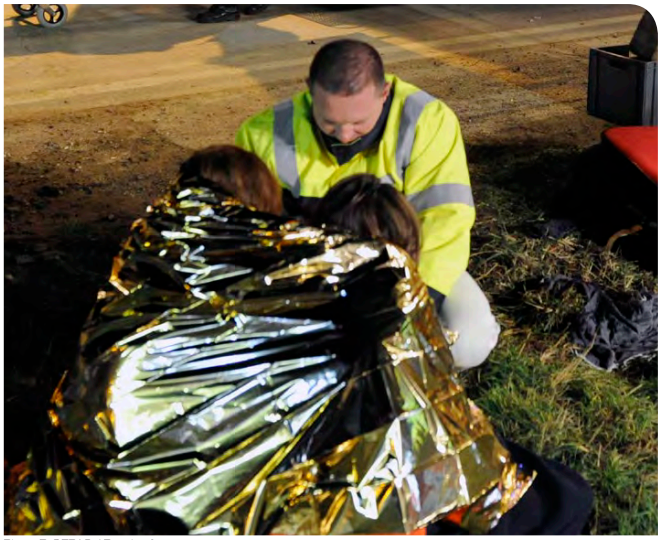
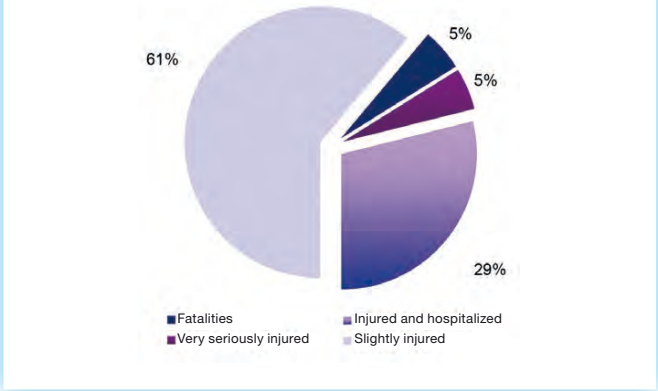


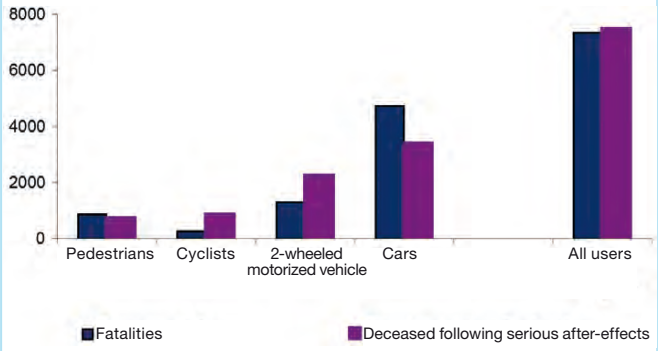
Photo F. CEPAS / Road safety.

Taking into account serious injuries

Distribution of the number of victims of road traffic accidents



Persons killed and injured with serious after-effects
Average over 1996 - 2004



Source: Registre du Rhône.

Photo F. CEPAS / Road safety.

If the major objectives for road safety expressed in figures have up to now only been explained in terms of fatalities, the human challenge of road safety is not a mere question of fatalities. Among the people injured and hospitalized for over 24 hours (27,142 in 2012) and survivors, 3% die after 30 days (about 800 in 2012) and others experience extremely difficult long-term after-effects that are deeply debilitating for them and their family and friends.

The European Union is looking at setting an objective from 2015 to reduce the number of seriously injured persons by 2020. It has therefore specified that a person seriously injured is a person for whom at least one injury is physically qualified as higher or equal to 3 on the "Abbreviated Injury Scale" (M.AIS 3+[1]).

In France, victim categories are defined according to their hospitalization duration. Slightly injured people are the victims hospitalized for less than 24 hours, injured or "hospitalized" people are the victims hospitalized for more than 24 hours.

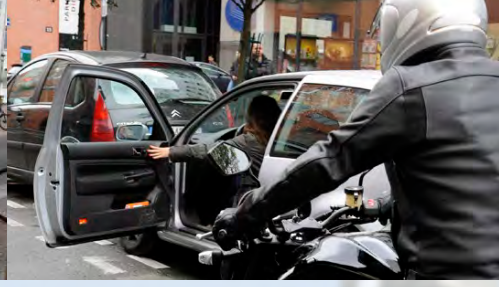
In order to estimate the number of seriously injured people according to the definition adopted by the European Union, France should initially apply a conversion coefficient to the number of injured people registered by the police forces. This coefficient should be the result of comparative works between data from the registre du Rhône[2] and those of BAAC database.

The studies carried out by the registre du Rhône focused on injured people suffering serious after-effects. They brought out that the number of very seriously injured people is on the same level as people killed[3]. However, the ratio between the number of killed people and the number of persons very seriously injured shows great disparities from one category of users to another: for every 10 pedal cyclists killed, 33 other people are very seriously injured. For every 10 users of motorized two-wheelers killed, 17 others are very seriously injured. These injuries are essentially head injuries in the case of pedal cyclists, spinal column and lower limbs injuries in the case of motorized two-wheeler users.

Major variations are also observed between age groups classes. For every 10 young people killed between 10 and 14 years old, 24 other people are very seriously injured. This ratio decreases with age. The taking into account of very seriously injured people reinforces the challenge for reducing accidents involving young persons and motorized two-wheelers users.

1 M.AIS: Maximum Abbreviated Injury Scale.
2 The registre du Rhône carries out a register of contents since 1995 of the victims in a medical setting.
3 Amoros E, Martin JL, Laumon B, Estimation de the morbidité routière, France, 1996-2004, Bulletin Épidémiologique Hebdomadaire, 2008,19, 157- 160.

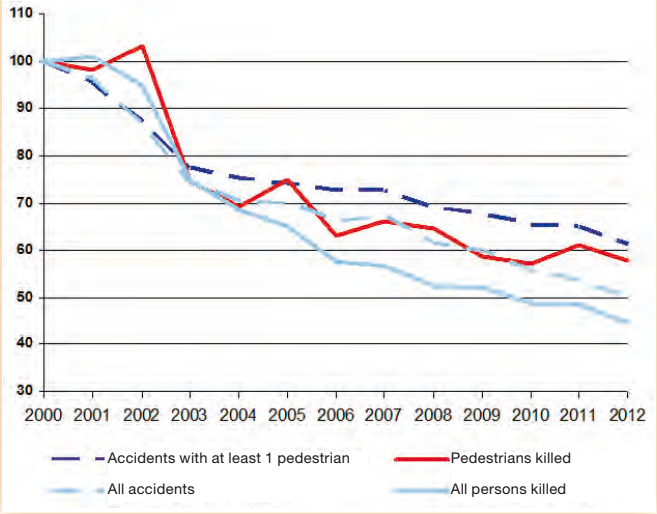




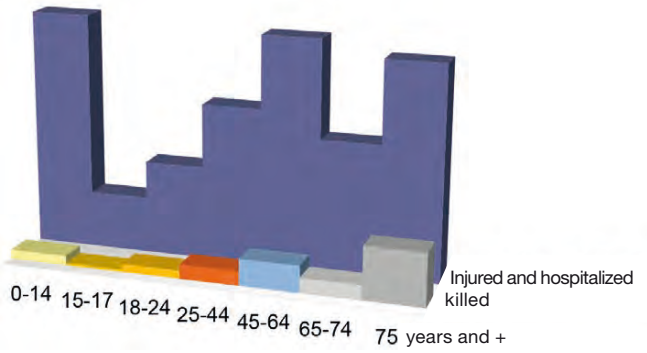
Major road safety topics

Pedestrians

Fatalities trends for pedestrians compared to all users (base 100 - year 2000)

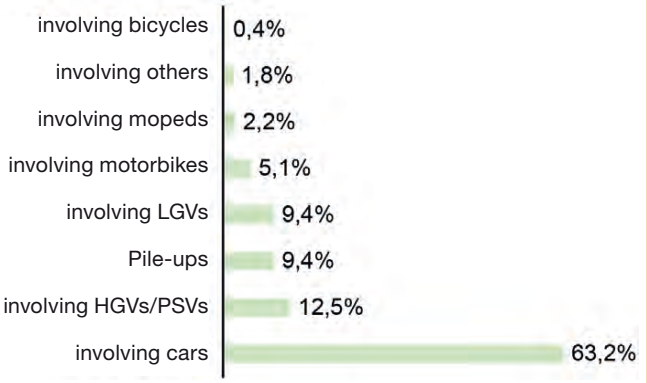


Distribution of pedestrians killed, injured and hospitalized per age group: 489 deaths for 4,211 hospitalizations



	0-14	15-17	18-24	25-44	45-64	65-74	75 years and +
Killed	36	8	31	54	102	57	201
%	7.4%	1.6%	6.3%	11.0%	20.9%	11.7%	41.1%
Hosp.	895	212	351	590	863	495	805
%	21.3%	5.0%	8.3%	14.0%	20.5%	11.8%	19.1%

Pedestrians killed according to type of collision



In 2012, 11,293 injury accidents involved pedestrians or 18.6% of all accidents. A total of 489 were killed accounting for 13.4% of road fatalities. The year 2012 marks a 5.8% reduction in pedestrian fatalities. This reduction contributed 10% to the reduction in fatalities in 2012 (30 lives saved among the 310 of which 22 fewer following a collision with a heavy goods vehicle).

Pedestrians are a category of users who between 2000 and 2010 have seen a reduction of 42.8% in their fatalities, a less significant reduction than all the users. Following a steep rise in 2011, fatalities of pedestrians in 2012 have returned to the 2010 level and have not developed more favourably since 2009 (+0.8% between 2010 and 2012). For every 10 pedestrians killed, 86 injured persons will be hospitalized for over 24 hours of whom 13 will experience serious after-effects[1].

Estimation of risks to pedestrians

Recent research[2]in a town where the modal share of pedestrians has been noticeably increasing since 2008, the risk of a pedestrian being killed per hour of any journey would be lower than with other means of transport (1.2 times lower than for car drivers, four times lower than for pedal cyclists and 42 times lower than for drivers of two-wheeled motorized vehicles). On the other hand, the risk of being seriously injured (M.AIS 3+) for a pedestrian is 1.6 times greater than for a motorist. It remains 10 times lower than for a pedal cyclist and 75 times lower than for drivers of two-wheeled motorized vehicles.

Age

Pedestrian fatalities mainly affect senior citizens 75 years of age and over. In 2012, 201 were killed thus representing 41.1% of pedestrian fatalities and 35 persons killed for every million inhabitants in this age group. This equates to eight more people killed than in 2011. These fatalities were down slightly (20%) between 2000 and 2010. It has been rising for the second year consecutively by 4% compared to 2011 and 11% compared to 2010.

Pedestrian fatalities among 0-14 year olds were also up in 2012 from 30 to 36 (20%). This represents 31 children killed for every million children from 0-14 years. Between 2000 and 2010, this fatality was down 71% followed by a rise of 50% between 2010 and 2012.

These two age groups each represent 20% of persons injured and hospitalized.

1 Source: registre du Rhône.
2 Emmanuelle Amoros and Co - Accidentalité à Vélo et Exposition au risque (AVER), Risque de traumatismes routiers selon quatre types d'usagers- IFSTTAR - Aug 2012.

Distribution of pedestrians killed according to the location of the accident

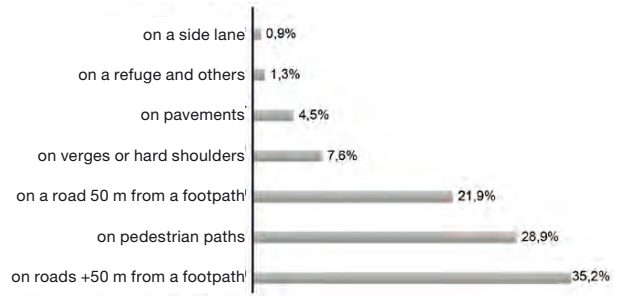
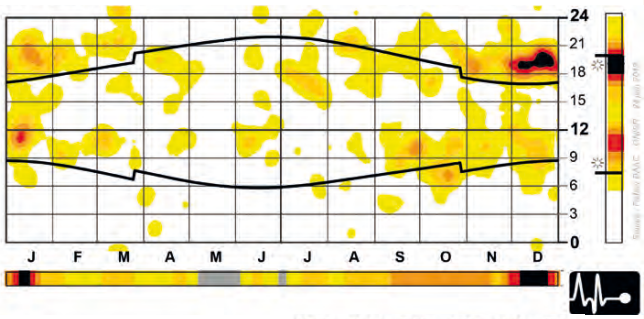


Photo F. CEPAS / Sécurité Routière.

Pedestrian fatalities according to the month and time 2012 mainland France



Fatality rates according to the colours
NB: the ratios indicated are those of the main diagram.

	35h17	10h31	6h09	4h19	3h18	2h42
Death	173	196	74	26	11	9
% death	35%	40%	15%	5%	2%	2%
% years	69%	24%	5%	1%	0%	0%

Total: 489 deaths or 1 every 17 hrs 58 mins

Road network: in and outside built-up areas and on motorways

Using typically urban modes of transport, more than two pedestrians in three are killed in built-up areas (68.3% in 2012). In towns, 50% of pedestrians are killed on or at least 50 m from a footpath.

Between 2000 and 2010, the decrease in pedestrian fatalities, greater outside built-up areas (53%) than inside built-up areas (36%) is still below what has been achieved for other modes. Since 2010, the fatalities are only down 3.5% in built-up areas and increase outside built-up areas (13%). An average of 27 pedestrians were killed each year for the last 10 years on motorways. This was 25 in 2012 or 5.1% of pedestrian fatalities.

Users involved

In 2012, 63.2% of pedestrians are killed following a collision with a car. This figure was up 15% between 2010 and 2012. The decrease in pedestrian fatalities in 2012 is mainly due to the reduction of fatal collisions with heavy goods vehicles (22 lives saved), which is still a significant share (12.5%).

Month, day and night

The share of pedestrians killed at night (45%) is about the same as all users killed at night (43%) over the whole year but pedestrian fatalities rise sharply from October to January, pedestrians being very poorly visible at night even in towns. Apart from some rare exceptions linked to climatic conditions unfavourable to their mobility (in case of snow and ice), there are twice as many pedestrians killed in December than in June.

Factors in fatalities and the types of scenario[1]

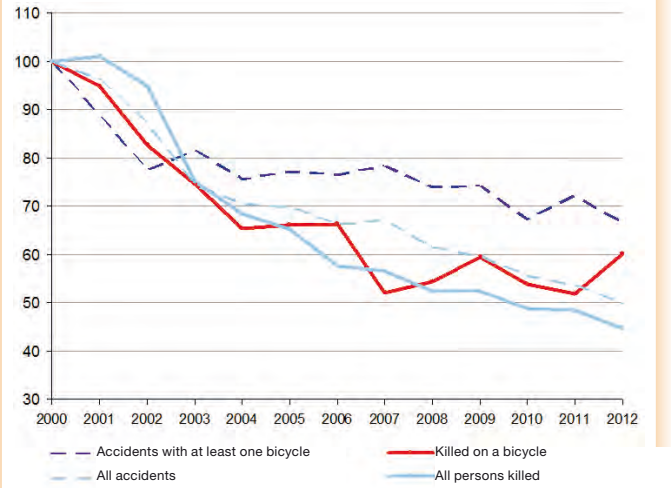
In built-up areas, the factors often present are the speed of the vehicles, the driver's poor ability to see the pedestrian and the width of the road to be crossed. *"The pedestrian, sometimes masked [...] by parked vehicles starts to cross away from a pedestrian crossing. The driver does not see this or sees this too late".*

Outside built-up areas, the question of alcohol arises regarding pedestrians, the driver's poor ability to see the pedestrian and approaches to the carriageway that are poorly adapted to crossing: *"A vehicle is on the road at night outside the built-up area. A pedestrian heavily under the influence of alcohol is walking on the carriageway with his back to the traffic. The driver does not see the pedestrian until the last moment".*

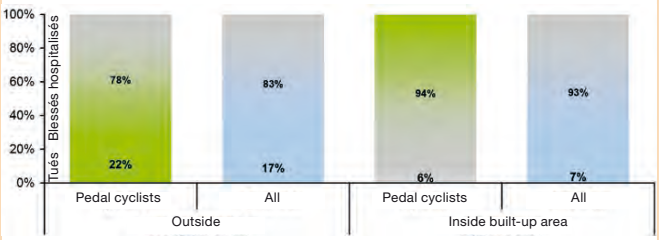
1 Thierry Brenac and Co - Scénarios types d'accidents impliquant des piétons - Les collections de l'INRETS - December 2003.

Pedal cyclists

Fatality trends for cyclists compared to all users (base 100 - year 2000)



Distribution of pedal cyclists killed and injured and hospitalized according to the road network compared to all persons injured and hospitalized



	Outside				Inside built-up area			
	Bicycle	%	All	%	Bicycle	%	All	%
Injured	706	78	12,772	83	2,528	94	14,370	93
Killes	88	22	2,626	17	91	6	1,027	7
Total	794	100	15,398	100	2,619	100	15,397	100

Photo J. ROBIN / Particulier.

In 2012, 4,206 accidents or 7% of all injury accidents involved a pedal cyclist. A total of 166 persons were killed 164 of which pedal cyclists or 4.5% of road fatalities. The year 2012 marks a major increase in fatalities involving pedal cyclists (23 more pedal cyclists killed than in 2011) or an increase of 16.3%.

The fatalities involving pedal cyclists were down 46.2% between 2000 and 2010 with pedal cyclist figures being more or less stable (increase in the towns and decrease in the outskirts and stabilization outside the built-up areas[1]). Between 2010 and 2012, fatalities involving pedal cyclists were up 11.6%.

The number of persons injured and hospitalized for over 24 hours was only reduced by 18.4% between 2005 and 2010 and 0.7% between 2010 and 2012. For every 10 pedal cyclists killed, 82 pedal cyclists were hospitalized for over 24 hours 30 of which will be suffering serious after-effects[2]. Accidents with pedal cyclists who were hospitalized are very under estimated in the national register of accidents particularly as the police and gendarmerie are not always called to these accidents especially if no motorist is involved.

Estimate of risk to pedal cyclists

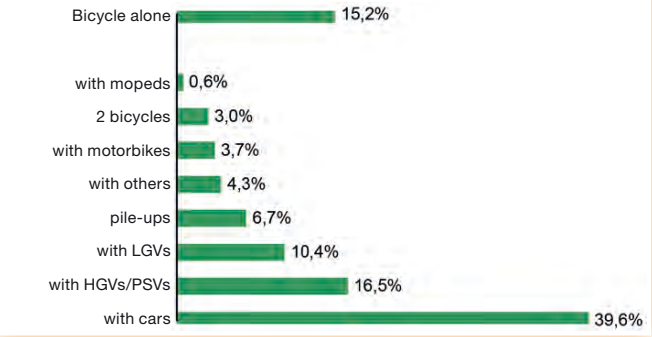
According to recent research[3] taking into account this under reporting, the risk, in town, of a pedal cyclist to be killed for each hour spent in traffic is three times as high for a motorist but 10 times less likely for a user of a motorized two-wheeler. The risk of being seriously injured (M.AIS 3+) is 16 times higher than for a motorist and seven times less likely for a motorized two-wheeler. The most serious injuries are head traumas.

Road network: in or outside the built-up areas

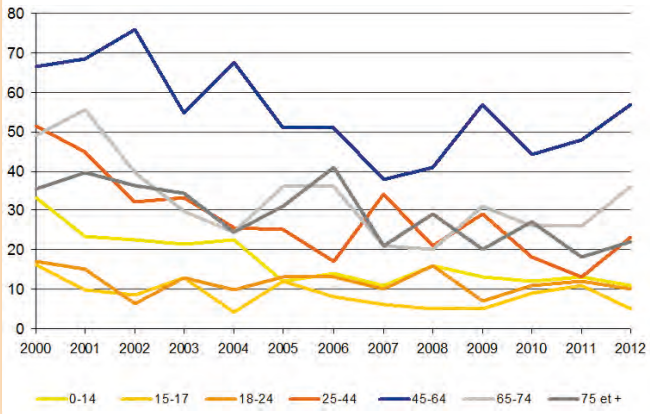
The increase in cycling fatalities in 2012 took place exclusively outside built-up areas with 27.7% compared to 2011. Between 2000 and 2010, the decrease in cycling fatalities in built-up areas was greater (50%) than on roads outside built-up areas (42%). However, if there were more cycling fatalities outside built-up areas (64%), accidents and injuries particularly those leading to hospitalization for over 24 hours took place mainly outside built-up areas (85.5% and 71% respectively), the fact that accidents are less severe in built-up areas being explained by the lower traffic speeds. For each pedal cyclist killed, 15 pedal cyclists will be seriously persons injured in towns.

1 National transport surveys.
2 Source: registre du Rhône.
3 Emmanuelle Amoros and Co - Accidentalité to Vélo et Exposition au risk (AVER), Risque de traumatismes routiers selon quatre types d'usagers - IFSTTAR - August 2012.

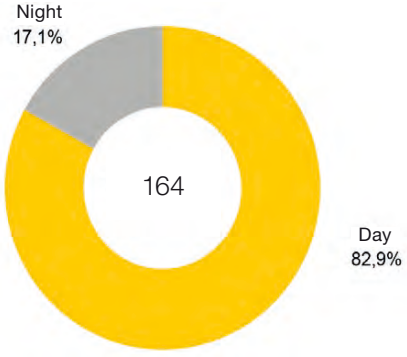
Pedal cyclists killed according to the other party involved: 164 deaths



Number of persons killed on a bicycle per age group



Distribution of persons killed on bicycles according to amount of light



Users involved

In 2012, 39.9% of pedal cyclists killed died due to collisions with a single car, 26% due to accidents with heavy or light goods vehicles but 15.3% died only following a fall. The decrease in fatalities registered between 2000 and 2010 result almost exclusively from the decrease in fatalities following collisions with cars (60.5%). This distribution of fatal collisions is similar between an urban and a rural environment.

Age

In 2012, the number de passengers killed on bicycles is 14 persons compared to 30 at the start of the 2000s.

Fatalities among pedals cyclists are divided into three equal parts: those over 65 years, the 45-64 year age group and those under 45 years. This distribution varies between inside and outside built-up areas indicating the different uses between generations.

However, the share of pedals cyclists under 45 years hospitalized for more than 24 hours rose to 47.4%.

Day and night

In 2012, 17.1% of cycling fatalities took place at night at a time when there were fewer people on the road.

For every pedal cyclist killed at night in the town, 21 were hospitalized for more than 24 hours.

Factors in fatal accidents and the scenario types[1]

The scenarios are relatively numerous in built-up areas. The factors highlighted are the driver's poor perception of the pedal cyclist but also a lack of respect of a rule by the pedal cyclist or the driver: *"A pedal cyclist rides during the day on a road lined with parking spaces. A door opens and the pedal cyclist falls into the road to avoid this (15% of injury accidents in Paris[2])".*

Outside built-up areas, the factors highlighted are often the driver's poor perception of the pedal cyclist at night and during the day, poor appreciation of an overtaking manœuvre and excessive speed on approach. *"Pedal cyclist(s) ride on the road, which is generally not wide, a vehicle appears and tries to overtake without moving aside sufficiently and rams the pedal cyclist from behind".*

1 Claude Got - Analyse de 385 accidents mortels de la circulation - May 2007.
2 Police HQ, Paris - Statistics of accidents in Paris - 2009.

Two-wheeled motorized vehicles: moped riders

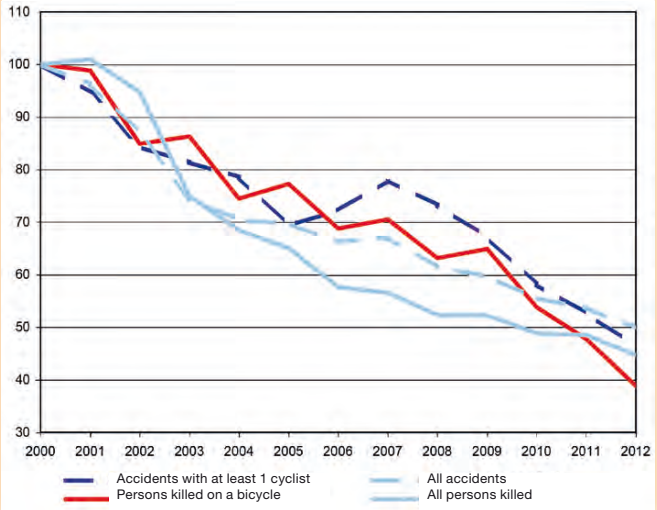
Two-wheeled motorized vehicles include:
- mopeds (up to 50 cm3);
- light motorcycles up to 125 cm3;
- heavy motorcycles 125 cm3 and over.

a scooter may belong to one of these three categories.

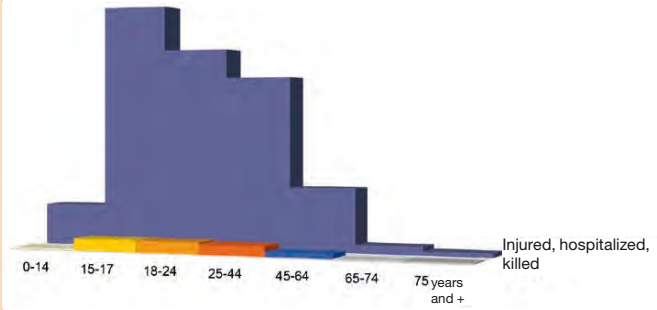
With 843 users killed in 2012, fatalities among drivers of two-wheeled motorized vehicles are down:
- 14% compared to 2011;
- 11.4% compared to 2010.

Two-wheeled motorized vehicles account for 23% of fatalities.

Fatality trends for moped riders compared to all accidents (base 100 - year 2000)



Distribution of moped drivers killed and injured and hospitalized per age group: 179 deaths per 3,234 hospitalizations



	0-14	15-17	18-24	25-44	45-64	65-74	75 years and +
Tués	5	52	51	44	21	2	4
%	2.8%	29.1%	28.5%	24.6%	11.7%	1.1%	2.2%
BH	182	1,080	883	758	277	36	18
%	5.6%	33.4%	27.3%	23.4%	8.6%	1.1%	0.6%

In 2012, 9,077 accidents occasioning injury involved a moped or 2.4% of all accidents. There were 194 persons killed of which 179 moped riders or 4.9% of road fatalities. There were 41 lives saved compared to 2011 or a reduction of 18.6%. The number of moped riders killed was reduced by 27.8% compared to 2010.

Between 2000 and 2010, fatalities among moped riders were only reduced by 46.1% despite the disaffection experienced with respect to this mode of transport.

The reduction has been accentuated since 2007. It is explained in particular by a transfer of the use of mopeds among young persons in favour of bicycles or more developed school transport.

For every 10 moped riders killed, 180 are hospitalized for over 24 hours and 13 will develop serious after-effects[1].

Estimate of the risk to moped riders[2]

The number of moped riders in circulation started to decline in 1980. There were around 25% fewer between 2000 and 2010. In 2012, the sale of mopeds was down by 13.5% compared to 2011. The vehicles in circulation were estimated at around a million. This number is at its lowest number registered, slightly below one million mopeds on the road.

The average annual mileage is 2,718 km. Of the users, 85% are between 14 and 24 years of age and one journey out of two is a journey home or to work or to a educational establishment.

In 2012, mopeds were estimated to have covered 2.6 billion kilometres or 0.5% of all kilometres covered in France. The distances covered by mopeds are declining in conformity with the reduction in their numbers. The risk of being killed per billion kilometres covered by a rider of a moped is 64%. This is 20 times greater than the risk of being killed driving a car.

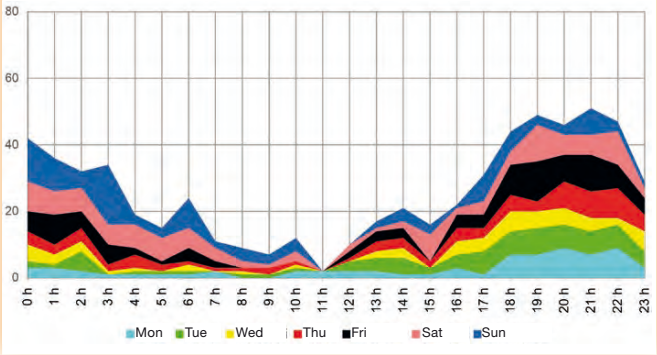
Age

In 2012, 60.4% of moped riders who died and 66.3% of those injured and hospitalized for more than 24 hours were under 25 years of age and half were between 15 and 17 year olds. Between 2000 and 2010, the reduction in moped rider fatalities involved the age group 15-17 years olds (-63%) and very few 18-24 year olds (-20.9%).

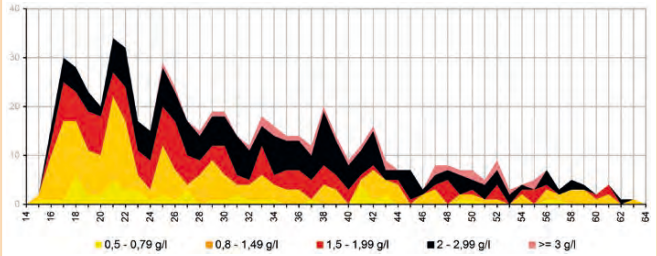
The number of passengers killed on a moped in 2012 is low: 14 persons compared to 30 at the beginning of the 2000s.

1 Source: registre du Rhône.
2 Two-wheeled motorized vehicles registered as at 1 January 2012 – figures and statistics – No. 400 - March 2013 – General Commission for Sustainable Development.

Number of moped riders involved in injury accidents and alcohol positive, according to time and day



Alcohol levels among moped riders involved in injury accidents according to age



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Road network: in or outside built-up areas

The more urban use of mopeds implies that the distribution of fatalities inside and outside built-up areas is 50/50. The reduction in fatalities in 2012 is more significant in built-up areas with a 25.4% decrease compared to 2011.

Day and night

The night-time share of fatalities is, among all the categories of vehicles, the only one higher than the day's one. Almost three moped riders in five (59.3% in 2012) died following an accident at night. The least favourable period of the day is between 17.00 and 23.00 hours with a peak around 19.00, which is highly correlated with the intoxication of moped riders.

Factors in fatal accidents and scenario types

The "alcohol" factor frequently plays a role in accidents involving moped riders. The share of moped riders with alcohol levels above the legal limit among moped riders at the known rate is the highest of all categories of drivers: it is 9% for injury accidents and 36% for fatal accidents. In 91% of cases of fatal accidents where it was possible to show that alcohol played a part, this is higher than the criminal limit (0.8 g/l) and it is above 2 g/l in one case out of two. Of the drivers tested positive for alcohol, 45% are between 25 and 44 years old and 27% are between 18 and 24 years old. Of moped riders killed, 30.7% are killed without third parties involved.

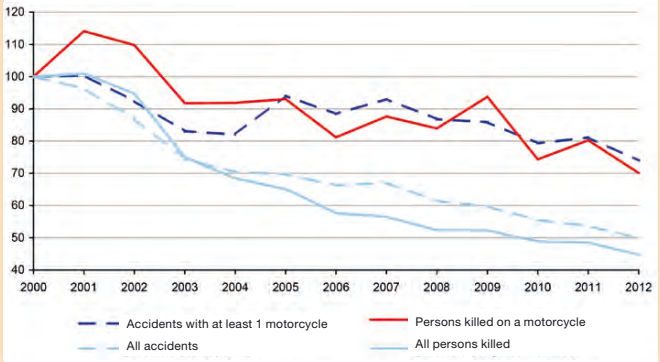
Not wearing a helmet remains a severity factor. In 2012, 25 moped riders were killed four of which were passengers not wearing a helmet (14% of fatalities among moped riders). A total of 6% of passengers and 2.5% of mopeds riders involved in accidents were not wearing a helmet, an improvement compared to 2000 (10.8 and 3.8% respectively).

Among the scenarios of accidents involving a moped rider, the most common is the following: a moped rider on a tuned to higher speed machine (one in ten[1]) who commutes to work in town and approaches an intersection.

1 FFSA – Studies on the delimiting of mopeds 2007.

Two-wheeled motorized vehicles: motorcyclists

Fatality trends for motorcyclists compared to all accidents (base 100 - year 2000)



Persons killed on motorcycles according to the vehicle type machine

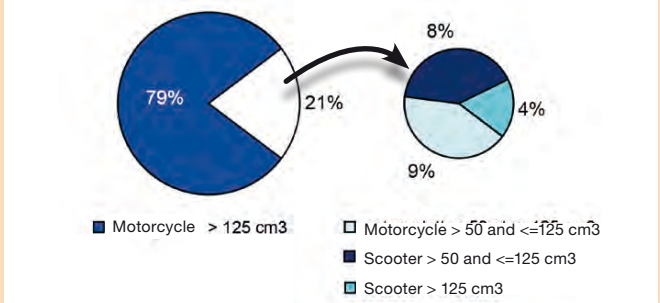


Photo F. CEPAS / Sécurité Routière.

In 2012, 14,366 accidents or 23.8% of all injury accidents involved a motorcyclist. There were 704 people killed 664 of which were motorcyclists or 19.3% and 18.2% of road fatalities respectively. This involved the driver in 93% of cases. Motorcycling fatalities were reduced by 12.6% in 2012 compared to 2011 and represent 30% of the decrease in general fatalities (96 lives saved). Compared to 2010, the number of motorcyclists killed was reduced by 5.7%. Between 2000 and 2010, it decreased by half the average (25.7% compared to 51%). Motorcycling accidents may vary significantly from one year to the next, particularly with those over 125 cc as these are sensitive to meteorological variations.

For every 10 motorcyclists killed, 83 are hospitalized for over 24 hours 12 of which will suffer serious after-effects[1].

Motorcycle type

In 2012, 83% of the motorcyclists killed were riding a motorcycle over 125 cm3. The decrease in fatalities in 2012 relates essentially to this category (100 lives saved or a decrease of 15.4%). Moreover, the fatalities among the drivers of over 50 cc scooters are up (20 additional deaths or an increase of 25%).

For every 10 riders of motorcycles under 125 cc who are killed, 128 are hospitalized for over 24 hours. These included 74 riders on machines over 125 cc. For every 10 motorcyclists killed, 15 will suffer serious after-effects.

Estimate of risk to motorcyclists[2]

There are an estimated 2.7 million motorcycles in circulation: a million machines under 125 cc and 1.7 million over 125 cc.

The annual mileage is 3,141 km:

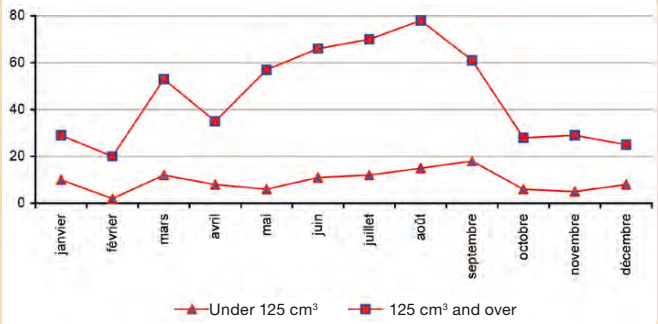
- 2,289 km for machines under 125 cm^3, 52% on urban journeys (30% of deaths take place on the way to home/work);

- 3,672 km for machines over 125 cm^3, two thirds outside built-up areas (68% of deaths take place on a leisure journey).

In 2012, the number of kilometres covered by motorcyclists was estimated at 8.4 billion or 1.5% of all annual kilometres covered in France. The risk of being killed per billion km for a motorcycle rider is 74% (94% for those over 125 cc and 49% for those under 125 cc). It is therefore 23 times higher than for a car driver. A motorcyclist is subject to a risk equivalent to that of a car driver being involved in a fatal accident involving a pedestrian or a pedal cyclist.

1 Source: registre du Rhône.
2 Motorized two-wheelers: for each age, its use and dangers - Le point sur – No. 400 - March 2013 - General Commission for Sustainable Development.

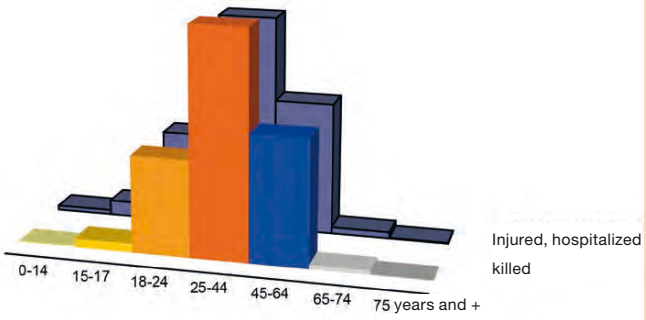
Number of motorcyclists killed according to the month



Month

Traffic and therefore accidents involving motorcyclists depend greatly on weather conditions. Motorcycling fatalities during the year generally culminate in July. In 2012, this maximum point is noticed in August for machines over 125 cc. This effect is less clear for machines under 125 cc.
The decrease in motorcycling fatalities compared to 2011 is concentrated on April and May with 55 fewer motorcyclists killed and in September and October with 54 fewer people killed.

Distribution of motorcyclists killed and injured and hospitalized per age group: 664 deaths per 5,512 hospitalizations



	0-14	15-17	18-24	25-44	45-64	65-74	75 years and +
Killed	2	13	138	323	181	6	1
%	0.3%	2.0%	20.8%	48.6%	27.3%	0.9%	0.2%
Hosp.	53	176	1,090	2,544	1,565	75	9
%	1.0%	3.2%	19.8%	46.2%	28.4%	1.4%	0.2%

Age

One motorcyclist out of two killed or hospitalized for over 24 hours is between 25 and 44 years old (48.6% and 46.2% respectively in 2012). This is the age group, which has seen the greatest decrease in fatalities (18% and 71 lives saved) followed by the age group of the 18-24 year olds (16.4% and 27 lives saved).
Fatalities among 45-64 year olds, after an increase of 68.9% between 2000 and 2010 revealed 181 persons killed in 2012, an increase of 4% since 2010.

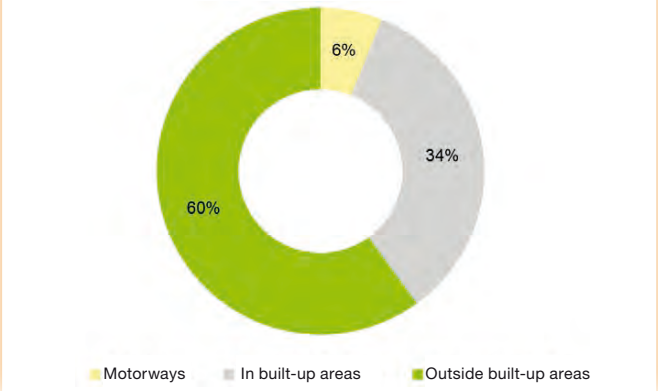
Novice drivers: holding a licence for under two years

Of the motorcyclists killed in 2012, 20 were novice drivers. There were 118,000 driving licences issued in 2012, a figure, which is progressing regularly each year. The increased risk of being killed by a novice motorcyclist holding a driving licence A is four times higher than being killed by a more “experienced” driver of this category.

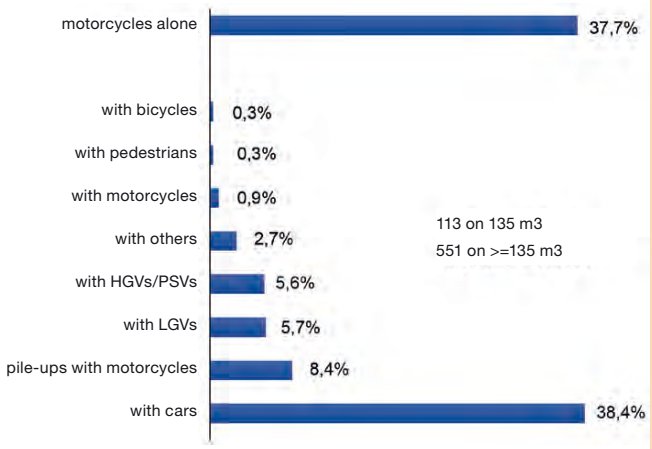
Road network and type of journey

Motorcyclists die more in built-up areas than motorists (33.5% and 13.4% respectively), which is greatly due to mopeds under 125 cc: 52% were killed in an urban setting (compared to 29.7% for machines over 125 cc).
Between 2000 and 2010, the decrease in fatalities was clearer in built-up areas (34.4%) than outside built-up areas (21.1%) whereas on the motorway, fatalities are relatively constant: since 2004, an average of 42 motorcyclists were killed each year.
More than one motorcyclist in driving a machine over 125 cc is killed during a leisure journey (55.7% in 2012 compared to 51.3% for those under 125 cc). The journeys home/work are more frequent in the case of machines under 125 cc (26.5%) than for those over 125 cc (18.1%).

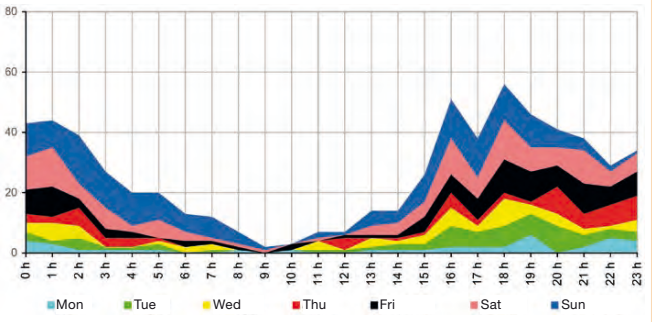
Distribution of motorcyclists killed according to the road network



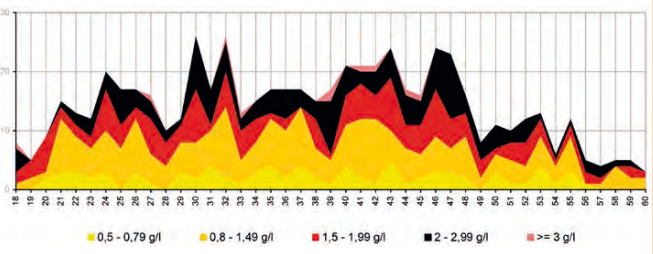
Persons killed on a motorcycle according to the type of collision: 664 deaths



Number of motorcyclists involved in injury accidents and alcohol positive according to time and day



Alcohol levels among drivers involved in injury accidents according to age



Traffic crashes

In accidents involving one motorcycle, 40 people in addition to the motorcyclist died in 2012 including 25 pedestrians.

A third of the motorcyclists were killed without somebody else being identified (37.7% in 2012) and a third were killed following a collision with a car (38.4% in 2012). More than a third or 248 were killed on a bend in 2012. One motorcyclist in four was killed after the motorcycle had hit a rigid obstacle at the roadside (trees, posts, etc.). An average of 55 were killed between 2006 and 2012 (59 in 2012) each year after the motorcycle had hit a crash barrier and 45 of which hit a metallic barrier (46 in 2012). There were 21 motorcyclists killed in 2012 riding in between two lanes or overtaking on the right (12 on average between 2000 and 2010). For every 10 motorcyclists killed in this type of accident, 200 are hospitalized.

Day and night

Motorcyclists ride less at night than other motorists. Nevertheless, 30.6% of their fatalities take place at night. The period of the day when most fatalities occur is concentrated around the end of the afternoon combined with the motorcyclists' intoxication.

Factors in fatal accidents and scenario types

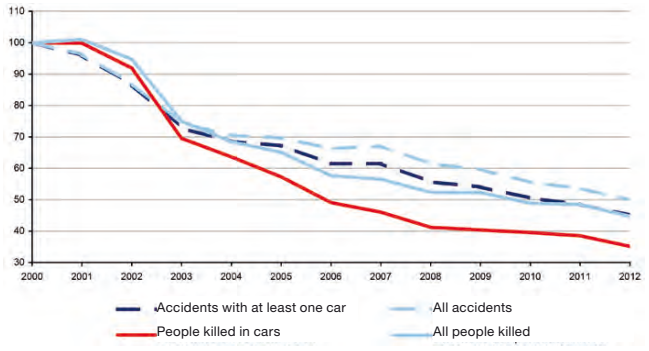
The share of motorcyclists with alcohol levels above the legal limit in injury accidents and fatal accidents was 20% in 2012, similar to that of motorists. Intoxicated motorcyclists involved are between 20 and 50 years of age. In over 88% of cases of fatal accidents involving alcohol, the level of alcohol measured in motorcyclists was above the criminal limit (0.8 g/l). Of motorcyclists involved in a fatal accident, 113 had alcohol levels above the legal level 68 of which had an alcohol level above 1.5 g/l. There were 20 motorcyclists who died whilst not wearing helmets, including three passengers.

Analysis of the reports shows that in case of injury accidents[1], the other users involved were to blame for the conflict in 70% of them. This ratio is reversed in the case of fatal accidents[2]. This coincides with the presumed responsibility of the BAAC database (page 58). Certain motorcyclists are sometimes over confident in their ability or analysis of the situation and fail to anticipate this sufficiently: they over estimate other drivers' ability to see them. It is the difference in speed between the vehicles that is often a problem with accidents and not only the sometimes excessive speeds of two-wheeled motorized vehicles.

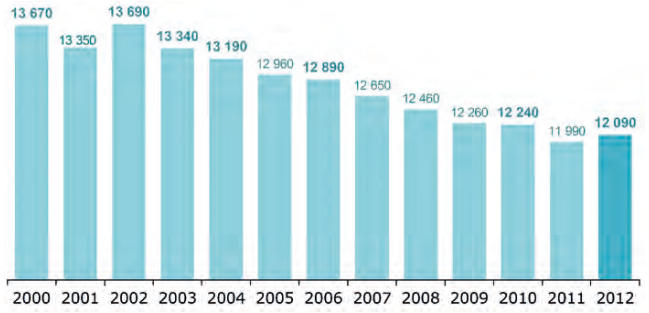
1 Les comportements et leurs déterminants dans l'accidentalité des deux-roues motorisés - IFSTARR - Pierre Van Eslslande and Co - September 2011.
2 MAIDS: In-depth investigations of accidents involving powered two wheelers ACEM (European Association of Motorcycle Manufacturers) - April 2009.

Car drivers

Comparison of the development of accidents between cars and all categories of users (base 100 - year 2000)

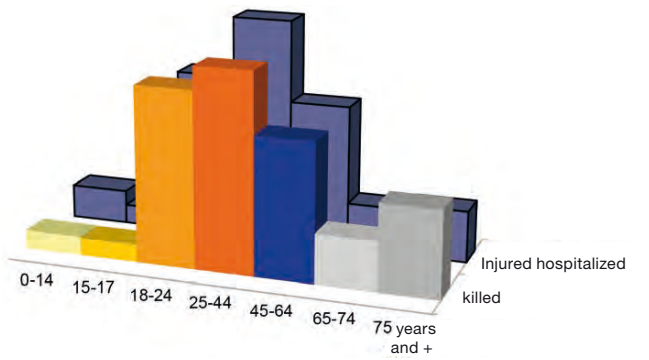


Annual average mileage covered by a vehicle of one household



Source: TNS Sofres Enquête Parc auto – year 2013

Distribution of car drivers killed and injured and hospitalized by age group: 1,882 deaths for 11,266 hospitalizations



	0-14	15-17	18-24	25-44	45-64	65-74	75 years and +
Killed	51	49	483	546	379	137	237
%	2.7%	2.6%	25.7%	29.0%	20.1%	7.3%	12.6%
BH	562	315	2,715	3,695	2,369	766	843
%	5.0%	2.8%	24.1%	32.8%	21.0%	6.8%	7.5%

In 2012, 47,341 or 78.3% of all the injury accidents involved cars. There were 2,736 persons killed 1,882 of which were motorists or 74.9% and 51.5% of road fatalities respectively. Fatalities involving motorists were reduced by 8.7% in 2012 compared to 2011. This decrease represents 58% of the general reduction in fatalities or 180 lives saved.

Between 2000 and 2010, the decrease in fatalities following an accident involving a car was 61% (64.8% for the users of these vehicles). It has been 9.1% since 2010 (11.1% for the users of these vehicles). For every 10 car drivers killed, 61 are hospitalized for over 24 hours of whom eight will suffer severe after-effects[1].

Estimate of the risk from vehicles

Vehicle numbers are up 13% since 2000. This figure has slowed down considerably since 2005 with an annual progression below 1%, 0.6% in 2012. Cars represent 83% of motorized vehicles. Between 2000 and 2010, the total distance covered by these vehicles has only progressed 0.4%, then at a level of +0.4% between 2010 and 2012.

The average annual mileage[2] for a car of a household in 2012 was 12,090 km. It was up 0.8% compared to 2011 but has been reduced by 12.8% since 2000. In 2012, the number of cars in circulation is estimated at 425.7 billion kilometres covered or 75.3% of all distance covered by motorized vehicles. The risk of being killed in an accident involving a car per billion km is 6.5%. The risk of being killed for a user motorist is 4.4% and that of a driver is 3.2%.

Age

More than one in four motorists killed are 18-to-24 years old or 483 killed in 2012 (90 killed for every million young people). This age group has nevertheless seen a decrease (60.1%) in fatalities between 2000 and 2010 compared overall just like 2010 (9.6%). Half the decrease in fatalities registered in 2012 relates to 25-44 year olds: their fatalities are down 15% compared to 2011.

Of the motorists killed, 72% were drivers. Among these 1,352 drivers, 25% were between 18 and 24 years old. Between 2000 and 2010, fatalities among passengers decreased further than those of drivers (65% and 58.5% respectively). Between 2010 and 2012, the decrease became greater for drivers (13.2% and 5.2% respectively).

1 Source: Registre du Rhône.
2 Survey: SOFRES 2012 – vehicle numbers.

Photo F. CEPAS / Sécurité Routière.

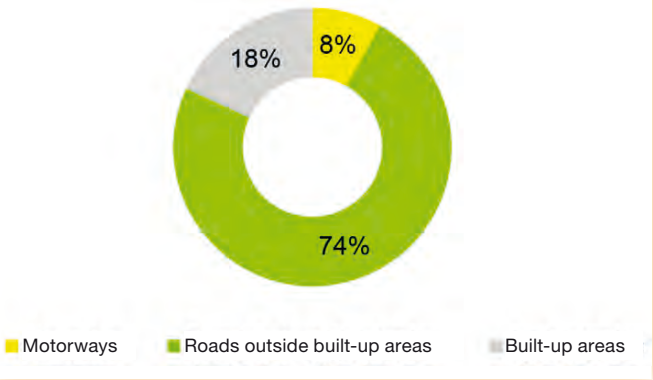
Novice drivers: having held a driving licence for less than two years

In fatal accidents involving one car, 18.6% of the drivers killed were novice. 76% of them were between 18 and 24 years old. With the share in traffic of novice drivers being estimated at 5%, the increased risk of being killed in an accident involving a novice driver is four times higher than that of being killed in an accident involving a more "experienced" driver.

Road network: in and outside built-up areas and on motorways

In 2012, 74% of the motorists were killed outside a built-up area. In 2012, 60% of the general decrease in fatalities took place on roads outside built-up areas (decrease of 10.1%). While between 2000 and 2010, the decrease in fatalities was greater in the built-up areas than outside (69.4% and 58.4% respectively), between 2010 and 2012, the importance of the decrease was reversed in favour of roads outside built-up areas (3.5% and 11.5% respectively). With 132 persons killed, motorways in 2012 have seen a significant decrease in motorist fatalities of 18% after two consecutive years of increase. The decrease between 2010 and 2012 was therefore 5.5%.

Distribution of people killed in a car according to the road network

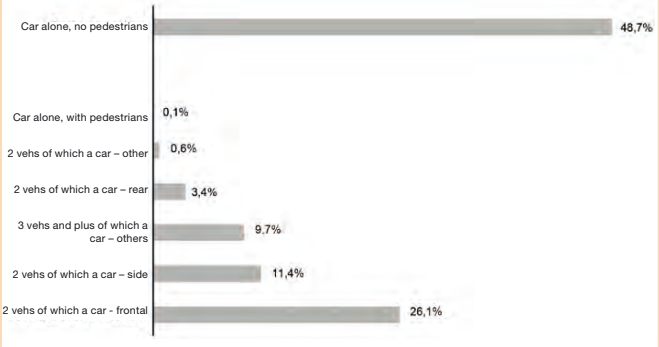


Type of collision and obstacles hit

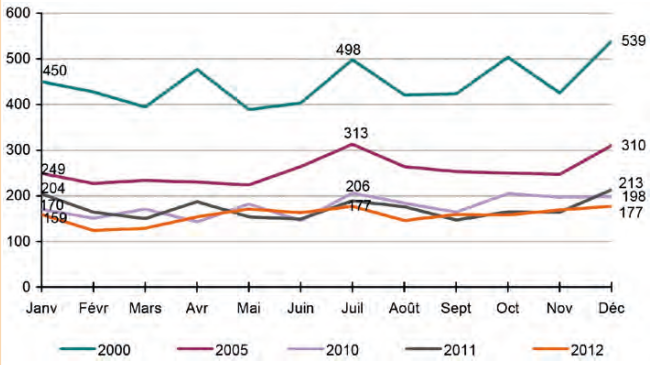
One motorist in two dies in an accident without somebody else (or 916 persons in 2012, a decrease of 6.8% compared to 2011). More than one motorist in three (764 killed in 2012) is killed on a bend. There were 817 motorists killed in 2012 after their vehicles had hit a fixed object apart from a crash barrier during the accident (331 of which hit a tree), which represents 43% of fatalities for this category.

One motorist in four dies in a frontal collision (or 492 persons in 2012, a decrease of 8.7% compared to 2011). The most striking progress involves side collisions. They were down 67.9% between 2000 and 2010 and 20% since 2010. The decrease in this type of collision, which takes place essentially at junctions is the result of a significant reduction in speed when approaching junctions.

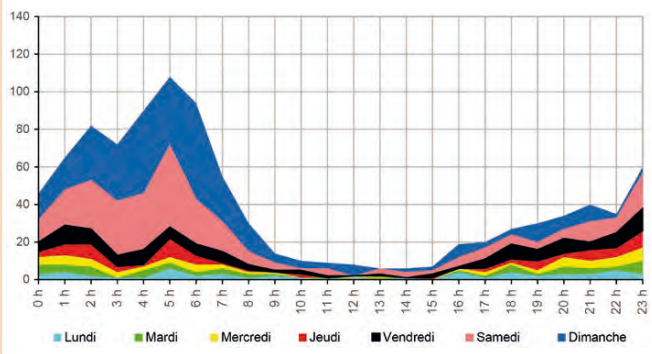
Distribution of people killed in a car according to the type of collision: 1,882 deaths



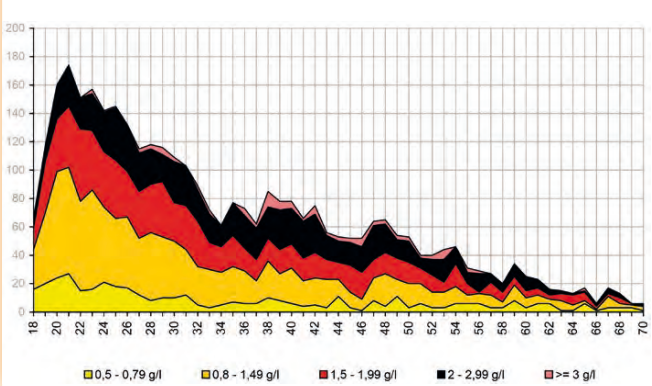
Monthly variation in the number of users killed in cars



Number of car users positive to alcohol among injuries accidents, according to hour and day



Alcohol levels among car drivers in accidents according to age



Day and night

There is parity between fatalities during the day and night whereas there is significantly less traffic at night than in the day. There were 911 motorists killed in 2012 of whom 123 between midnight and 04.00. Taking into account the extremely reduced traffic at these times, hardly 5%, the risk of being killed is multiplied by three compared to other hours of the day.

Month and days

Before 2005, the proportion of persons killed in cars was greater than in the second half of the year with a peak generally registered in July and December. Fatalities are quite different over these five last years. A rebalance of the number of persons killed took place over the year; the monthly variations from one year to the other over 10% are essentially from calendar and meteorological effects.

The daily distribution has been very stable since 2000. More than two out of three motorists killed die on Saturday or Sunday when alcohol is often a factor. In 2012, the decrease in fatalities is mainly noticed on Wednesday (28.4%) and Monday (15.1%).

Factors in fatal accidents and scenario types

In 2012, in 21.3% of fatal accidents, at least one car driver was shown to be over the legal alcohol limit. This ratio was 18% between 2000 and 2007. In more than 89% of fatal accidents where alcohol is involved, the level exceeds the criminal limit. This includes all ages and more so those between 18 and 30 years but more importantly, up to 50 year olds.

In these age groups, one in five motorists died whilst not wearing a seat belt or 354 persons in 2012 (it was reduced by 15.9% compared to 2011 or 67 fewer persons killed). Among the occupants wearing belts and who were victims of injury accidents, only 2.1% were killed while this share was 17.3% among those who were not wearing a seat belt or were not wearing it properly.

A scenario type is a loss of control occurring on an easy-looking two-way road on the way out of a sharp bend approached without slowing down sufficiently and ending against a tree.

Accidents involving heavy or light goods vehicles

Comparison of the development of heavy goods vehicles compared to all accidents (base 100 - year 2000)

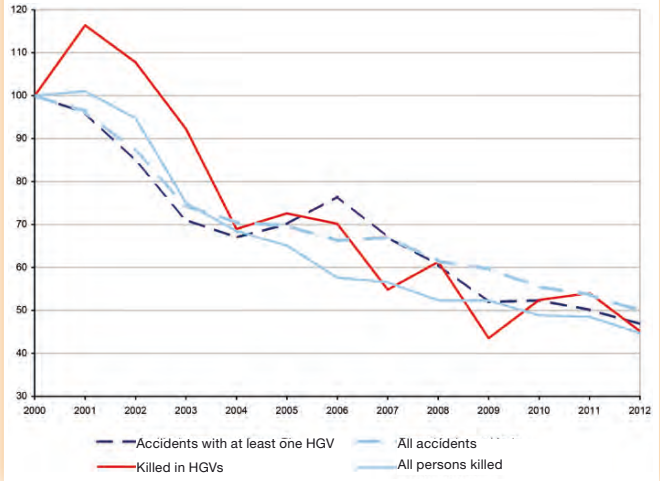
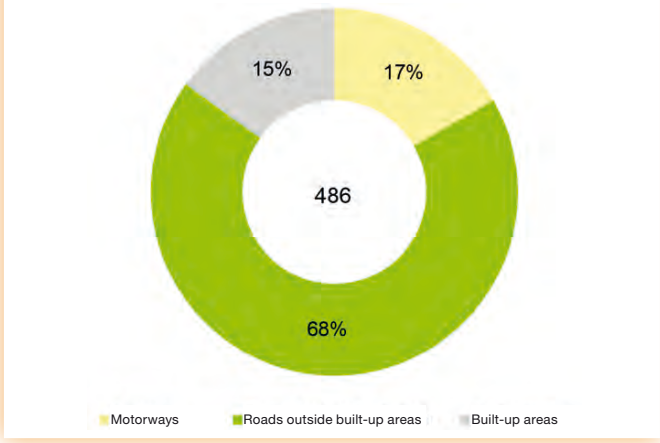


Photo F. CEPAS / Sécurité Routière.

Persons killed in accidents involving heavy goods vehicles according to the road network



In 2012, there were 2,946 accidents involving heavy goods vehicles or 4.9% of all accidents involving physical injury. There were 486 persons killed of whom only 56 users of these vehicles or 13.3% and 1.5% of road fatalities respectively. In a fatal accident involving a heavy goods vehicle, for each user of a heavy goods vehicle killed, eight other persons were killed. For every 10 persons killed in an accident involving a heavy goods vehicle, 30 persons were hospitalized for over 24 hours.

Fatalities of persons involved in accidents with heavy goods vehicles were reduced by 15.9% in 2012 compared to 2011, wich represents 92 lives saved. Between 2000 and 2010, the reduction of fatalities involving heavy goods vehicles was 47.8%. This has been 12.7% since 2010.

Estimate of the risk with heavy goods vehicles

Numbers of heavy goods vehicles, after having re-established in 2010 the 2000's levels (550,000 units), are slightly up (1% in 2011 and 0.3% in 2012). If this increases, which it is recurring, journeys are getting shorter according to the slowing down of economic activity.

The journeys by heavy goods vehicles have covered 33.5 billion km in 2007, which then decreased. In 2012, they were estimated at 27.3 billion km covered (or 4.8% of all traffic), a decrease of 6.4% compared to 2011. The risk of being killed in an accident involving heavy goods vehicles per billion km is 14.8%. It is more than five times higher than being killed in an accident with a car.

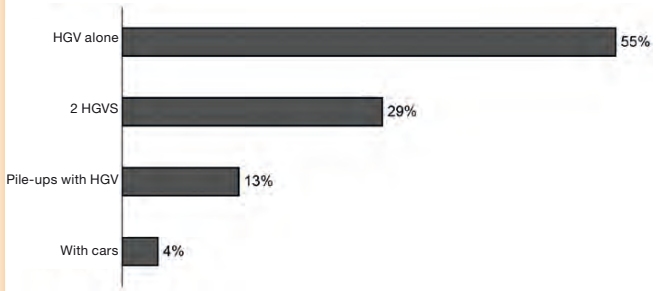
Road network: built-up areas, outside built-up areas and on motorways

Fatal accidents involving heavy goods vehicles essentially take place on the network supporting transit traffic. In 2012, 67.9% of persons killed in these accidents died on a road outside a built-up area and 16.7% on a motorway. The reduction in these fatalities between 2011 and 2012 comes exclusively from the reduction on the motorway of 42% or 27 lives saved, which confirms that registered between 2000 and 2010 of 66%.

Users hit by a heavy goods vehicle

Heavy goods vehicles are often involved in pile-ups (12.5% in 2012). In a fatal accident involving heavy goods vehicles, almost one in two persons killed are motorists (205 persons in 2012) and one in five is a vulnerable user, pedestrian or two-wheeler (105 persons in 2012). Persons killed during accidents involving heavy goods vehicles die more often during the day (70.2%) than for all deaths on the road (57.1%).

Persons killed in heavy goods vehicles according to the type of collision: 56 deaths



Persons killed in heavy goods vehicles according to light

Factors in fatal accidents[1] and scenario types

In fatal accidents, the percentage of heavy goods vehicle drivers positively tested for alcohol is greatly reduced (1.5% on average from 2000 to 2010). Moreover, heavy goods vehicle drivers are presumed liable in half as many fatal accidents as other drivers.

Among the accidents with only heavy goods vehicles to blame, the main factors are excessive or inappropriate speed, the discomfort and lack of vigilance, often associated to other factors: slippery carriageway and vehicle breakdown. Heavy goods vehicles most often complete their journey turning upside down.

Compared to other drivers, heavy goods vehicle drivers are not often responsible (only in 28% of fatal accidents compared to 57% for all drivers). Alcohol is a very rare factor. Heavy goods vehicles are rarely the accidents cause but contribute to their aggravation. These are mostly frontal collisions. As regards a collision with another vulnerable user, the blind spot and the driving position of the heavy goods vehicle driver explain in most cases the inability to see vulnerable users.

Heavy goods vehicles users' victims

Users of heavy goods vehicles killed in road accidents represent 1.5% of road fatalities (56 persons in 2012). Only three people died in an urban environment in 2012 compared to 15 (27%) on a motorway and 38 (68%) on a road outside built-up areas.

Of these persons, 44.5% die at night half of which between 02.00 and 05.00. More than half die in an accident without third parties (55%). Most of the other deaths occur during a collision with another heavy goods vehicle (42%). Of heavy goods vehicle drivers killed, 24.5% have held their licences for less than two years.

1 BEATT – Study of fatal accidents involving heavy goods vehicles in 2004 - April 2007.

Users of light goods vehicles (LGVs)

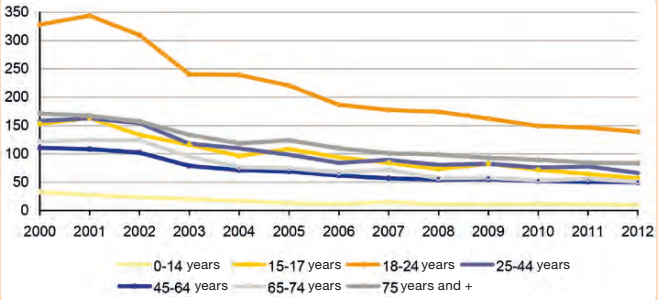
Light goods vehicles are most often intended for carrying goods like heavy goods vehicles but the total gross weight of which does not exceed 3.5 tonnes. This type of vehicle is steadily becoming more common. The number of kilometres covered by light goods vehicles was 94.8 billion in 2012 or 16.7% of all kilometres covered on french territory.

In 2012, 4% of persons killed were travelling in a light goods vehicle (145 killed or an increase of 8.2%).

In a fatal accident involving an LGV, for every LGV user killed, an average of two other users are killed: 342 in 2012 or 76 fewer than in 2011 (418). The risk of being killed in an accident involving a light goods vehicle per billion km is 3.6%.

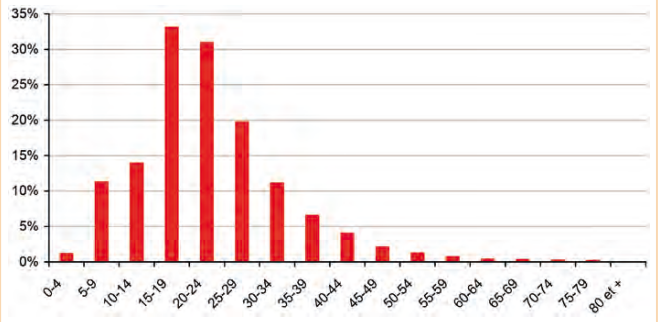
Young adults (18-24 year olds)

Fatalities per age group per million inhabitants in the same age group



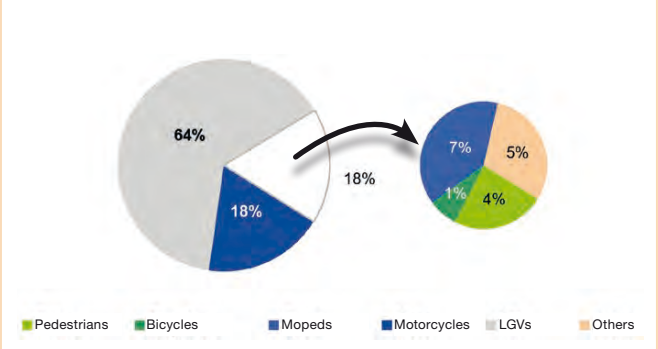
	0-14	15-17	18-24	25-44	45-64	65-74	75 years and +
2011	11	64.4	146.6	77.6	50.8	50.7	84.2
2012	9.8	56.9	138.9	66.3	49.5	56	83.5

Share of road fatalities among all deaths per age group – 2011 data



Sources: ONISR - INSEE

Distribution of persons killed aged 18-24 years according to the categories of users: 753 deaths



In 2012, 753 young adults aged 18-24 years were killed on the road. This was – 7.4% fewer than in 2011 (60 lives saved).

Between 2000 and 2010, fatalities in young adults were reduced by 52%. In the same period, this population has increased by 4.2%. Between 2010 and 2012, the reduction was 9.4%.

Despite this encouraging result, this age group has one more relatively high risk: 20.6% of fatalities in 2012 for 8.8 % of the population or a constant factor since 2000 of 2.3. Road deaths are the main cause of fatalities among young adults with slightly more than one death in three on average.

For every 10 young adults killed, 72 injured persons are hospitalized and 18 will suffer serious after-effects[1].

Estimate of the risk incurred

Young drivers are generally considered more at risk of having accidents due to their inexperience in driving and a greater tendency to take risks. About four million 18-24 year olds are car drivers. They drive an average of 11,630 km per year or slightly less than the average of all drivers (12,120 km/year)[2]. In relation to the number of kilometres travelled (estimated at 6.7% of all the distance covered by all car drivers), the risk of being killed for a novice driver can be estimated at four times higher than that of all drivers together.

Modes of transport

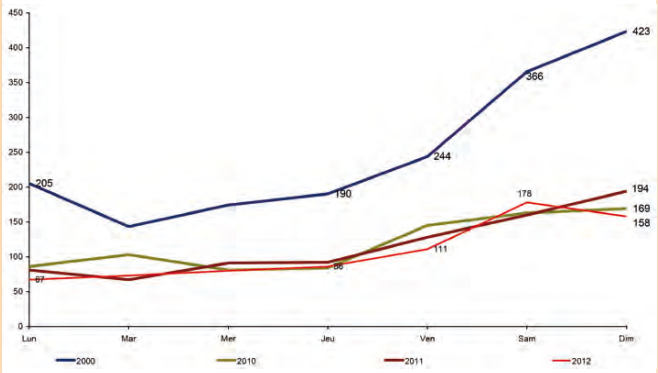
The distribution of fatalities among 18-24 year olds shows the specifics in the modes of transport currently used. In 2012, of the 18-24 years old killed, 64.1% were motorists and 26.7% of them were women (compared to 51.3% and 31.3% women of all ages combined) and for 18.3% of motorcyclists or a comparable share of overall fatalities. Of young motorcyclists killed, 10.1% are women.

Road network in and outside built-up areas and on motorways

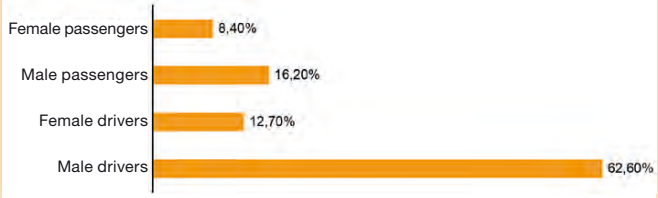
In 2012, 68.4% of fatalities of 18-24 year olds take place on roads outside built-up areas as for all users. Fatalities are decreasing at the same rate on all road networks since 2000.

1 Source: Registre du Rhône.
2 Survey of vehicles in 2012 - km covered for below 25 years.

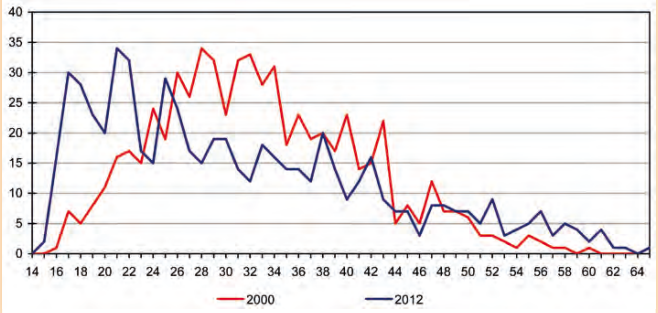
Persons 18-24 years of age killed according to the day



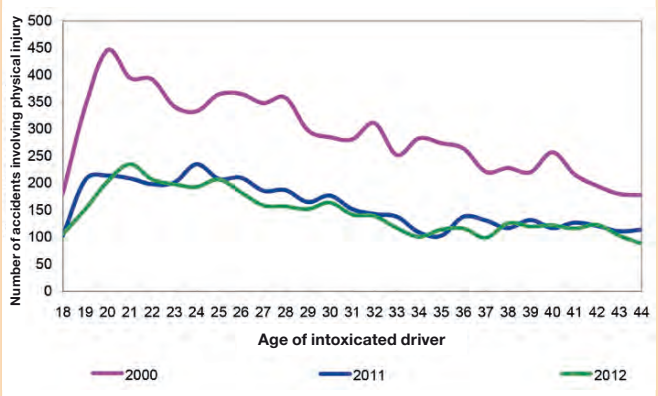
The position of persons killed aged 18-24 year olds in vehicles



Number of moped riders involved in injury accidents and tested positive for alcohol, according to age



Number of alcohol positive drivers involved in injury accidents according to age



Days and hours

According to the days, the distribution of the fatalities among the 18-24 year olds is marked by a clear upward trend during weekends and more specifically on Sundays. Persons aged 18-24 years die 1.9 times as often on a Sunday as on the average of the working days (Monday to Friday); this ratio is only 1.3 for overall fatalities.

In 2012, the number of young adults killed is on the increase on Saturdays (18 more killed) but is decreasing notably on Sundays (36 fewer killed). Road fatalities among 18-24 year olds occur 58.4% during the night compared to 38.8% for other age groups.

Position in vehicle

Fatalities among young adults are dominated by essentially male fatalities in a ratio of 80/20 more or less constant and more marked than the other age groups (ratio 70/30). There was an increase in female fatalities in 2012 (18.2% or 19 more female drivers and six passengers killed in 2012) and a decrease in male fatalities (12.6% or 85 fewer men killed). One in three passengers killed is female.

Between 2000 and 2010, passenger fatalities were reduced by 63.9% and those of drivers by 49.5% without any big difference between men and women. Between 2010 and 2012, male fatalities were reduced by 12.1% while those of women are the same. Fatalities in female passengers are up 17.3% and reduced by 8.6% for male passengers.

Factors in fatal accidents

The level of presumed responsibility of 18-24 years old involved in fatal accidents is higher than that of all age groups (68% compared to 57% in 2012). This is largely explained by the presence of alcohol. Among the drivers involved in a fatal accident, 23.8% were found to be above the legal alcohol limit in 2012.

Between 2000 and 2012, the number of intoxicated young persons involved in fatal accidents has sharply decreased with the peak between 19 and 21 years becoming blurred. It has on the other hand re-emerged among moped riders but to less effect.

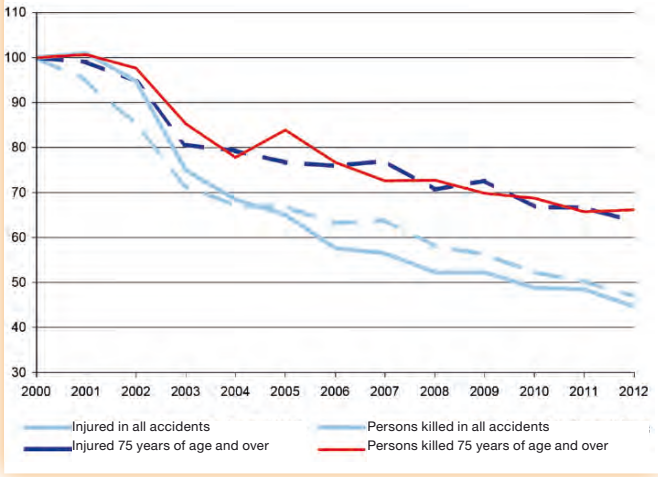
Apart from alcohol, the other common factors are drugs, carrying too many passengers, speed and not wearing seat belts.

Young adults present an increased risk linked to inexperience of driving associated with a tendency to take risks, particular as regards young men[1].

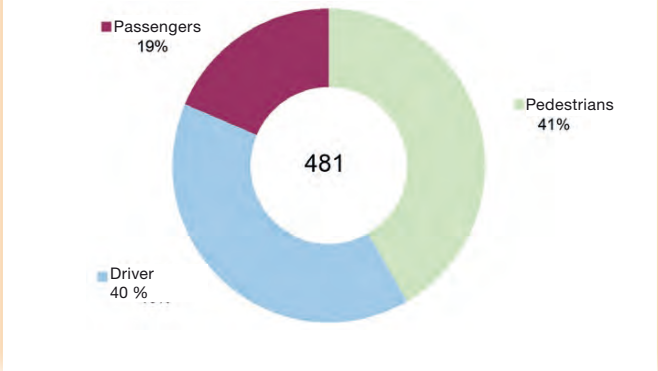
1 IFSTTAR studies.

Senior citizens 75 years old and over

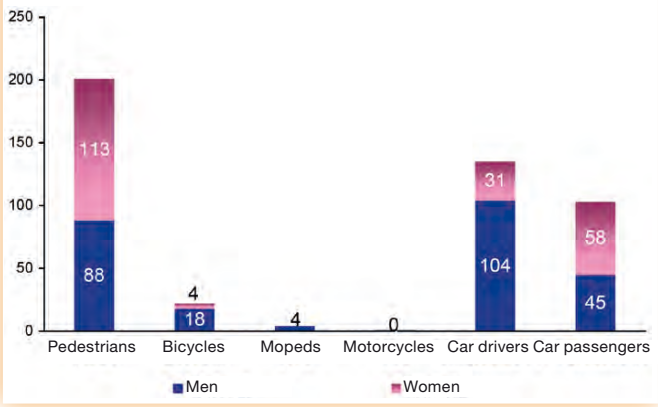
Development of victims 75 years of age and above in accidents (base 100 - year 2000)



Persons killed 75 years of age and over according to category



Persons killed 75 years of age and over according to gender and mean of transport



In 2012, 5,895 seniors 75 year olds and above were involved in accidents involving physical injury or 4.4% of all those involved. There were 481 senior citizens 75 year olds or over killed or 13.2% of road fatalities. Three people were killed or 0.6% in 2012.

Between 2000 and 2010, fatalities among this group were only reduced by 31%, followed by 3.8% between 2010 and 2012. Indication should be given as to the demographic development of this age group (+36% between 2000 and 2012). This nevertheless leads to a slight increase of the relevant risk: they represented 8.9% of fatalities in 2000 for 7.2% of the population or a factor of 1.2. This factor increased in 2010 to 1.4 reaching 1.5 in 2012.

For every ten senior citizens 75 year olds and over who are killed, 38 injured persons will be hospitalized of whom five will suffer from serious after-effects[1].

A very specific age group

Senior citizens 75 years old distinguish themselves from younger senior citizens.

- Road fatalities among this group in relation to the total population of the age group is 84 persons killed per million inhabitants while this is 51 for the 65-74 age group (58 for the entire population). Senior citizens 75 year olds and over are therefore the class proportionally more affected after 18-24 year olds.
- Of the persons killed aged 75 and over, 41% are pedestrians while this is 22% among 65-74 year olds (13% for the entire population).
- Finally, the proportion of drivers allegedly responsible is increasing with age over 65 years: car drivers allegedly responsible account for 73% of drivers 75 years of age and over involved in fatal accidents and 64% of those involved in accidents occasioning physical injury compared to 56% and 49% respectively for the 65-74 years age group (and 62% and 47% respectively for all car drivers).

Modes of transport

Their fatalities' distribution reflects the modes of transport specific to this age group. These senior citizens represent 41.8% of pedestrians who died in 2012 or 201 persons of whom 113 were women, while women only account for 33.6% of pedestrian fatalities from other age groups. Pedestrian fatalities among senior citizens 75 year olds and over are progressing from 11% since 2010 after having decreased only by 20% between 2000 and 2010.

There were 237 senior citizens 75 year olds and over killed in cars or 0.4% more than in 2011. Between 2000 and 2010, fatalities were down 40% and reduction between 2010 and 2012 returned to 7.8%.

1 Source: Registre du Rhône.

Photo F. CEPAS / Sécurité Routière.

Persons killed in an accident involving a driver 75 of age and +

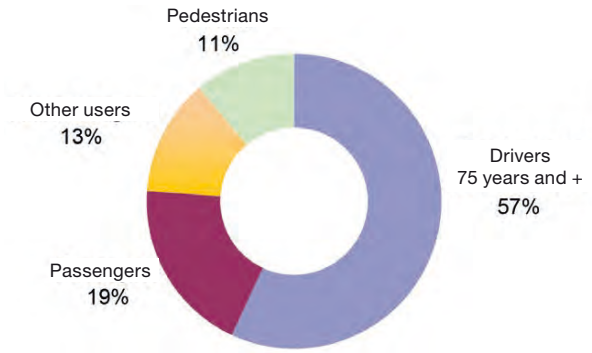


Photo F. CEPAS / Sécurité Routière.

Estimate of the risk incurred

Often being driven, senior citizens 75 years and over are included more and more in passenger fatalities proceeding from 9.8% in 2000 to 15.9% in 2012 with 84 persons killed. The share of drivers killed in this age group in overall fatalities of drivers is up 7.7% in 2000 to 12.8% in 2008 rising to 11% in 2012. With 153 drivers killed, 2012 saw a decrease of 8.4% compared to 2011.

In relation to kilometres covered, the risk of being killed for a senior driver is twice as high as that of being killed for all car drivers particularly due to their greater fragility.

Road network: in and outside built-up areas and on motorways

Road fatalities involving senior citizens 75 years old and over took place outside built-up areas in 57% of cases. Most urban fatalities affect pedestrians. Fatalities on the motorway are very low; these senior citizens rarely use this network.

Day and night

Road fatalities involving senior citizens 75 years old and over occur mainly in daytime (82% in 2012) as these persons avoid moving at night either by foot or car[1].

Factors in fatal accidents and scenario types

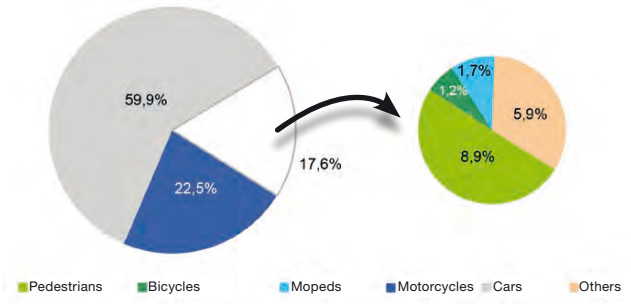
In 2012, 337 persons were killed in accidents involving drivers 75 years of age or over. These senior citizen drivers are not the only victims of these accidents: 43% of these are other drivers, passengers or pedestrians. Alcohol plays a very small role with these drivers: 0.9% of those involved are shown to have alcohol levels above the legal limit. In fatal accidents, 73.4% of senior citizens 75 years of age are allegedly responsible.

A fatal accident may involve a senior driver waiting at a junction (generally at a stop sign) on a secondary road outside a built-up area[2] and entering the main road failing to appreciate efficiently the speed of approaching vehicles. Senior pedestrians are often knocked over on a footpath after crossing the road[3].

1 The follow-up of elderly drivers - INRETS - December 2003.
2 The ageing population and road safety - INRETS - November 2004.
3 Elderly persons crossing the road: risk factors and recuperation methods - INRETS - February 2005.

Novice drivers

Distribution of persons killed in accidents with a novice driver according to the users: 868 deaths



Here, novice drivers are those who have held their licences for under two years[1].

In 2012, 15,101 accidents or 25% of all injury accidents involved a novice driver. There were 868 persons killed 406 of which were novice drivers or 23.8% and 11.1% of road fatalities respectively. The decrease in fatalities following these accidents between 2011 and 2012 accounts for 33% of the decrease in general fatalities or 102 lives saved.

The development of the decrease in fatalities among novice drivers (8.1% between 2011 and 2012) follows the decrease of all fatalities. Between 2000 and 2010, this decrease was 51.7%, equal to that of all drivers. It has been 10.8% since 2010 (8.5% for all drivers). For every 10 men killed in an accident involving a novice driver, 78 injured persons are hospitalized for over 24 hours.

Estimation of the risk incurred

Novice drivers are generally considered more at risk of having accidents more often due to their lack of driving experience and their youth. There are about two million car drivers who have had their licences for less than two years but travel an average of 11,000 km per year[2]. The risk of a novice motorcyclist being killed in relation to the number of kilometres covered can be estimated four times higher than that of an “experienced” driver.

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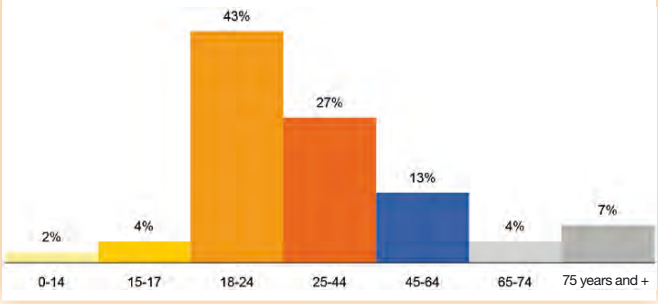
Novice drivers killed

Among novice car drivers killed, 76% are between 18 and 24 years old. For motorcyclists, the ratios of the 18-24 and 25-44 year olds are equivalent (about 45% each).

	Novice drivers killed (holding a driving licence for under two years)							All drivers killed	% of drivers killed with under 2 yrs experience total
	15-17 years	18-24 years	25-44 years	45-64 years	65-74 years	75 years and +	Total		
Mopeds	5	57	6 0	10	0	0	132	626	21.1%
Cars	0	191	47	10	1	2	251	1,352	18.6%
LGVs	0	6	3	2	0	0	11	111	9.9%
HGVs	0	2	5	5	0	0	12	49	24.5%
Total	5	256	115	27	1	2	406	2,138	19%

1 The categories of users involved are mopeds, cars, light goods vehicles, trucks and public service vehicles as these vehicles require a driving licence in order to drive them on a public road.
2 Parc Auto survey 2012 - km covered by under 25 year olds.

Persons killed in an accident with a novice driver per age group: 868 deaths



Users involved

The persons killed in accidents with a novice driver are concentrated into two categories of users (over 80% of persons killed): 59.9% are car drivers or passengers and 22.5% are motorcyclists. Then there are pedestrians accounting for 8.9% of fatalities.

In 2012, 29.4% of motorcyclists killed were involved in accidents with novice drivers. For the motorists, this share was 27.6%.

In accidents involving novice drivers, the persons killed are 54.6% likely to be in the 18-24 age group and 20.7% in the 25-44 age group. If a novice driver is involved, 32.8% of the persons killed are between 18 and 24 years old and 48.7% between 25 and 44 years old.

Day and night

The share of the persons killed in an accident involving a novice driver at night is greater than that involving more experienced drivers: 49.1% compared to 34.6%.

Presumed responsibility in fatal accidents

Here, the lack of driving experience is expressed by an alleged responsibility of 10 points higher for novice drivers compared to other drivers. Novice professional drivers (of light goods vehicles or heavy goods vehicles) however present a smaller difference.

The share of novice drivers tested positive for alcohol is at 22% for all novice drivers involved in the known alcohol level, slightly higher than for all drivers. Among motorcyclists, novice riders involved are less often associated with having been tested positive for alcohol.

During driver training

Each year, around 775,000 young people obtain their category B driving licence (car) via the traditional training method and 181,000 via training with accompanied driving. 124,000 people obtained a category A or A1 (for motorcycles) driving licence.

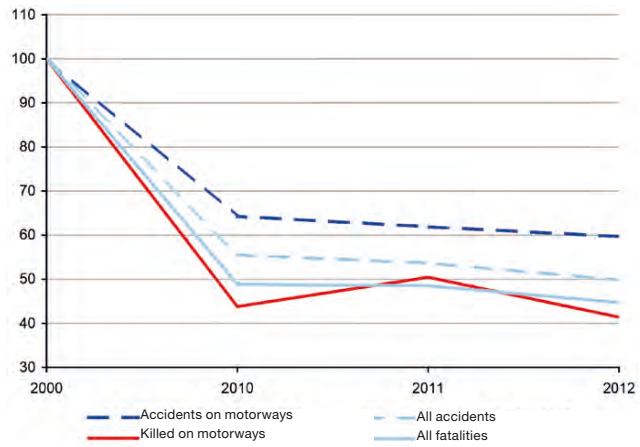
On average, over the past five years, eight fatal accidents occurred involving a trainee driver, five of whom were undergoing accompanied driving.

	Fatal accidents					
	Novice drivers			All drivers		
	To blame	Not to blame	%	To blame	Not to blame	%
Mopeds	94	55	63.1	433	263	62.2
Cars	398	142	73.7	1,996	1,220	62.1
LGVs	31	24	56.4	205	171	54.5
HGVs	30	52	36.6	135	341	28.4
Others	11	10	52.4	251	307	45.0
Total	564	283	66.6	3,020	2,302	56.8

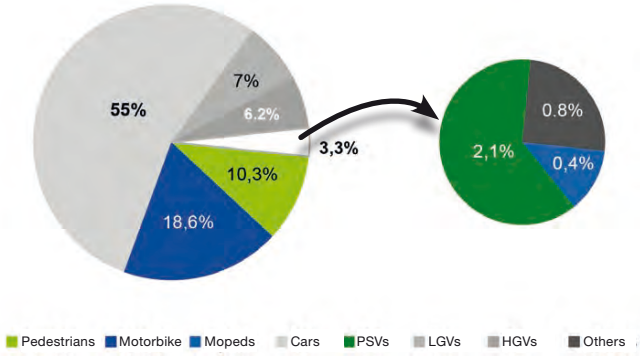
	Time as licence holder	Involved in a fatal accident		
		Persons tested positive	Known alcohol level	%
Mopeds	< 2 years	16	119	13
	All drivers	113	551	21
Cars	< 2 years	141	485	29
	All drivers	606	2,844	21
LGVs	< 2 years	7	50	14
	All drivers	48	346	14
HGVs	< 2 years	2	77	3
	All drivers	7	454	2
Public transport	< 2 years	0	9	0
	All drivers	0	56	0
All drivers	< 2 years	166	740	22
	All drivers	774	4,251	18

Motorways

Development of motorways compared to all accidents (base 100 - year 2000)



Distribution of persons killed on motorways according to users: 242 deaths



© DIRIF

In 2012, there were 4,417 injury accidents on motorways 220 of which were fatal. There were 242 persons killed or 53 fewer compared to 2011, a decrease of 18%. Between 2000 and 2010, fatalities were reduced by 56.2%, followed by 5.5% between 2010 and 2012.

Compared to all accidents, fatalities on motorways account for 6.6%. Furthermore, for every 10 people killed, 80 others are hospitalized.

Estimate of the risk of being killed on a motorway

The motorway network in 2012 spanned 11,957 km, 73.5% of which are toll roads. This network and the volume of traffic they support both increased by 17% between 2000 and 2010. Traffic continued to increase in 2010 (1.8%) and in 2011 (1.2%), increases compensated in 2012 by a decrease of 2.2% on the toll roads and 1.6% on the urban motorway network. Almost a quarter of the traffic volume in France travels on the motorway network.

Fatalities per billion kilometres covered have decreased more than on other networks. In 2012, 2.3 persons were killed per billion km covered. Motorways are five times safer than one-lane carriageways outside built-up areas. This difference can be largely explained by infrastructure design characteristics, which provide maximum protection from frontal or shearing collisions.

Users injured in accidents

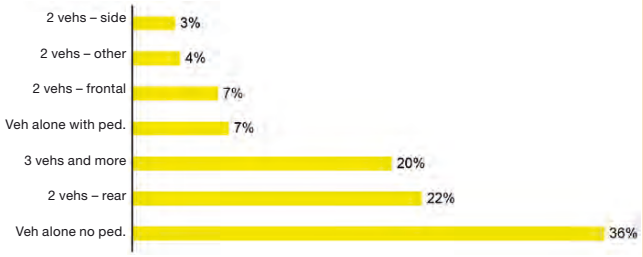
The use of motorways being prohibited for slow vehicles and soft modes of transport, accidents differ from roads outside built-up areas.

Initial details are linked to heavy goods vehicles after which a quarter of heavy goods vehicle users (15 out of 56) are killed on motorways while the total of users for this proportion is 6.6%. These fatalities were nevertheless in very sharp decline in 2012 (15 drivers killed in 2012 compared to 26 in 2011) resulting in a sharp decrease in fatalities in accidents involving heavy goods vehicles (81 killed in 2012 compared to 108 killed in 2011), accounting for 27 of the 53 lives saved on motorways.

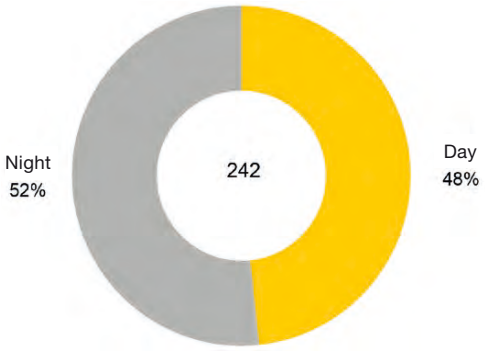
The second detail is the high pedestrian fatality rate (25 pedestrians killed in 2012 or 10.3% of fatalities) whereas pedestrians are prohibited. These fatalities result essentially from accidents or users broken down at the roadside or personnel providing assistance. It has been stable year-on-year.

The essential reason for the decrease in fatalities concerns motorists (60% between 2000 and 2010 and 20% between 2010 and 2012). Motorcycling fatalities have been stable since 2004 (45 motorcyclists killed in 2012).

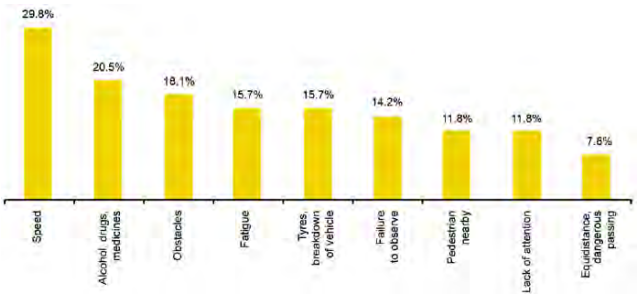
Distribution of persons killed on motorways according to the type of collision: 242 deaths



Persons killed on motorways according to light



Multiple factors involved in fatal accidents in 2012 on toll motorways



Source: ASFA – Analysis of fatal accidents in 2012

Type of fatal accident

One in three persons killed on a motorway is killed in an accident without anybody else (36% in 2012). The share of fatalities resulting from fatal accidents in the vicinity of pedestrians is on average 8% each year, the same as that of frontal accidents while this type of collision is theoretically impossible (16 persons killed). This occurs either while crossing the central reservation and involving a heavy goods vehicle or vehicles coming from the other direction. Of fatal accidents, 11.2% (33 persons killed) take place with obstacles such as trees, posts or traffic islands.

Day and night

On this network, which is driven on more at night than any other networks, fatalities at night are slightly higher (51.7% in 2012 compared to 41.6% on roads outside built-up areas). Long distances covered on the motorway have been shown to lead to drowsiness. Nevertheless, half the accidents due to drowsiness occur on journeys under two hours and take place in more than half the cases during the day, essentially between 14.00 and 16.00[1].

2012's decrease in fatalities essentially results from the decrease in fatalities at night (49 fewer persons killed compared to 2011 out of 53) contrary to the increase seen in 2011 of 46 persons killed at night.

Factors in fatal accidents

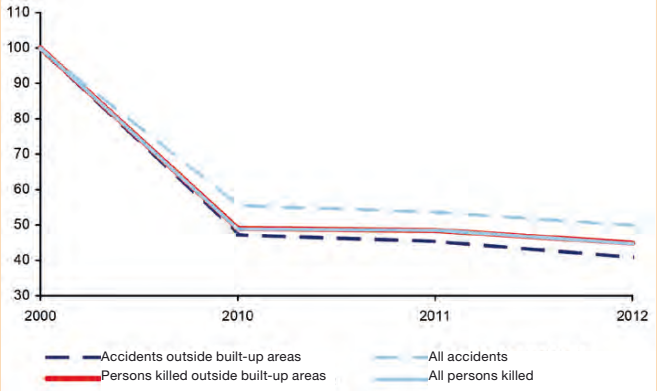
The main factors in fatal motorway accidents are speed, loss of vigilance and alcohol, drugs or medicines[2]. Alcohol is less prevalent in accidents on the motorway than on other networks. In an average of one in five fatal accidents, at least one driver had an alcohol level above the legal limit (21.7% in 2012).

Several situations are specific to fatal accidents involving heavy goods vehicles[3]. Overheating of the brakes or a problem with an instable load on a bend leads to a loss of control on descent. Some heavy goods vehicles will be driven on the hard shoulder when running over thus causing accidents with stationary vehicles. In collisions between cars and heavy goods vehicles, it was more often the latter that would be hit by the car. This is partly explained by the difference in speed that may apply between both vehicles.

1 Le dossier de l'autoroute – La sécurité – April 2013 - ASFA.
2 Analysis of fatal accidents on toll motorways – ASFA 2011.
3 Accidents involving heavy goods vehicles on motorways- Bibliographic summary – SETRA – November 2012.

Roads outside built-up areas

Development of accidents outside built-up areas compared to all accidents (base 100 - year 2000)



In 2012, 13,581 accidents involving physical injury occurred on the roads outside built-up areas[1] of which 2,188 were fatal accidents. There were 2,385 persons killed there or 188 fewer than in 2011. The drop in mortality is 7.3%. Between 2010 and 2012, it was 84% and 51% 2000 and 2010.

Accidents on roads outside built-up areas are more serious than average. Whereas less than a quarter of accidents involving physical injury occur there (22.5% in 2012), this network totals 65.3% of persons killed and 40.1% of injured persons hospitalized. For every 10 persons killed, 50 persons are hospitalized for over 24 hours.

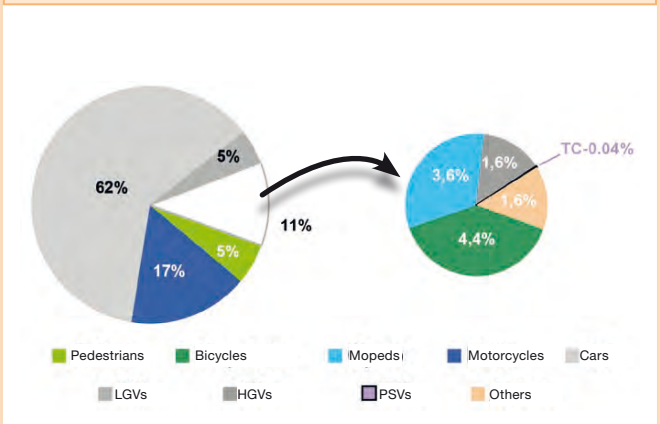
Estimate of the risk of being killed on a road outside a built-up area

Among the roads outside built-up areas, the important secondary roads carrying essentially local traffic present challenges and risks different from the main roads carrying relatively significant traffic (generally higher than 1,500 vehicles per day)[2]. Two thirds of persons killed die on main roads (1,600 in 2012). The risk of being killed on these roads is about seven persons killed per billion kilometres covered. The risk of being killed on secondary roads is about 16 persons killed or a risk that is twice as high as that on a main road and seven times higher than on a motorway.

Users hurt in accidents

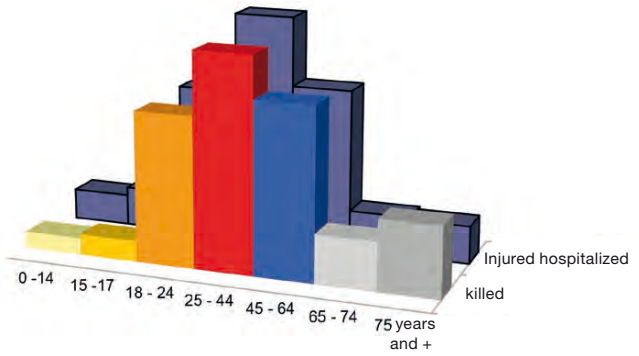
More than three in four persons killed on roads outside built-up areas are car or moped users (78.3% in 2012). The reduction in fatalities registered in 2012 concerns these two categories (136 and 63 lives saved respectively). However, this development is not taking place at the same rate over the long term (reduction of car fatalities between 2000 and 2010 of 58.4% and mopeds of 18% and between 2010 and 2012 (11.5% and 0%)). Fatalities among pedal cyclists are increasing by 27.7% (23 more pedal cyclists killed).

Distribution of persons killed outside built-up areas according to users: 2,385 deaths



1 Roads outside built-up areas where the maximum speed is generally 90 km/h.
2 Road safety – SETRA – CERTU – September 1992.

Distribution of persons killed outside built-up areas per age group: 2,385 deaths for 10,882 hospitalizations



	0-14	15-17	18-24	25-44	45-64	65-74	75 years and +
Killed	58	72	518	736	590	168	243
%	2.4%	3.0%	21.7%	30.9%	24.7%	7.0%	10.2%
Hosp.	490	622	2 387	3 619	2 538	632	594
%	4.5%	5.7%	21.9%	33.3%	23.3%	5.8%	5.5%

Distribution of persons killed outside built-up areas according to the type of collision

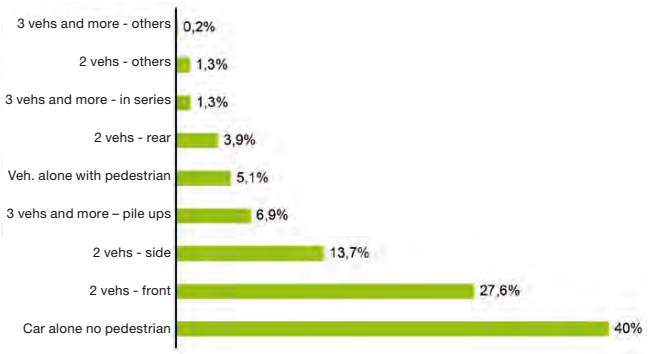


Photo F. CEPAS / Sécurité Routière.

Age

Of the drop in fatalities on roads outside built-up areas registered in 2012, 61.7% relates to the 25-44 year age group, which accounts for 31% of these fatalities. Most progress between 2000 and 2010 was achieved by the 65-74 year olds age group (61%). Conversely, the least significant progress relates to the very elderly (-33%).

Type of fatal accident

The two main fatal accidents types are those without another vehicle involved (40% in 2012) and frontal crashes (28%). In 2012, the number of lives saved in these accidents is 108 (57% of the decrease registered in open country). Despite these figures, it is obvious that these fatalities decrease less quickly in the long term than those resulting from side collisions (down 55% between 2000 and 2010 and 20% between 2010 and 2012).

The share of fatalities resulting from a fatal accident in the presence of a pedestrian is an average of 5% each year. A negligible share of fatal accidents occurs with obstacles such as trees, posts and traffic islands (33% in 2012 347 of which against trees).

Day and night

On this network least driven at night, fatalities mainly result during the day (58.4% in 2012). Two thirds of the decrease in fatalities registered in 2012 on the roads outside built-up areas result from a decrease in fatalities during the day offsetting the increase registered in 2010 and 2011. However, in the 2010-2012 period, fatalities at night decrease quicker than those during the day.

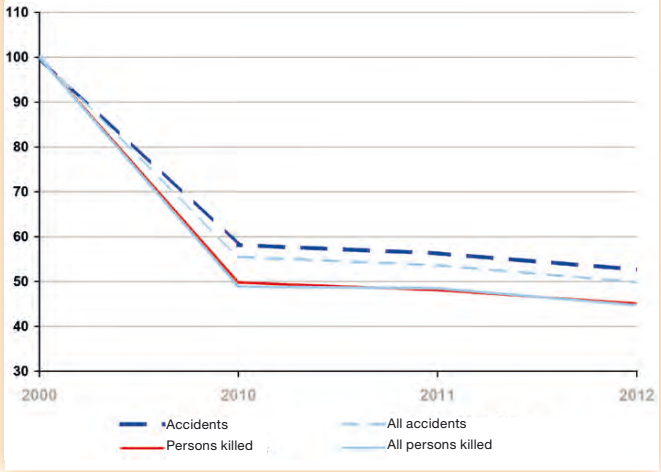
Factors in fatal accidents on roads outside built-up areas

Alcohol plays a part in 32.2% of fatal accidents. On secondary roads, this factor is very present, linked to other offences such as failing to wear seat belts when travelling over short distances. This often results from a loss of control occurring mainly on a bend ending either in a frontal collision or by leaving the carriageway[1].

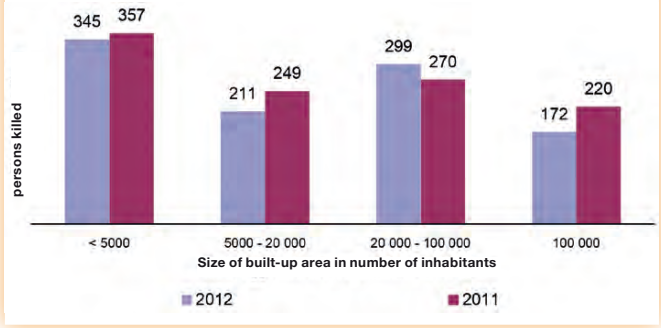
1 Several studies including analysis of fatal accidents involving cars in Upper Normandy between 2009 and 2010 – CETE Normandy centre – June 2013.

Roads and streets inside built-up areas

Distribution of accidents in built-up areas compared to all accidents (base 100 – year 2000)



Number of persons killed according to the size of built-up areas



Estimate of the risk of being hospitalized

Category of users	Users (per million)	Journeys (per million)	Distances covered (per million km)	Time passed (per million hours)
Car drivers	1.05	0.31	0.04	1.08
Pedestrians	0.48	0.11	0.24	0.94
Cyclists	2.32	0.89	0.34	2.99
2-wheelers	52.1	17.56	1.35	60.04

Source: AVER - Emanuelle Amoros

In 2012, 42,439 accidents involving physical injury occurred in built-up areas[1] including 978 fatal accidents. There were 1,026 persons killed or 69 fewer compared to 2011. Fatalities were reduced by 6.3% between 2011 and 2012. They fell by 9.4% between 2010 and 2012 and 50.2% between 2000 and 2010.

Slightly less than one person in three is killed in a built-up area (2.8% in 2012) while about two accidents in three involving physical injury occur there (70.2% in 2012). If accidents are less fatal than outside built-up areas due to lower speeds, more vulnerable[2] users explains the higher number of persons injured and hospitalized. Among the seriously injured, more than one in two is injured in a built-up area (52.9% in 2012). For every 10 persons killed, 140 persons are hospitalized for over 24 hours.

These figures are contrasted according to the size of the built-up areas. A third of those killed in built-up areas people die in villages with fewer than 5,000 inhabitants (33.6%). Towns with over 100,000 inhabitants saw the greatest decrease in fatalities in 2012: 21.8% or 48 lives saved. The number of persons hospitalized for one person killed is growing with the size of the built-up area from eight in towns with fewer than 5,000 inhabitants to 20 for built-up areas with over 100,000 inhabitants.

Estimate of the risk of being involved in an accident

The surveys, so-called “households” carried out in the major built-up areas make it possible to approach the exposure to the risk and to compare the modes of transport. During travel, compared to a motorist, the rider of a two-wheeled motorized vehicle is 60 times likely to be hospitalized, a pedal cyclist three times while a pedestrian runs a slightly lower risk.

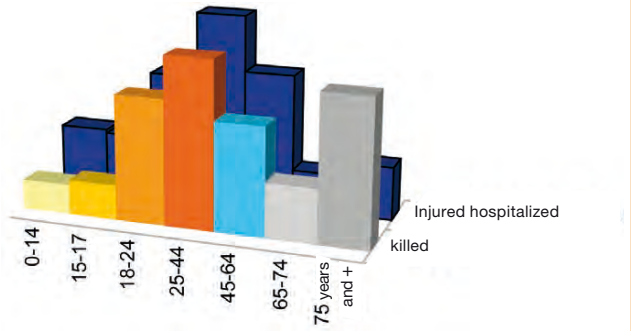
Users involved in accidents

73.4% of people injured and hospitalized are vulnerable users. The number of injured and hospitalized persons is decreasing for all users except for pedal cyclists and moped riders.

68.8% of killed people are vulnerable users (706 in 2012). They represent a major part of the reduction in fatalities registered in towns in 2012 with a reduction of 10.4% or 82 lives saved of whom 16 pedestrians, 31 moped riders and 35 motorcyclists. For the second year consecutively, there is no decline in fatalities of vulnerable users, with 58 deaths. Between 2000 and 2010, vulnerable users’ fatalities have been limited to 38.3%; it has been 11.8% since then. On the other hand, the number of motorists killed in towns has been reduced by 69.2% between 2000 and 2010. This reduction was only 3.5% between 2010 and 2012.

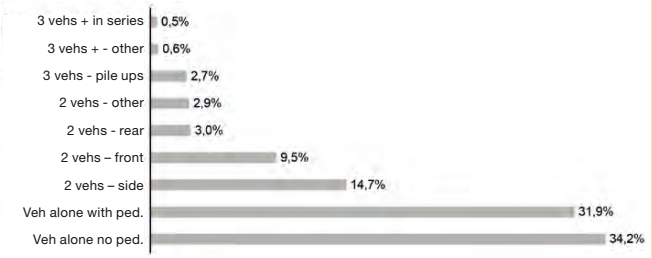
1 Routes and roads in built-up areas where speeds are generally limited to 50 km/h.
2 Vulnerable users: users not protected by coachwork.

Distribution of persons killed and hospitalized in built-up areas per age group:
1,026 deaths for 14,365 hospitalizations

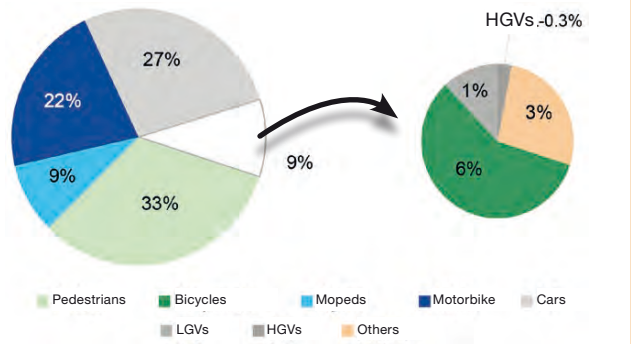


	0-14	15-17	18-24	25-44	45-64	65-74	75 years and +
Killed	46	54	193	258	167	84	224
%	4.5%	5.3%	18.8%	25.1%	16.3%	8.2%	21.8%
Hosp.	1,339	1,259	2,722	4,123	2,923	855	1,144
%	9.3%	8.8%	18.9%	28.7%	20.3%	6.0%	8.0%

Proportion of persons killed in a built-up area according to the type of collision



Distribution of persons killed in built-up areas according to the users: 1,026 users



Victims' age groups

Senior citizens 75 year olds and over are particularly affected with 224 persons killed or 21.8% of urban fatalities, an increase of 17 (up 8.2%) on 2011.

The number of pedestrians killed in age groups that are vulnerable on foot (under 18 years and over 65 years of age) is up 30 compared to 2011 while those in the 18-64 age group is down 99.

For each person killed, the number of injured and hospitalized persons decreases with age (29 for the age group 0-14 years and five for people 75 year olds and over).

Type of collision

One in five persons killed in built-up areas dies at a junction (22.8% in 2012). Two types of collision concentrated the two thirds of urban fatalities: accidents with a single vehicle without a pedestrian (34.2% in 2012) and accidents with a single vehicle with a pedestrian (31.9%).

Among the persons killed in an urban area, 34% die in an accident involving a collision against a fixed obstacle. Walls and bridge piles are the obstacles hit most (22%), followed by trees (17%).

Day and night

In 2012, 43.9% of persons killed in an urban area die at night, roughly the same as on roads outside built-up areas (42%).

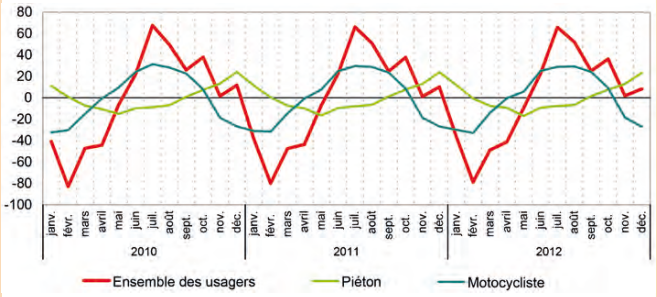
Factors in fatal accidents

In built-up areas, alcohol plays a part in 28.5% of fatal accidents. The share of fatal accidents at junctions grows from 14.5% in towns with fewer than 5,000 habitants to over 42% in built-up areas with over 300,000 inhabitants. Non-respect for the rules of priority (jumping traffic lights or failing to stop at a stop sign) is a major factor. It can be associated with situations of non-perception due to an object obstructing visibility, of overtaking manœuvres or rising queues. These situations also occur at points of private access or in connection with parking[1].

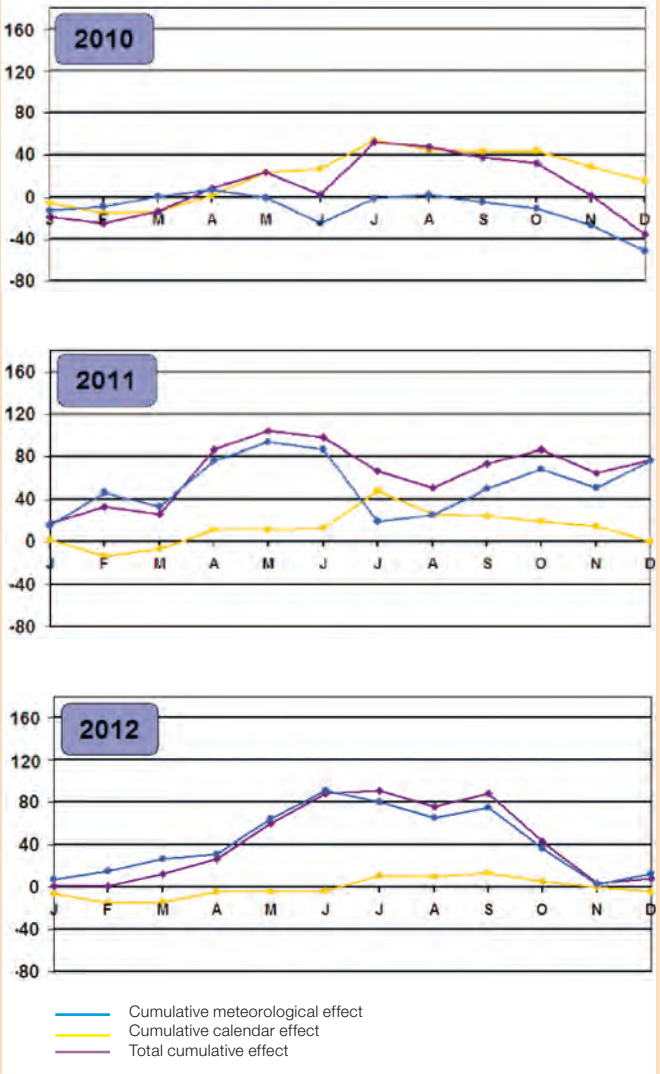
1 Scénarios types d'accidents urbains n'impliquant pas des piétons et perspectives pour leur prévention, Thierry Brenac, les collections de l'INRETS report No.274 - 2010.

Effects of seasonality

Effects of regular seasonality on road safety



Effects of irregular seasonality on road safety



Understanding the development of road accidents on an annual or monthly basis requires consideration for certain transitory, reducing or amplifying effects of fluctuations for detecting an underlying trend.

Components of seasonality

Regular seasonality corresponds to the variations of road fatalities occurring identically from one year to the next. Overall fatalities peak in the summer and drop in the winter (red line) corresponding essentially to the variations of mobility of the users of different categories. Motorcyclists therefore ride more in the summer than in the winter directly affecting fatalities among this group (blue line). Pedestrians represent a seasonal profile of accumulated fatalities during the winter months (green line), parallel with the reduced light making them less visible for longer to other road users.

Irregular seasonality regroups the atypical meteorological effects and calendar effects.

- Calendar configuration or specific arrangement of the school holiday periods, public holidays and the position of the latter within the week is also specific to each year.

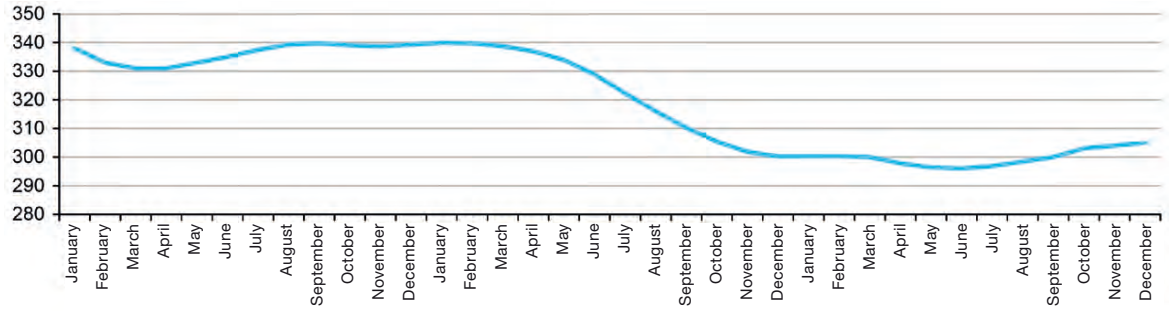
- Meteorological conditions have an effect both on the traffic and the nature of accidents. They especially affect motorcyclists and car drivers who account for 70% of fatalities. Motorcycling accidents can therefore increase with an early summer or an Indian autumn. Car accidents can increase in abnormal rain periods or decrease in heavy snow periods. Climatic contrasts therefore have an impact on the annual variations of accidents.

Trends 2010-2012

In 2010 (with a drop in fatalities of 6.6% compared to 2009), atypical meteorological conditions (coolest year since 1997) had a beneficial effect contributing to reduce fatalities (38 lives saved) despite a July month warmer than normal (increased fatality of 14.1% compared to July 2009). In 2011, other atypical meteorological conditions (a dry year, the hottest since 2003) led to 72 additional deaths thus affecting the reduced fatalities, which were limited to 0.7%. Seasonality in 2012, close to the normal level as regards temperatures, sunshine or rain had a global effect of 15 additional deaths affecting fatality rates.

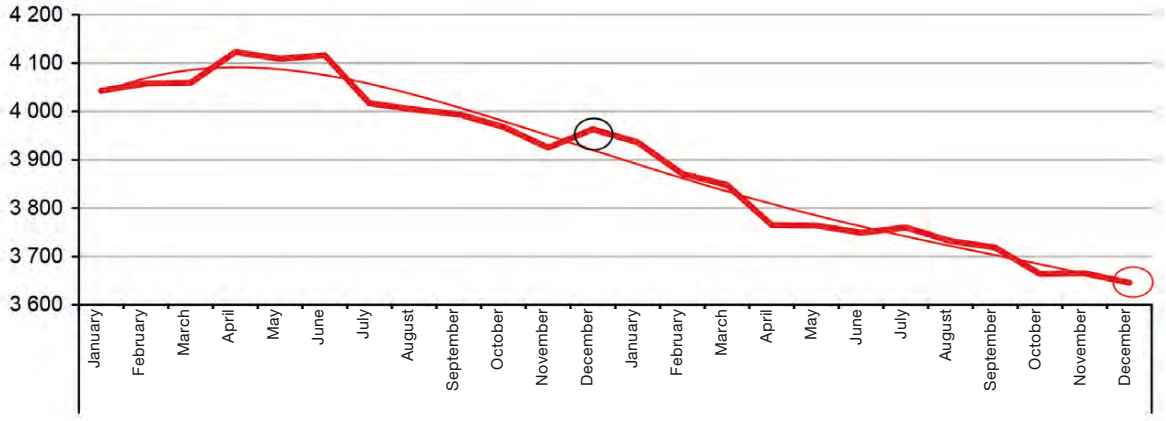
Thus, from one year to the next, seasonal variations can more or less influence by 2% the variation of fatality from one year to the next. In total, it affected the reduction in fatalities by 1.2% between 2010 and 2012

Total persons killed – Adjusted monthly variation 2010 - 2012

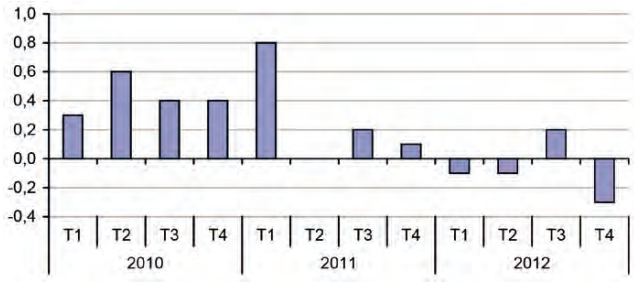


The indicator of road fatalities seasonally adjusted was on a different level between 2010 and 2012. This indicator was about 330 at the start of 2010. A significant reduction from March 2011 to November 2011 reached around 305 and was maintained on this new level throughout 2012.

Development of fatalities – year on year 2011 - 2012



Development in % of GDP



Source: INSEE conjoncture - Comptes nationaux trimestriels 2012

Impact of economic activity

Economic activity affects the volume of movements. The number of heavy goods vehicles involved in accidents therefore varies for most months in the same way as industrial production. In 2012, among the 7.8% decrease in fatalities, 2.3% were attributable to the decrease in fatalities in accidents involving heavy goods vehicles. This reduction is to be associated with the sharp decrease in heavy goods vehicle traffic (6.5%). The same fact appeared in 2009. Of the 6.6% decrease in fatalities in that year, 2.1 percentage points are attributable to the decrease in fatalities following accidents involving heavy goods vehicles. This should be associated with the sharp decrease in heavy goods vehicle traffic (10.2%). Research is underway to provide evidence of a correlation between the development of the volume of economic activity and that of accidents.

Sub-topics

Daily average

On average, eleven persons are killed on the roads each day. These figures vary considerably according to the day of the week. Days at the start of the week have a lower average (9-10 persons killed) than days at the end of the week (14-15 persons killed), when journeys occur less in urban areas and are therefore at higher risk.

Summer period: July-August

This period faces each year a considerable increase in the volume of traffic and road accidents. An average of 120 more persons were killed during this period, 70 of which were motorcyclists, 15 moped riders, 15 pedal cyclists and 40 motorists; on the other hand, 20 pedestrians fewer die. Fatalities during the summer period represent about a quarter of annual fatalities or 705 persons (19.3%) in 2012. The increase in summer fatalities results mainly from the increase in fatalities with two-wheelers the mobility of which depends greatly on meteorological conditions.

There are more fatalities in July than August, often as many as in September but for different types of journeys.

Early autumn: september - October

Second next to the summer figures, most fatalities occur in September and October (10% more compared to other months), alternating on occasions according to the meteorological conditions. In 2012, while September was the same as in other years, there were fewer fatalities in October: half as many motorcyclists were killed.

Weekends to point out

The days on which the most fatalities occur no longer always correspond to the peaks of very heavy traffic linked to extra days off or heavy two-way traffic during the holidays. The road networks congestion does not favour speed excesses and the police forces ensure that everyone abides by the rules of the road. The 35-hour working week helps to stagger people's departure or excursions apart from the weekend, thanks to weather forecasts over several days. The Pentecost weekend remains sensitive.

In 2012, days with the biggest number of fatalities were:

- Sunday 1 April on the weekend before Easter: 25 persons killed;
- Sunday 16 September: 24 persons killed;
- Saturday 26 May (Pentecost): 23 persons killed.

Weekends (Saturday/Sunday) with the highest numbers of fatalities were:

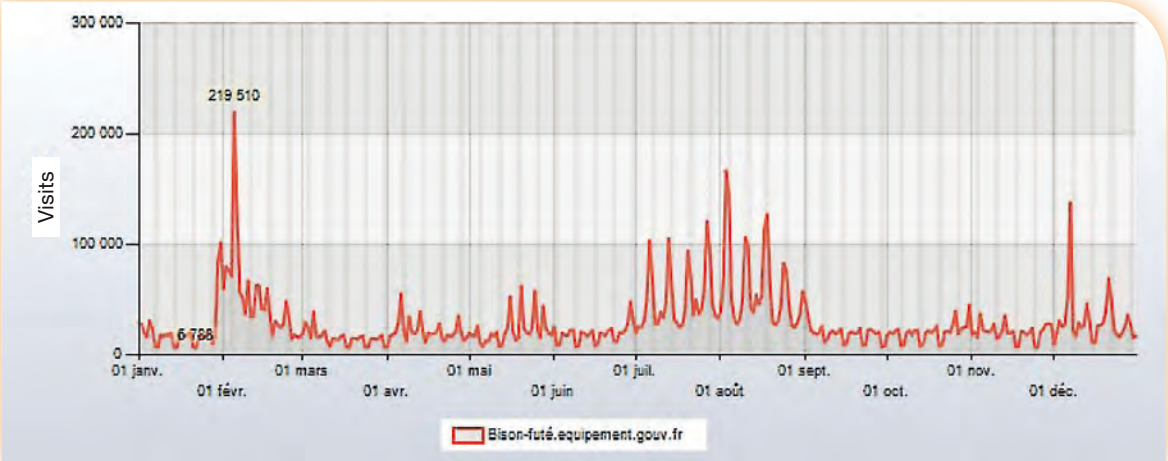
- 15 and 16 September: 40 persons killed;
- 31 March and 1 April: 39 persons killed;
- 14 and 15 January: 36 persons killed.

Weekends extended to Friday with highest number of fatalities were:

- 14/15/16 September: 56 persons killed;
- 30/31 March and 1 April: 54 persons killed;
- 15/16/17 June: 47 persons killed.

Moreover, 51 persons were killed on Monday 23, Tuesday 24 and Wednesday 25 July.

The statistics of consultations of the site Web Bison Futé for the year 2012



The consultations of the site Bison Futé in 2012 by users before departure bears witness to major migrations. Some of these still correspond to accident peaks.

Most serious accidents in 2012

- One led to five persons killed or 0.1%;

- eight led to four persons killed or 0.9%;

- 30 led to three persons killed or 2.5%;

- 179 led to two persons killed or 9.8%;

- 3,168 led to one person killed or 86.7% of the 3,386 fatal accidents registered.

There was an average 108 persons killed for 100 fatal accidents. The ratio was 120 persons killed for 100 fatal accidents in 2000. It decreased until 2007 and has been stable ever since.

Accidents with an animal

Nearly 20 persons are killed each year as the result of a collision with an animal (12 in 2012). In more than one in three cases, this is a domestic animal (33% in 2012). For every person killed, 13 persons are seriously injured.

Accidents on level crossings

Thirty injury accidents occur on a level crossing (or 39 fewer persons than in 2011) with a total of 10 persons killed (one pedal cyclist, two moped riders, seven motorists) or two fewer persons killed compared to 2011 (13 persons killed per year over the last three years).

Head-on collisions

As an annual average, over the last three years, 23 persons were killed in an accident with a vehicle driving in the opposite direction on a dual carriageway, 28 in 2012.

Accidents with coaches or buses

In 2012, 32 persons were killed in accidents involving coaches, four of which were coach users, five pedestrians, 3 pedal cyclists and 5 motorcyclists. There were 31 persons killed in accidents involving a bus, 2 of which were bus users, 16 pedestrians, 2 moped riders and 1 motorcyclist. Over an average of five years, one person was killed in a coach/bus for seven users killed outside the coach/bus.

Three-wheelers and tricycles

There were 28 persons killed in 2012 in a 3-wheeler or tricycle and five of which were passengers. Between 2010 and 2012, the average was 24 persons killed per year. This is rising to over 7.5% compared to the years 2007 to 2009.

Journeys

In 77.4% of cases, the persons killed were undertaking private travel (leisure or shopping). They were commuting to/from work and/or educational facility in 17.3% of cases and in 5.4% travelling for work. In total, the deaths of 560 persons are due to a work accident according to the BAAC; 30% of these are motorized two-wheelers users.

According to the statistics from the National Health Insurance Fund (CNAMTS), almost two out of three fatal accidents at work are due to road traffic accidents[1].

Of these fatal accidents, 80% take place in the county where the person allegedly responsible for the accident resides[2].

Driving licence

In one fatal accident in two, the driver allegedly responsible for the accident has 12 points on his licence and 10% have fewer than six points, 5% have probationary licences and 4.5% have no licence. In the latter case, three out of four drivers have never passed a test. These details are relatively constant from one year to the next[3].

Vehicle condition

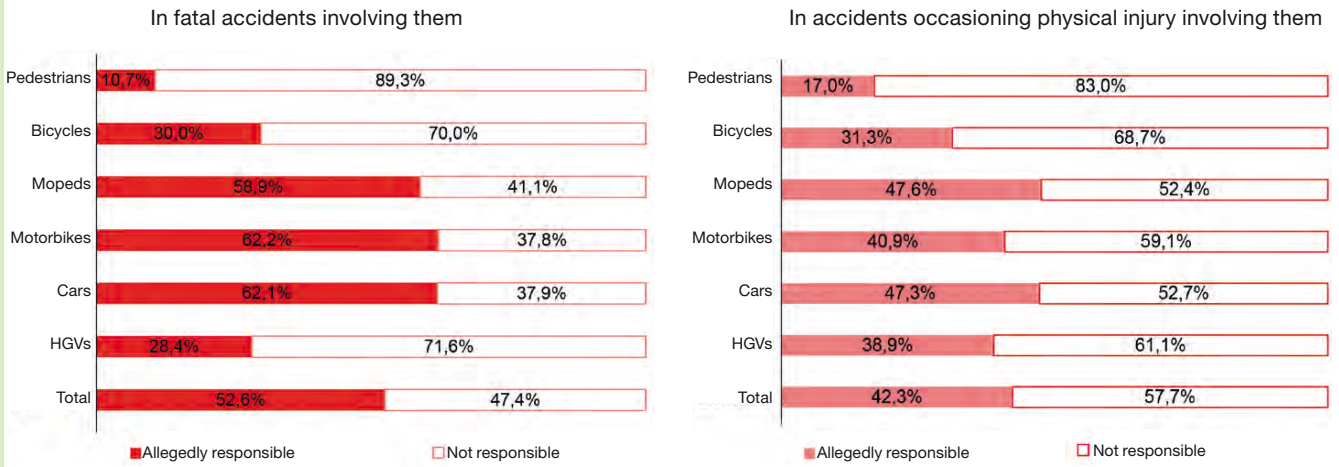
A vehicle in a poor condition can be the cause of accidents. The police forces are only able to identify the visible technical condition of a vehicle, mainly relating to the tyres. In 2012, at least 1,139 injury accidents, 134 of which fatal were so registered. They led to 146 persons killed and 765 seriously injured.

1 The management report on professional risk management of the National Health Insurance Fund (CNAMTS).
2 The behaviour of road users – DMAT - 2013.
3 The demerit point system – DMAT - 2013.

Contributory factors

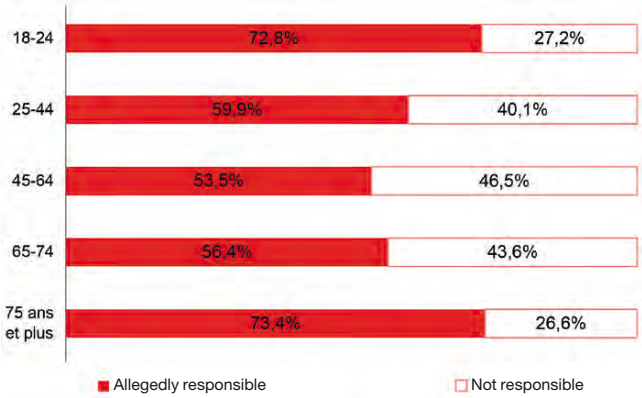
Alleged responsibility

Share of the users' alleged responsibility

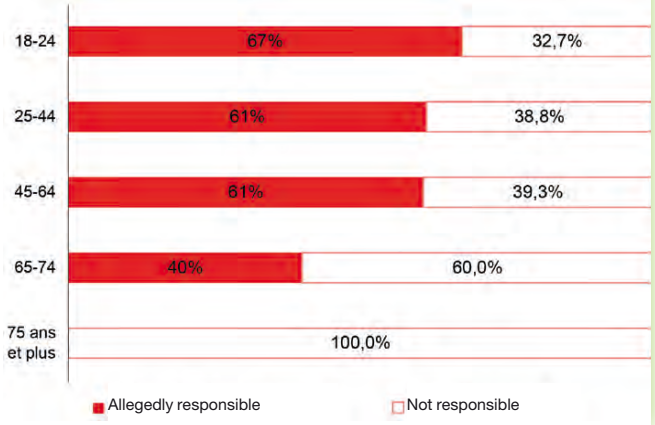


The users of soft modes of transport are the least often allegedly responsible in their accidents: pedestrians in 10.7% of their fatal accidents and cyclists in 30%.

Share of the alleged responsibility of car drivers in their fatal accidents



Share of the presumed responsibility of motorcyclists in their fatal accidents



For each accident involving physical injury, the alleged responsibility of the people involved is estimated during the statements made by the police and entered into the BAAC databases. This responsibility is linked to one or several traffic offences alleged to have been carried out by one or several users involved. This makes it possible to approach the profiles of the accident perpetrators in relation to their conduct on the road. However, no immediate responsibility could be determined in 20 to 30% of accidents.

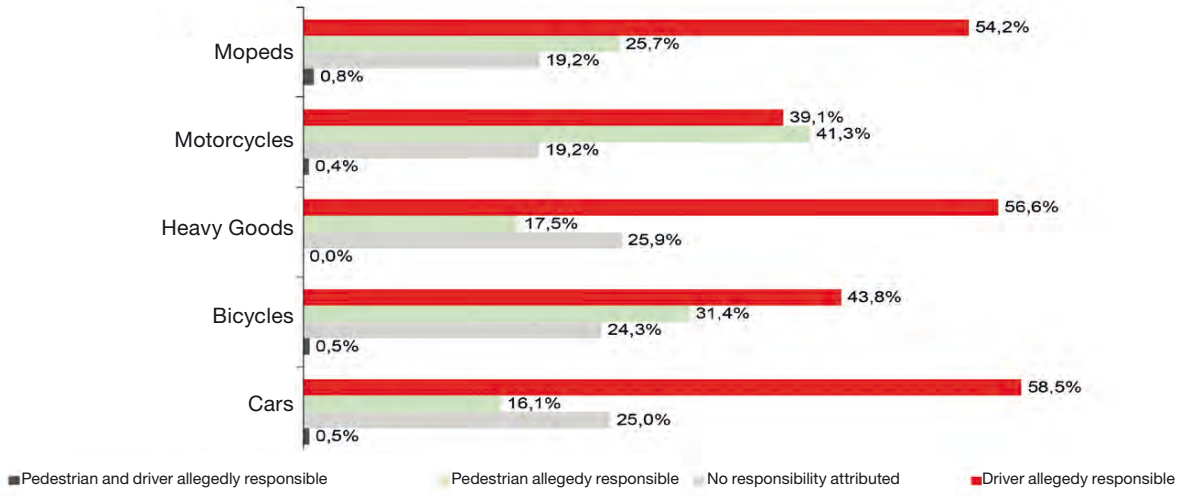
Car drivers

Young drivers (18-24 years old) and those 75 year olds and over are more often allegedly responsible for accidents involving physical injury or death (more than 70% for fatal accidents). 45-64 years old drivers are less often held responsible.

Motorcyclists

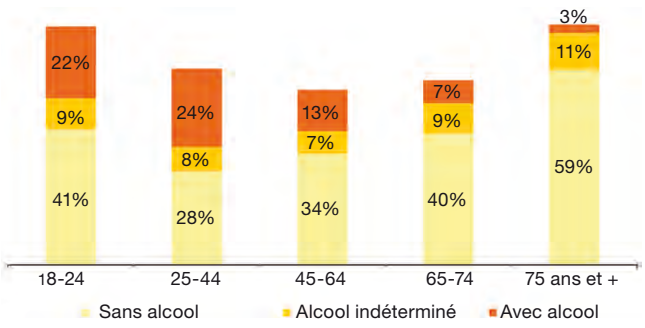
Among the different age groups, 18-24 years old drivers are estimated responsible in 46% of cases in accidents involving physical injury and 67% in fatal accidents. This assertion is slightly higher than in two other age groups: the 25-44 and 45-64 year olds.

Distribution of alleged responsibilities in an accident involving a vehicle and a pedestrian



In accidents occasioning physical injury involving a pedestrian, the alleged responsibility is more often attributed to light vehicle, heavy vehicle and moped drivers, but is more often shared with cyclists and motorcyclists.

Share of the alleged responsibility of car drivers in their fatal accidents according to age group: alcohol is a factor.



Age and gender: the alcohol factor

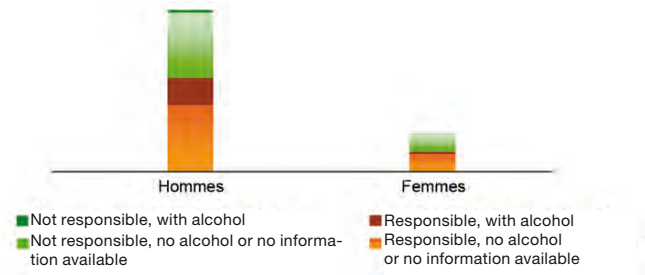
Among the drivers allegedly responsible in fatal accidents, 82% are men.

Men's alleged responsibility in fatal accidents is higher than women's (57.9% compared to 51.9%).

Alcohol plays an important part in estimating alleged responsibilities. This role can be rounded off as follows:

- 30% for men and 10% for women;
- for car drivers, it is 30% among the 18-24 age group, 40% among the 25-44 year olds but it decreases with age to reach 5% among persons 75 year olds and over.

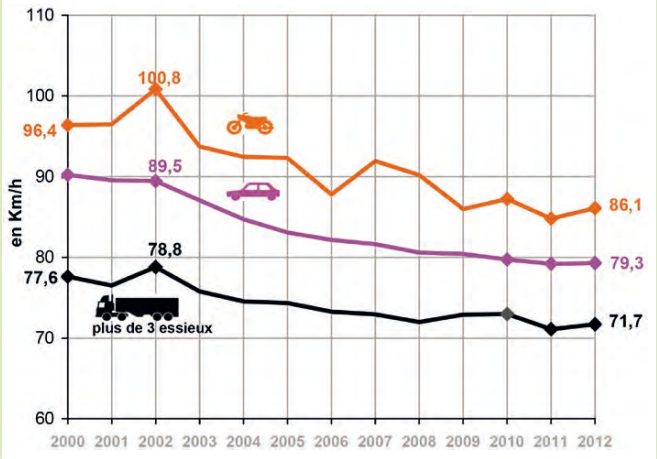
Distribution of drivers involved in their fatal accidents according to gender: alcohol is a factor.



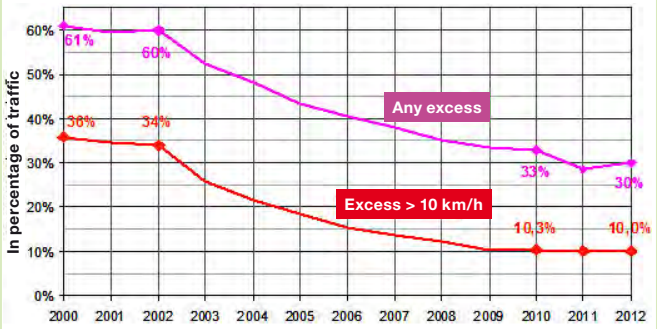
	Not responsible		Responsible		Total involved
	No alcohol or no info available	With alcohol	No alcohol or no info available	With alcohol	
Men	1,745	68	1,770	724	4,309
Women	476	9	471	55	1,013
Ensemble	2,221	77	2,241	779	5,322

Speed

Daytime average speeds - all networks



Level of excess speed - all vehicles



The vehicle speed in flowing traffic is a potential accident risk factor. Indeed, the driving speed affects reaction time and braking distance and/or the crash speed impacts the severity of the accident through the dissipated energy.

Average speeds driven[1]

Since 2000, the average daytime speed was reduced by 9.7 km/h from 88.1 km/h to 78.4 km/h in 2012, a reduction of 11%. At the same time, fatalities were reduced by 55.3%.

After a significant reduction between 2002 and 2003, the average speed figures show a downward tendency, alternating between a slight increase and an annual reduction.

In 2012, the average daytime speed was up 0.3 km/h from 78.1 km/h to 78.4 km/h. This very slight increase was due to the perceptible increase of motorcyclists' speeds.

The motorcyclists' average speed has been reduced by 10.3 km/h since 2000. The difference between the average speed of motorists and that of motorcyclists has decreased slightly since 2002. It still remains significant (7 km/h).

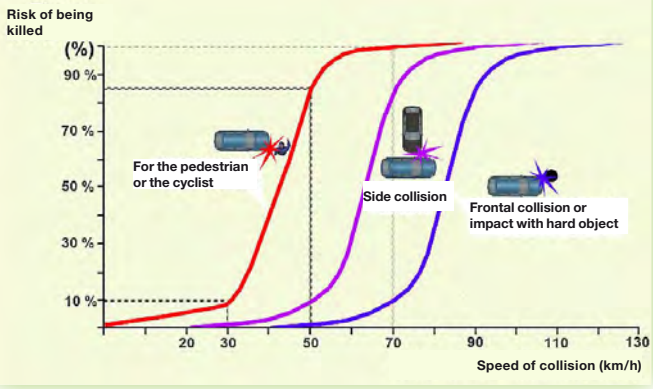
The average speed of cars has remained stable at around 80 km/h since 2008. It was established at 79.3 km/h in 2012, 0.6 km/h less than in 2011. All in all, the reduction in motorists' average speed since 2000 is 10.7 km/h.

Driving over speed limits : excessive speed

Between 2000 and 2012, the percentage of drivers over the speed limit decreased from 61% to 30%. The highest excess speeds now represent a minor fraction. Excesses over 30 km/h were reduced from 4.6% to 0.37%. Excesses over 40 km/h were reduced from 1.6% to 0.1% and excesses over 50 km/h were reduced from 0.6% to 0.02%.

1 Speed Observatory – ONISR - 2012.

Speed on impact and persons killed

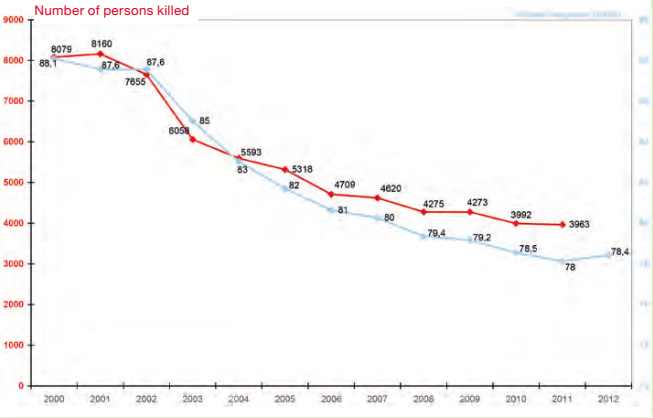


Speed factor in accidents

In studies prior to 2000, the “speed” factor was present as an occurrence factor in one out of two serious accidents[1]. Almost three quarters of the decrease in fatalities reported between November 2003 and December 2010 can be attributed to the implementation of automated speed cameras[2].

In 2012, speed was the main cause in at least 25% of fatal accidents according to initial investigations of the accident by the police forces[3], knowing that at this stage, the main cause could not be identified in 37% of accidents. In a study of the county’s network, the speed factor was involved between 27 and 42% according to the type of fatal accidents with a car[4]. On toll motorways[5] the “excessive or inadequate speed” plays a part in 26% of fatal accidents on average over the last five years, 30% in 2012.

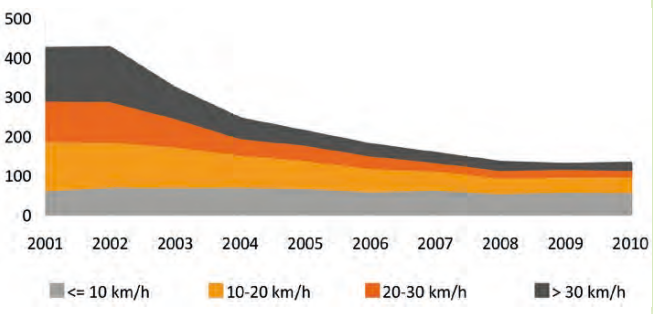
Development of the number of persons killed and average speeds 2000 - 2012



Excessive speed and road fatalities

An analysis[6] of fatal accidents involving a light vehicle outside built-up areas on county roads during the day (the network part most contributing to road fatalities) shows that between 2001 and 2010, the share of these accidents due to excess speed by 20 km/h was reduced from 25% to 6%; those due to excesses between 10 and 20 km/h decreased from 13% to 9%. The number of fatal accidents due to excesses below 10 km/h remains practically constant: they therefore involve 16% of fatal accidents due to excessive speed in 2001 and accounting for 46% in 2010. This estimation is based on real measures made by ONISR monitoring. It applies the model of Nilsson[7] that evaluates the impact of a decrease in average speeds on the decrease of accidents on motorways and roads outside built-up areas: “a decrease of 1% of the average speed of traffic leads to a decrease of 2% of injury accidents and 4% of fatalities”.

Fatal accidents due to excessive speed depending on the level of the excess involving one light vehicle outside the built-up area on county roads during the day.



1 REAGIR – Use of surveys in an urban environment – CERTU - 1990.
2 CARNIS L., BLAIS E., An assessment of the safety effects of the French speed camera program, Accident Analysis and Prevention, No. 51, 2013 pp. 301-309.
3 DMAT – Ministry of the Interior – The behaviour of users - 2012.
4 Analysis of fatal accidents involving a car in Upper Normandy between 2009 and 2010. CETE Normandy-Centre – June 2013.
5 Analysis of fatal accidents on toll motorways – ASFA - 2011.
6 VIALLON V., LAUMON B., Fractions of fatal crashes attributable to speeding: Evolution for the period 2001-2010 in France, Accident Analysis and Prevention, No. 52, 2013 pp. 250-256.
7 NILSSON G. The effects of speed limits on traffic crashes in Sweden. In: Proceedings of the international symposium on the effects of speed limits on traffic crashes and fuel consumption, Dublin. OECD, Paris. 1981.

Alcohol-impaired driving

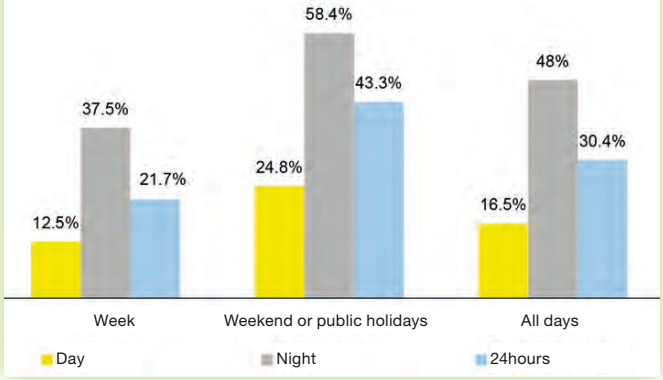
Number of persons killed in accidents with a driver

	2000	2005	2010	2011	2012
Alcohol level > 0,5 g/l	1,616	1,355	963	964	925
Alcohol level < 0,5 g/l	3,639	3,342	2,160	2,168	2,064
Alcohol level known	5,255	4,697	3,123	3,132	2,989

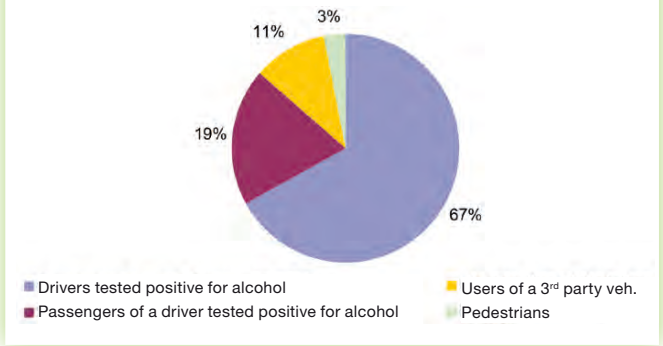
Fatalities in accidents with a driver with an alcohol level >0.5 compared to fatalities in other accidents

	2000	2005	2010	2011	2012
Alcohol level known	30.8%	28.8%	30.8%	30.8%	30.9%
All fatal accidents	21.1%	25.5%	24.1%	24.3%	25.3%

Distribution of fatal accidents with alcohol according to the period of the week and day



Distribution of victims in a fatal accident with alcohol as a factor



In 2012, there were 5,240 injury accidents while at least one of the drivers was over the legal alcohol limit. In the 839 fatal accidents, 925 persons were killed (25.3% of road fatalities) or 39 fewer compared to 2011. This number is in reality greater insofar as in 18.5% of fatal accidents, the result of the test could not be registered in the BAAC databases.

The intoxication level above 0.5 g/l of alcohol with at least one driver involved in a fatal accident has been a constant around 30% for over 20 years. In 90% of cases, the driver has been allegedly responsible for an accident

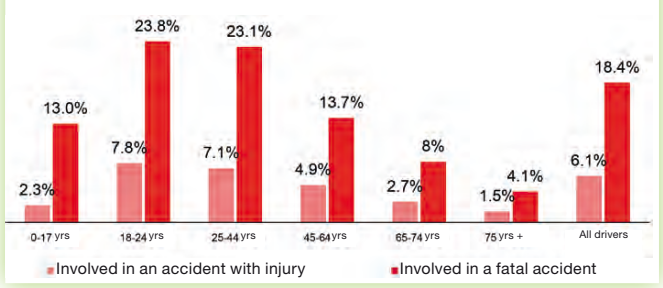
Between 2010 and 2012, fatalities following accidents with alcohol were reduced by 3.9%. Between 2000 and 2010, it went down less quickly (40.4%) than fatalities in accidents without alcohol (54.2%). The share of alcohol remaining constant, the number of accidents of this type is nevertheless down thanks to the road safety policy effects, particularly the excessive and average speeds reduction.

Without notable development from one year to the next, at night, one offence against the legal alcohol limit is present in almost one in two fatal accidents (48% in 2012); this reaches 58.4% at weekends and public holidays.

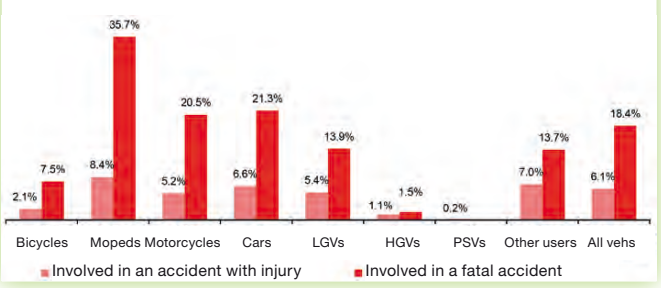
Victims

In these fatal accidents, 67% of people killed are the intoxicated drivers, 19% are their passengers, 11% the users of third party vehicles and 3% are pedestrians. The 18-24 year olds age group represents 25% of persons killed where alcohol was involved; this is 38% with respect to 25-44 year olds. For every person killed where alcohol is involved, four were hospitalized, so three times fewer than for accidents where alcohol was not involved. The involvement of alcohol generally leads to fatal accidents as it is often associated with excessive speed, drugs (in 12% of cases) or failure to wear a seat belt: 30.4% of persons killed in a fatal accident where alcohol was involved were not wearing a seat belt compared to 4% for fatal accidents where alcohol was not involved.

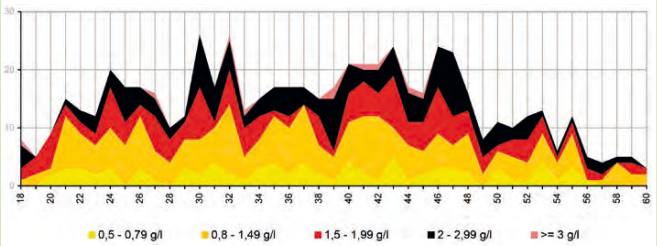
Share of intoxicated drivers in each age group



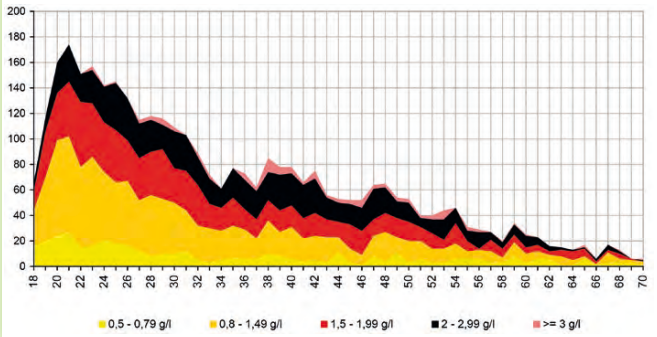
Share of intoxicated drivers in each category of users



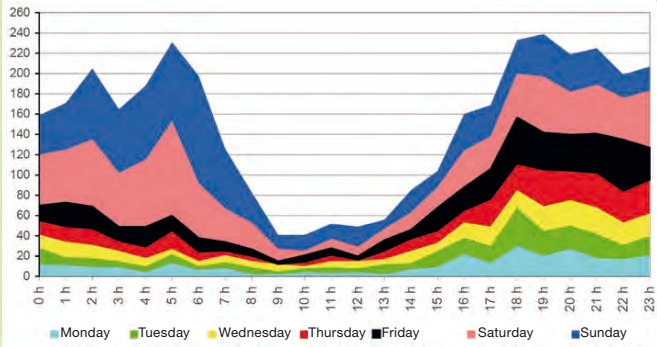
Number of motorcyclists tested positive for alcohol following injury accidents according to age group



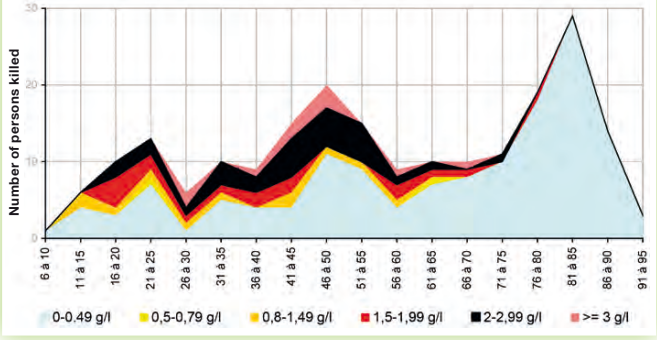
Number of motorists tested positive for alcohol following injury accidents according to age group



Number of motorcyclists tested positive for alcohol following injury accidents according to time and day



Number of pedestrians killed according to age and their level of intoxication



Alcohol-impaired drivers

Of the drivers involved in injury accidents, 6.1% had an alcohol level above the legal limit compared to 18% in fatal accidents. In 2012, 35.7% of moped riders, 20.5% of motorcyclists and 21.3% of motorists had an alcohol level above the legal limit following fatal accidents in their category. The peaks in accidents occur at various moments according to driver intoxication: 19.00 and 05.00 for motorists (only peak at 05.00 for 18-24 year olds), 17.00 for motorcyclists, 19.00 and 01.00 for moped riders; with a very large share of Fridays, Saturdays and Sundays.

Alcohol when driving concerns all age groups: 23.8% of the 18-24 year olds and 23.1% of 25-44 year olds. Only senior citizens 75 years and over show a low rate (4.1%) of alcohol-impaired drivers in fatal accidents. Of drivers alcohol-impaired and involved in a fatal accident, 80% are men. Among the drivers involved who are tested positive for alcohol, 10% of them are between 0.5 g/l and 0.8 g/l and over 60% are higher than 1.5 g/l.

Factors of accidents and scenario types

The SAM study[1] (Drugs and fatal road accidents) has highlighted that the risk of being responsible for a fatal accident is on average multiplied 8.5 times among drivers tested positive for alcohol. From 0.5 g/l, the risk of being in an accident involving serious physical injury[2] is three times as high. This ranges from to 8 for an alcohol level of 1 g/l and 32 for 1.6 g/l.

Two out of three fatal accidents where alcohol has played a part involve having lost control of the vehicle on a secondary road outside a built-up area with or without difficult driving conditions. The vehicle finally comes to a standstill against a rigid object. Other factors can aggravate the situation.

Pedestrians and alcohol

In 2012, 68 pedestrians with an alcohol level above 0.5 g/l were killed (14% of pedestrians killed). The levels are not known in 57% of cases. One in two pedestrians killed between 18 and 44 years old had an alcohol level above 0.5 g/l. Intoxication levels are higher than among drivers.

1 SAM study: Drugs and fatal road accidents – OFDT/CEESAR convention – September 2005.
2 Meta-analysis of empirical studies concerning the effects of alcohol on safe driving – European project DRUID (Driving under the Influence of Drugs, Alcohol and Medicines) – October 2008.

Impaired driving by other drugs

Photo F. CEPAS / Sécurité Routière.

Number of persons killed in accidents with a driver:

	2008	2009	2010	2011	2012
Who has been tested positive	498	510	522	499	531
Who has been tested negative	1,469	1,583	1,494	1,739	1,754
Whose test result unknown	1,967	2,093	2,016	2,238	2,285

Percentage of persons killed in accidents with a driver with drug test positive compared to the number of persons killed in:

	2008	2009	2010	2011	2012
Accidents with drivers with known drugs test result	25.3%	24.4%	25.9%	22.3%	23.2%
All accidents	11.6%	11.9%	13.1%	12.6%	14.5%

In 2012, there were 1,930 accidents involving physical injury in which at least one driver was tested positive for drugs. In the 478 fatal accidents, 531 persons were killed (14.5% of road fatalities) or 32 more compared to 2011. This number is in reality more significant: in 38% of fatal accidents, the result of the test was not registered in the BAAC databases. This failure to register is greater than that relating to the factor of alcohol, which is currently 18.5%.

Since 2008, there has been at least one driver tested positive for drugs following a fatal accident in between 22 and 26% of cases (23.2% in 2012). The driver was allegedly responsible for the accident in 42% of cases.

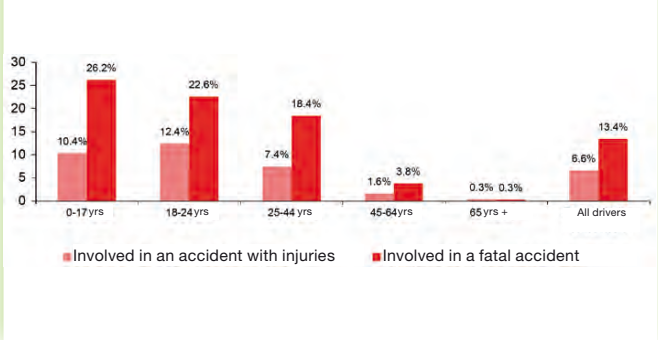
The risk of being responsible for a fatal accident was multiplied by a factor of 1.8 in the case of drivers tested positive for cannabis alone.[1]

Drivers tested positive for at least one substance

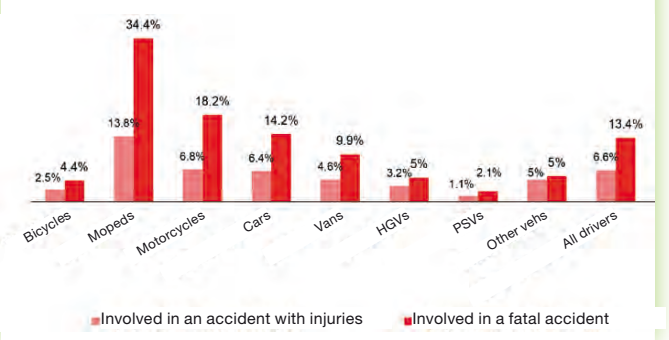
Among the drivers who were tested for drugs, the share of drivers involved in accidents involving physical injury who were tested positive is 6.6% and 13.4% in fatal accidents. Of drivers tested positive following a fatal accident, 92% were men.

In fatal accidents, almost one in three (34.4%) moped riders, one motorcyclist in five (18.2%) and one car driver in seven (14.2%) were tested positive for drugs. The percentage of positive tests among 18-24 year olds is 22.6%. Drug use at 26.2% is most prevalent among 15-17 year olds; this age group accounts for 29% of moped drivers involved in fatal accidents.

Share of drivers tested positive for drugs within each age group



Share of drivers tested positive for drugs within each category of vehicles



1 Etude SAM: Drugs and fatal road accidents – OFDT/CEESAR convention – September 2005.

Warning messages on packaging of medicinal products

Be careful.
Do not drive without having read the notice.

Be very careful. Do not drive without the advice of a health care professional.

Caution, danger: Do not drive
Seek medical advice before driving.

Drivers tested positive for drugs and alcohol

Among the drivers tested positive for drugs after being involved in a fatal accident, half were over the legal alcohol limit. This observation does not depend on gender but differs however according to age and the vehicle driven: 25-44 year olds more often link these two factors than the other age groups: 54% of drivers tested positive for drugs are over the legal alcohol limit compared to 46% for 18-24 year olds and 42% for 45-64 year olds. Only 35% of motorcyclists tested positive for drugs are also under the influence of alcohol compared to 51% for moped riders and 57% for motorists. According to the SAM study, the risk of being responsible for a fatal accident is 14 times as high if alcohol/drugs are involved.

Taking medicines

The research project CESIR-A[1] was able to evaluate the impact of the consumption of medicines on the risk of having a traffic accident. The results of this study relate to over 70,000 drivers each involved in an accident that occurred between 2005 and 2008. The study made it possible to estimate to almost 3% the proportion of accidents attributable to the consumption of medicines. It shows that:

- the system of informing users via three pictograms of different colours placed on the packaging of medicines presenting a potential risk is pertinent;
- the taking of medicines qualified by a level 2 or 3 pictogram increases the risk of an acci¬dent. This risk increases with the number of potentially dangerous medicines consumed;
- the taking of anti-depressants increases significantly the risk of being responsible for a traffic accident. This risk increases at certain treatment key stages including starting or modifying it.

1 Combination of studies on health and the lack of road safety (CESIR-A): health and lack of road safety, influence of the consumption of medicines – INSERM – Emmanuel Lagarde – August 2009.

Impaired driving by fatigue and distracted driving

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Impaired driving by fatigue[1]

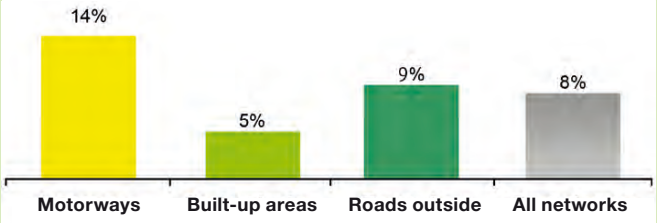
Vigilance fits a state of awareness. The driving comlexity demands an optimal level of vigilance from the driver. The factors of vigilance degradation can be linked to the individual and initially, to the chronic quality of sleep. Circumstantial factors also provoke a degradation of the sleep quality: tiredness (driving for too long for example) and consumption of psychotropic substances (alcohol, medicines and drugs). They can also be linked to the situation of driving in its monotonous and repetitive character. This information is not contained in the codification of the analysis report of accidents involving physical injury (BAAC) and can only be estimated by analysis of the circumstances of the accident by reading the accident report, particularly the hearings.

The BAAC databases anticipate the factor “sickness and tiredness”. The police and gendarmerie attending the accident enquire whether this motive applies and is important in the occurrence of the accident. This “sickness and tiredness” factor was registered in 8% of road deaths in a stable manner over the last five years.

It is much differentiated depending on the networks. It is all the more higher as the road is important and withstands long-distance journeys with higher speed limits. These are higher on the motorway and vary between 14 and 25% over the years. This result corroborates the fact derived from the analysis reports on fatal accidents on toll motorways: it appears that on average, the driver had been experiencing “drowsiness” and “tiredness” in one out of three fatal accidents[2].

If daytime fatalities over all the networks is at 57%, the prevalence of the factor sickness/tiredness is at 71%, which showed that the vigilance loss is not only a night-time problem. On toll motorways, half the fatal accidents showing the factor “drowsiness” occurs between 14.00 and 16.00.

Killed in accidents with evidence of the factor “sickness/ tiredness” with respect to at least one of the drivers involved



Killed MF	34	48	226	308
Ratio	14%	5%	9%	8%

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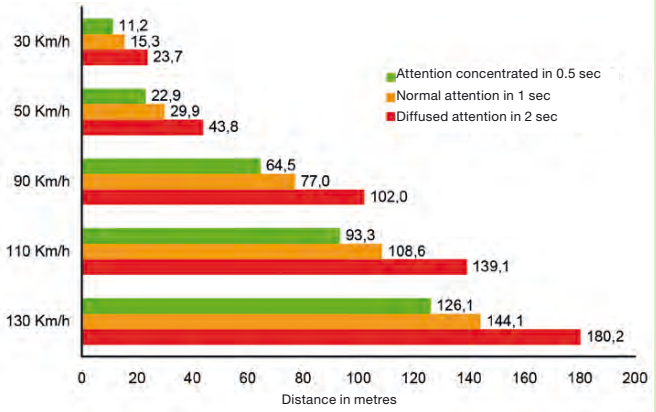
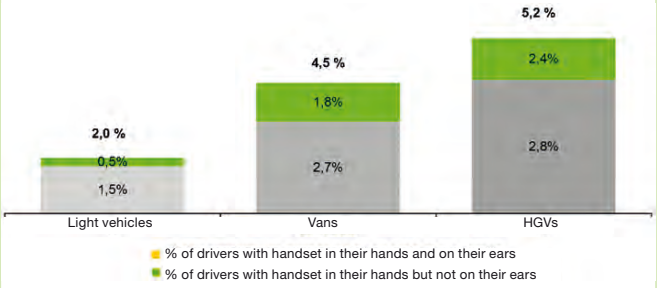
1 Care and attention – Influence of the psychological and cognitive state of the driver in the mechanism of accidents – the collections of the INRETS No. 280 – 2009 – Pierre Van Elslande and co.
2 Analysis of fatal accidents on toll motorways – ASFA - 2011.

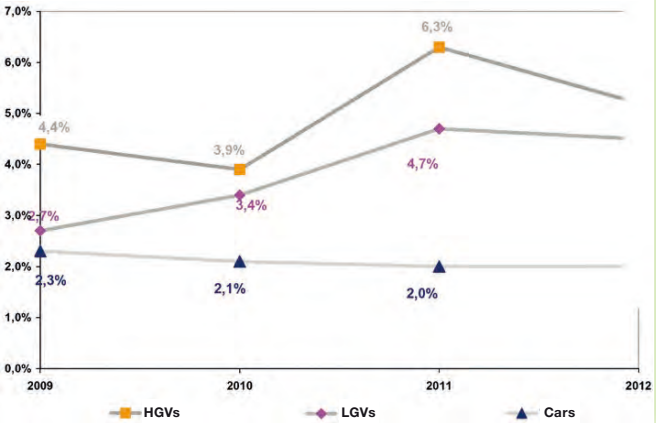
Stopping distance for cars



Use of phones when driving according to category of users



Development of the percentage of drivers driving with their phones according to the category of vehicles



Distracted driving

Sometimes, the driver's attention can be distracted in isolated cases from the immediate driving tasks towards other things significantly taking up his atten-tion. His ability to detect traffic events and to react to incidents is reduced and he actually momentarily loses the thread of the driving activity. This could be a motoring distraction (such as adjusting the air conditioning), a cognitive distraction (a lively discussion with a passenger) or inattention linked to the mind being distracted.

Some studies show that about 25 to 50% of injury accidents according to the range that has been allocated to the notion of disturbed attention) are due to lack of attention. This leads to a delay in making decisions and considerably extends reaction distances. In the BAAC database, the factor "distracted attention" is shown to be a factor in 8.7% of road deaths in 2012, corresponding to 317 persons killed, 283 linked to a driver lack of attention and 34 linked to a pedestrian lack of attention.

Using mobile phones at the wheel

Telephoning when driving with or without a hands-free kit is likely to interfere with driving actions, affect ability to concentrate and reduce driving performance. Because they demand attention, telephone communications treble the risk of an accident involving material or physical damage, according to a collective IFSTTAR-INSERM report[1]. According to the same source, almost one-in-ten injury accidents is said to be linked to telephoning when driving.

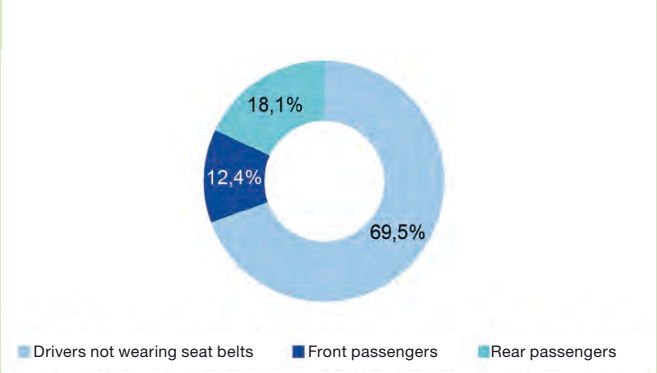
The results of the survey on the use of mobile phones[2] carried out along roadsides in 2012 show that about 2% of drivers were observed with telephones in their hands. This practice has been in slight decline since 2009, no doubt replaced by the use of integrated telephone systems or hands-free kits.

Moreover, if a slight reduction in hand-held phones held up to the ear has been observed in 2012 (from 1.7% to 1.5%), this is compensated by a slight increase in hand-held phones not held up to the ear (0.3% to 0.5%). It is not possible to say whether this is in line with the practice of forwarding written messages. The share of drivers of light goods vehicles or heavy goods vehicles using hand-held phones has been declining slightly since 2009.

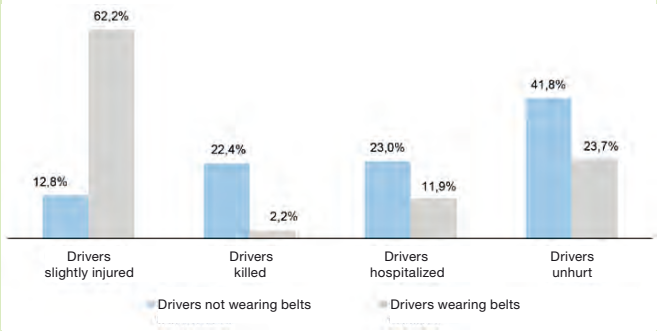
1 Telephone and road safety – Collective report – IFSTTAR-INSERM – April 2011.
2 Observatory of traffic behaviour – details 2011 ONISR.

Seat belts and helmets usage

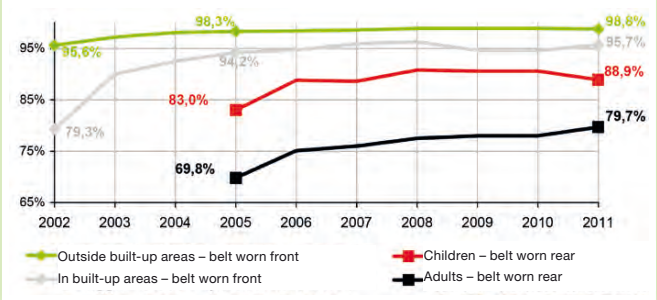
Share of persons killed while not wearing a seat belt according to the seat occupied in the vehicle (car): 354 deaths



The wearing of seat belts by car drivers involved in accidents occasioning physical injury



Wearing of front and rear seat belts in and outside built-up areas



Wearing seat belts by car drivers

Of the fatal accidents occurring in 2012, 354 motorists killed (18.8% of road fatalities among motorists) were not wearing seat belts or were not wearing them properly. Of these persons, 70% were drivers (246 drivers, 44 rear passengers and 64 front passengers). There were 635 persons who were not wearing seat belts or were not wearing them properly who were hospitalized or 2.3% of all persons hospitalized. Almost a third of these were rear passengers.

This is progress compared to 2011: 67 lives have been saved (decrease of 15.9%). Between 2000 and 2010, the number of persons not wearing seat belts who were killed in a traffic accident is down further than the fatality rates on the whole (65.4% compared to 51%) revealing a more favourable rate of the use of seat belts but also declining impact speeds. The progress was particularly noticeable from 2004, the year in which the penalty for failing to wear a seat belt was increased from two to three licence points. Prior to 2004, the fatality rate for persons not wearing a seat belt was between 24 and 30%. This share has been between 21 and 24% since 2005. Of the drivers killed in 2012, 79.8% were wearing seat belts.

Overall, the rate of wearing of seat belts in the front seats of cars has been stable since 2005. This is around 98.5%[1]. The rate of wearing seat belts in the rear seats is lower. This has been around 84% since 2008 with however a major difference between children (wearing rates are almost 90%) and for adults (almost 80%). Of young people 18-24 years who are killed whilst not wearing their seat belts, 40% are passengers (compared to 30% for all age groups).

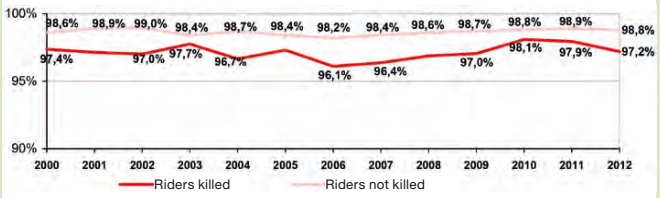
The European research project CaSPER[2], dealing with the case of 1,300 children involved in accidents has shown that only 30% of children had a device suitable for their age and were properly secured; 40% of children had a device suitable for their age, which was either poorly fitted or the child was poorly secured to this device.

The total number of users of cars, light goods vehicles, heavy goods vehicles and public service vehicles killed while not wearing their seat belts or not wearing these properly was 433 in 2012 or 20.7% of fatalities for these categories. These were 520 in 2011 and 517 in 2010.

1 Observatory of traffic behaviour – data 2011 ONISR.
2 Child Advanced Safety Project for European Roads (CaSPER) – Ph. Lesire LAB, H. Johannsen Technical University Berlin, R. Willinger Université de Strasbourg, A Longton Applus Idiada – December 2012.

	Rate of helmet wearing (motorbikes)		
	2009	2010	2011
Inter-city motorways	98%	96%	94%
Arterial motorways	99%	95%	97%
National roads 2 lanes	92%	88%	88%
Other national roads	91%	93%	95%
High-volume routes	97%	98%	92%
National roads in built-up areas	93%	91%	91%
Total built-up areas in province	94%	94%	94%
... including central Paris	99%	98%	99%
… whose central Paris	97%	99%	100%

Rate of helmet wearing by motorcyclists in accidents



Rate of helmet wearing by moped riders in accidents

Photo F. CEPAS / Sécurité Routière.

Wearing helmets by motorcyclists

In 2012, 20 motorcyclists three of which were passengers, were killed whilst not wearing a helmet or 3.5% of motorcyclist fatalities. This rate fluctuates between 2 and 4% according to the years since 2000. It was not possible to determine this in 20 other fatal accidents.

Wearing a helmet provides no guarantee of survival in an accident, especially as they are often worn incorrectly. They essentially provide protection in collisions at low speeds. Not wearing a helmet multiplies the seriousness outside built-up areas by a factor of 1.6. The seriousness is multiplied by a factor of 2.2 in built-up areas[1]. Wearing a helmet became compulsory in 1973. The percentage of people wearing a helmet in traffic was observed at 93%[2].

Wearing helmets by moped riders

In 2012, 25 moped riders four of which were passengers were killed whilst not wearing helmets or 13.4% of moped fatalities. This proportion fluctuates between 10 and 20% according to the years since 2000. The failure to wear a helmet for moped riders multiplies the seriousness outside built-up areas by a factor of 2.1. It is multiplied by a factor of 4.2 inside a built-up area. The wearing of a helmet outside built-up areas became compulsory in 1976 and compulsory inside built-up areas in 1980. Overall, 95.8% of riders were observed to have been wearing a helmet in traffic.

Wearing helmets by pedal cyclists

Wearing a helmet is not compulsory for pedal cyclists although they are worn more and more often especially for leisure cycling. Studies from the Registre du Rhône confirm the helmet's protective effect, particu¬larly for children. It is estimated that the risk of serious injuries (M.AIS 3+) to the head would be reduced by 66% among pedal cyclists injured in the town and by 97% in the case of pedal cyclists injured outside the town[3]. The risk of facial injuries would be reduced by 28%.

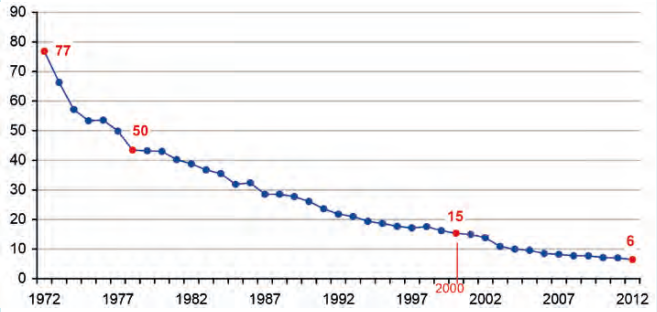
1 Gadegbeku B, Ndiaye A, Mintsa C, Supernant K, Chiron M, Laumon B. Les deux roues motorisés: apports du registre des victimes d'accidents de la circulation du Rhône. In: ONISR: Les Fiches Thématiques de la Sécurité Routière en France, 2011.
2 Observatory of traffic behaviour- ONISR.
3 Chiron M, Ndiaye A, Gadegbeku B, Mintsa C, Supernant K, Laumon B. Les bicyclettes: apports du registre des victimes d'accidents de la circulation du Rhône In: ONISR: Les Fiches Thématiques de la Sécurité Routière en France, 2011.



Conclusion

Executive summary

Development of fatalities per billion km covered



Since the 18,000 deaths registered on roads in 1972, governments have kept working on measures to reduce accidents numbers: limiting speed, regulating alcohol levels, compulsory wearing of seat belts and helmets, implementation of controls in all these fields and introduction of the demerit point system.

Road traffic exploded after the Second World War and pursued a sustained increase between 1972 and 2001. Then, it found a more or less stable base. In 2012, the traffic level was however maintained with a reduction of 6% in heavy goods vehicles. It was linked to the downturn in economic activity as was the case in 2009. In 40 years, road fatalities in relation to the traffic have shown the progressive advances made over the last forty years with periods of stagnation and periods of acceleration of the reduction in road risks.

Road fatalities – 12 years rolling

Année	1st semester						2nd semester					
2011	4 043	4 058	4 059	4 123	4 109	4 116	4 017	4 004	3 994	3 968	3 925	3 963
2012	3 936	3 871	3 846	3 763	3 762	3 748	3 760	3 729	3 723	3 671	3 667	3 653

A road fatalities decrease in 2012

Fatalities in mainland France were down 7.8% compared to 2011 whereas the decrease in 2011 compared to 2010 was only 0.7%. The year 2011 was penalized by good weather conditions that favoured mobility but not road safety; 2012 is close to the average.

There were 310 lives saved, 188 of whom motorists and 96 motorcyclists but 23 more cyclists were killed. Within this reduction of 7.8%, 2.3 points are attributable to the reduced fatalities in accidents involving heavy goods vehicles. It has to be set in the context of the reduction of heavy goods vehicle traffic and connected to the economic situation. Fatalities among 18-24 year olds follow the general rhythm (60 lives saved).

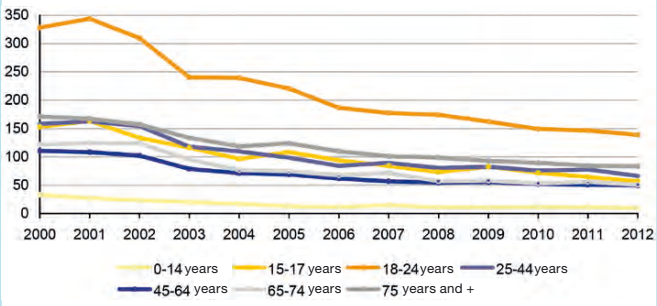
Major challenges

The objective set by the Ministry of the Interior is to get below the level of 2,000 people killed by 2020, or a reduction of 50% of road fatalities in mainland France compared to the reference year 2010. The reduction between 2010 and 2012 was 8.5%.

Some users are over represented in the fatalities:

- 21% are young persons between 18 and 24 years old while they only account for 9% of the population;
- 24% were killed in accidents involving a driver who had held a licence for under two years while these persons represent 5% of licence holders;
- 22% of people killed in a motorized vehicle are motorcyclists whereas they only represent 1.5% of the distance covered;
- 13% are killed in accidents involving a heavy goods vehicle while these only represent 5% of road traffic.

Development of fatalities per age group per million inhabitants of the same age group



	0-14	15-17	18-24	25-44	45-64	65-74	75 years and +
2011	11	64,4	146.6	77.6	50.8	50.7	84.2
2012	9.8	56.9	138.9	66.3	49.5	56	83.5

Key figures

Among the 3,653 people killed in 2012 on the roads of mainland France:

- three quarters (2,730) were men, one quarter (923) were women;
- more than 2,300 died on roads outside built-up areas limited to 90 km/h or 110 km/h;
- almost 1,000 were under 24 years;
- more than 850 were killed in an accident involving a novice driver who had held a licence for under two years;
- almost 850 were on motorized two-wheeled vehicles;
- almost 500 were pedestrians, 41% of whom were over 75 years old;
- almost 450 died while not wearing a seat belt.

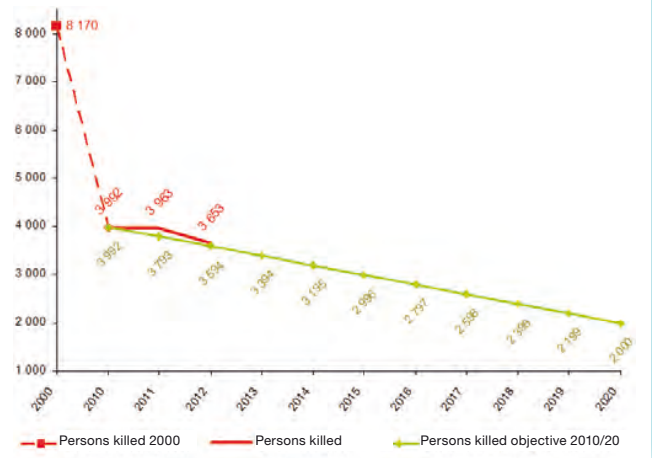
Road fatalities in the five overseas areas total 189 persons killed in 2012, up +26.8% compared to 2011 but +5% compared to 2010. Two thirds were vulnerable users (pedestrians or two-wheelers) and 35% are under 24 year olds.

Contributing factors

• Speed is the factor that is practically always present either as a factor of occurrence (inadequate or excessive speed) or as a factor of severity. Speed has been shown to be a main cause in at least 25% of fatal accidents. The automated control/penalty system has certainly enabled a significant decrease in speeds, practically eradicating major excesses. The number of fatal accidents involving excessive speed of less than 10 km/h has not changed in 10 years. They now represent half of fatal accidents.

• Alcohol has been shown to be a main cause in at least 20% of fatal accidents. Of road fatalities, 30% occur during an accident where at least one of the drivers had an alcohol level above the legal limit; this proportion has been a constant for over a decade. Among the drivers involved in these fatal accidents involving alcohol, more than one in three moped riders, one motorcyclist in five and one car driver in five had alcohol levels above the legal limit. Intoxicated drivers age ranges from 18 to 45 mainly, but with strong discrepancies according to the means of transport.

Persons killed in mainland France
Objective 2020



• Failure to observe priority is the main cause of at least 14% of road fatalities.

• The use of drugs by the driver is the main cause of at least 4% of road fatalities. 23% of road fatalities occur following an accident whereby at least one of the drivers was tested positive for drugs. The alcohol/drugs combination multiplies by 14 the risk of being responsible for a fatal accident.

• 16% of road fatalities occur following an acci-dent where at least one of the drivers showed clear signs of tiredness or whose attention was disturbed.

• The failure to wear safety equipment is an aggravating factor in accidents: 21% of persons killed in cars, light goods vehicles, heavy goods vehicles or public service vehicles were not wearing their seat belt or were not wearing it properly. Of the users killed on two-wheeled motorized vehicles, 6% were not wearing a helmet.

Prospects

The National Council for Road Safety was reinstated on 27 November 2012. It brings together 53 members of the civil society, associations, professional organizations and ministries' representatives. It works to propose actions according to four priority axes: young people and road safety education – pedal cyclists and motorized two-wheelers – the factors alcohol-drugs and speed – techno¬logical devices and road infrastructures as well as an overall approach with the help of its experts Committee. Actions aimed at reducing fatalities as well as the number of persons seriously injured will be pro¬posed to the Government.

National fact sheet

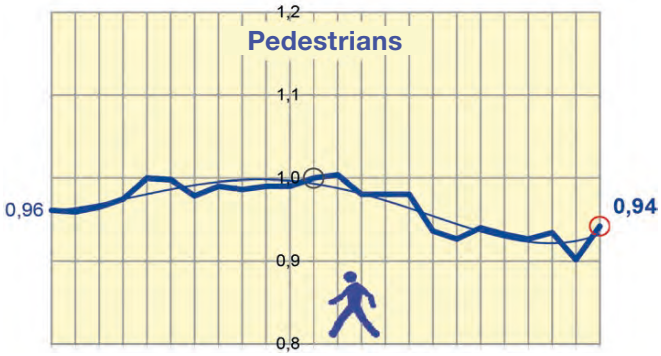
	Number of persons killed in 2012	Share of fatalities in 2012	Lives saved in 2012	Variation in fatalities in 2012/2011	Variation in fatalities in 2012/2010	Variation in fatalities in 2010/2000	Nbr. of persons hospitalized for 10 persons killed in 2012
Mainland France + overseas areas	**3,842**	**100%**	**- 271**	**- 6.6%**	**- 7.9%**	**- 50.9%**	**73**
Overseas counties	**189**	**4.9%**	**39**	**26.0%**	**4.4%**	**- 43.6%**	**51**
Mainland France	**3,653**	**100%**	**- 310**	**- 7.8%**	**- 8.5%**	**- 51.1%**	**74**
Category of users							
Pedestrians	489	13.4%	- 30	- 5.8%	+ 0.8%	- 42.8%	86
Cyclists	164	4.5%	23	16.3%	11.6%	- 46.2%	82
Moped riders	179	4.9%	- 41	- 18.6%	- 27.8%	- 46.2%	181
Motorcyclists	664	18.2%	- 96	- 12.6%	- 5.7%	- 25.7%	83
Car users	1,882	51.5%	- 180	- 8.8%	- 11.1%	- 60.4%	60
LGV users	145	4.0%	11	8.2%	0.0%	ND	54
HGV users	56	1.5%	- 11	- 16.4%	- 13.8%	- 47.6%	65
Public service vehicles	6	0.2%	6	100.0%	50.0%	- 80.0%	268
Vans and tricycles	28	0.8%	2	7.7%	400.0%	ND	37
Age group							
0-14 yrs	115	3.2%	- 13	- 10.2%	- 11.5%	- 64.6%	168
15-17 yrs	131	3.6%	- 13	- 9.0%	- 18.6%	- 54.5%	145
18-24 yrs	753	20.6%	- 60	- 7.4%	- 9.4%	- 52.4%	72
25-44 yrs	1,082	29.6%	- 190	- 14.9%	- 13.4%	- 53.7%	78
45-64 yrs	827	22.6%	- 20	- 2.4%	- 3.4%	- 43.2%	72
65-74 yrs	264	7.2%	- 16	- 5.7%	0.0%	- 58.2%	61
75 yrs et +	481	13.2%	3	0.6%	- 3.8%	- 31.2%	38
Type of road							
Motorways	242	6.6%	- 53	- 18.0%	- 5.5%	- 56.2%	80
Roads outside built-up areas	2,385	65.3%	- 188	- 7.3%	- 8.4%	- 50.9%	50
Built-up areas	1,026	28.1%	- 69	- 6.3%	- 9.4%	- 50.4%	140
Gender							
Men	2,730	74.7%	- 294	- 9.7%	- 10.2%	- 51.0%	67
Women	923	25.3%	- 16	- 1.7%	- 3.1%	- 51.7%	97
Type of occupant							
Drivers	2,523	69.1%	- 240	- 8.7%	- 11.0%	- 49.1%	71
Passengers	641	17.5%	- 40	- 5.9%	- 4.6%	- 62.1%	80
Novice drivers	406	11.1%	- 36	- 8.1%	- 6.9%	ND	68
Users not wearing seat belts	433	11.9%	- 87	- 16.7%	- 16.2%	ND	24
In an accident involving a driver							
Novice (held licence under 2 yrs)	868	23.8%	- 102	- 10.5%	- 10.8%	- 51.7%	79
With alcohol level > 0.5 g/l	925	25.3%	- 39	- 3.9%	- 3.9%	- 40.4%	40
Tested positive for drugs	531	13.1%	32	6.4%	1.7%	ND	30
Distracted	283	7.7%	- 16	- 5.4%	- 10.4%	ND	102
Tired or sick	308	8.4%	- 25	- 7.5%	- 1.3%	ND	53
Of heavy goods vehicle	486	13.3%	- 92	- 15.9%	- 12.7%	- 47.8%	30
Estimate of overall fatalities from the percentage of positive tests/result of test known							
With alcohol level > 0.5 g/l	1,130	30.9%	- 89	- 7.3%	- 8.2%	- 51.0%	40
Tested positive for drugs	849	23.2%	- 35	- 3.9%	- 17.9%	ND	30

Age of drivers/ pedestrians	Bicycles		Mopeds		Motorcycles		Cars		HGVs		Other vehs	All drivers		Pedestrians	
	Nb*	> 0,5 g/l **	Nb*	> 0,5 g/l **	Nb*	> 0,5 g/l **	Nb*	> 0,5 g/l **	Nb*	> 0,5 g/l **	Nb*	Nb*	> 0,5 g/l **	Nb*	> 0,5 g/l **
0-14 yrs	11		3		1		0		0			15		40	25%
15-17 yrs	7	0%	51	16%	13	9%	15	23%	0	0%	3	89	13%	10	13%
18-24 yrs	12	30%	59	31%	147	15%	706	27%	25	5%	75	1,024	24%	40	50%
25-44 yrs	26	9%	50	58%	338	22%	1 158	28%	220	2%	240	2,032	23%	64	46%
45-64 yrs	64	6%	21	40%	191	23%	836	16%	223	0%	198	1,533	14%	113	34%
65-74 yrs	38	4%	2	0%	5	0%	227	9%	6	0%	33	311	8%	60	8%
75 yrs and +	22	6%	4	67%	1	0%	274	3%	2	0%	15	318	4%	205	1%
Total	**180**	**8%**	**190**	**36%**	**696**	**21%**	**3,216**	**21%**	**476**	**2%**	**564**	**5,322**	**18%**	**532**	**22%**

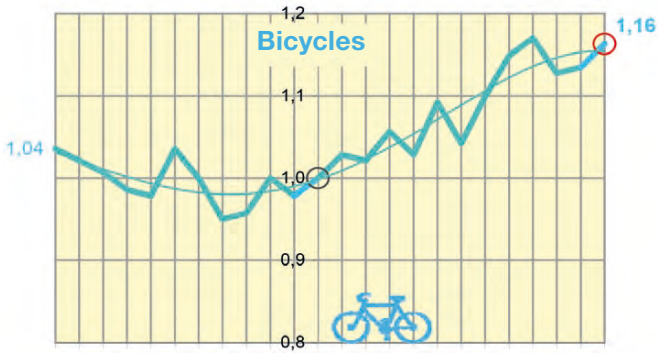
***** Nb: total number of drivers/pedestrians involved in a fatal accident.

****** "> 0.5 g/l": share of drivers/pedestrians with a level of alcohol > 0.5 g/l among drivers/pedestrians tested and involved in a fatal accident.

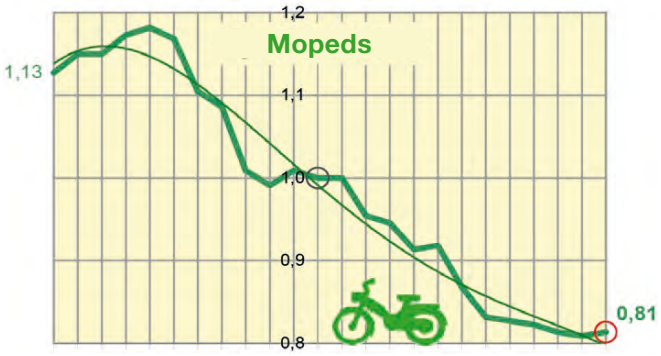
Figures for 2012	Accidents with injury	Killed within 30 days	Injured	Hospitalized
Year 2012 definitive	60,437	3,653	75,851	27,142
Year 2011 definitive	65,024	3,963	81,251	29,679
Difference 2012 / 2011	- 4,587	- 310	- 5,400	- 2,537
Year 2011 definitive	- 7.1%	- 7.8%	- 6.6%	- 8.5%



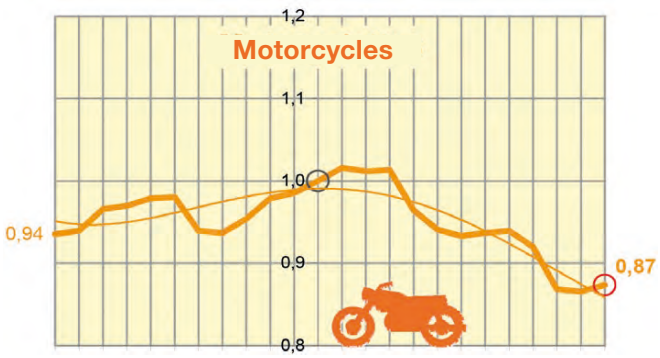
	J	F	M	A	M	J	J	A	S	O	N	D
2011	499	498	501	506	519	518	508	514	512	514	514	519
2012	521	509	509	509	486	481	488	484	481	485	468	489



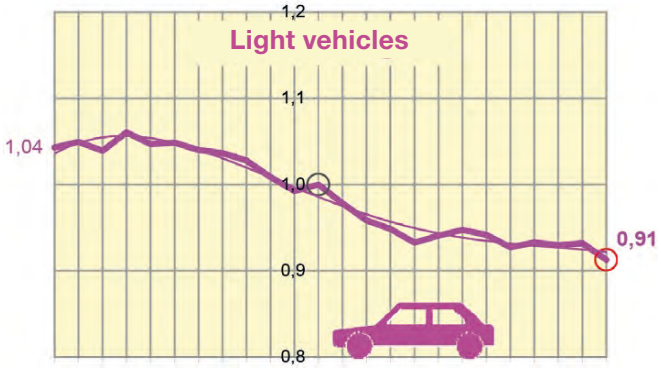
	J	F	M	A	M	J	J	A	S	O	N	D
2011	146	144	142	139	138	146	141	134	135	141	138	141
2012	145	144	149	145	154	147	155	162	165	159	160	164



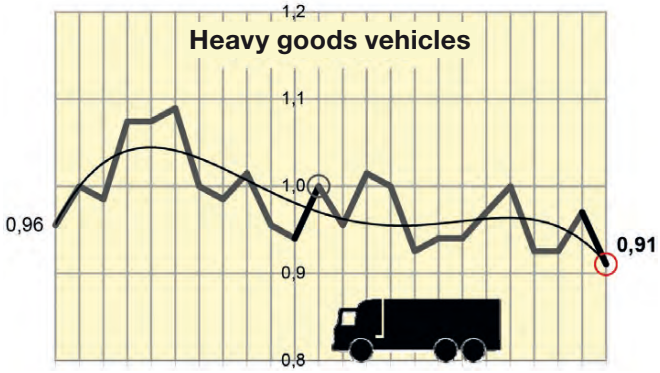
	J	F	M	A	M	J	J	A	S	O	N	D
2011	248	253	253	258	260	257	243	239	222	218	222	220
2012	220	210	208	201	202	191	183	182	181	179	178	179



	J	F	M	A	M	J	J	A	S	O	N	D
2011	711	714	734	737	744	745	714	712	725	744	749	760
2012	772	769	770	733	715	709	712	714	699	660	658	664



	J	F	M	A	M	J	J	A	S	O	N	D
2011	2,151	2,164	2,143	2,187	2,159	2,162	2,145	2,137	2,120	2,080	2,047	2,062
2012	2,017	1,977	1,956	1,923	1,940	1,954	1,942	1,912	1,924	1,917	1,922	1,882



	J	F	M	A	M	J	J	A	S	O	N	D
2011	64	67	66	72	73	67	66	68	64	63	67	
2012	64	68	67	62	63	63	65	66	60	59	61	56

Local key performance indicators

		Persons killed				On average 2010-2012 share in the fatality of persons killed		
				Average rate 2010 – 2012				
		Total 2012	Variation 2012/2011	All ages for 1 million inhabitants (pop. 2012)	For 18-24 year olds for 1 million 18-24 year olds	On 2-wheeled motorized vehicles	In accident with novice driver or with licence under 2 years	In an accident with an intoxicated driver/alcohol level known
1	Ain	39	- 13%	76	280	17%	30%	35%
2	Aisne	38	- 22%	78	195	15%	22%	41%
3	Allier	22	- 51%	105	361	15%	27%	24%
4	Alpes-de-Haute-Provence	12	- 57%	121	275	27%	19%	34%
5	Hautes-Alpes	20	18%	126	230	27%	27%	27%
6	Alpes-Maritimes	61	0%	56	88	45%	23%	29%
7	Ardèche	28	- 20%	91	348	36%	18%	32%
8	Ardennes	18	- 10%	62	108	17%	17%	33%
9	Ariège	10	- 41%	98	176	24%	22%	41%
10	Aube	22	- 35%	79	120	13%	18%	24%
11	Aude	38	- 25%	114	321	18%	27%	31%
12	Aveyron	15	- 50%	75	151	19%	16%	18%
13	Bouches-du-Rhone	130	- 5%	70	168	32%	24%	20%
14	Calvados	39	11%	54	160	25%	26%	34%
15	Cantal	8	- 64%	84	373	24%	24%	25%
16	Charente	25	- 17%	88	200	19%	28%	30%
17	Charente-Maritime	63	3%	104	306	24%	22%	39%
18	Cher	33	18%	96	226	17%	20%	36%
19	Corrèze	16	- 11%	77	200	11%	32%	22%
20A	Corse-du-Sud	7	- 53%	62	186	40%	25%	30%
20B	Haute-Corse	24	100%	132	460	18%	27%	30%
21	Côte-d'Or	29	- 24%	64	179	16%	27%	32%
22	Côtes-d'Armor	39	0%	65	238	19%	24%	33%
23	Creuse	13	44%	87	87	15%	15%	39%
24	Dordogne	45	36%	91	272	13%	21%	25%
25	Doubs	40	3%	77	218	15%	26%	37%
26	Drôme	45	- 6%	92	245	15%	26%	23%
27	Eure	33	- 33%	73	194	23%	25%	27%
28	Eure-et-Loir	40	- 2%	97	285	17%	26%	27%
29	Finistère	36	- 10%	43	100	24%	15%	41%
30	Gard	68	- 4%	99	255	23%	23%	46%
31	Haute-Garonne	50	- 15%	46	110	29%	29%	36%
32	Gers	24	9%	126	289	17%	15%	22%
33	Gironde	94	9%	58	120	26%	23%	40%
34	Hérault	101	2%	95	222	25%	22%	36%
35	Ille-et-Vilaine	46	- 23%	53	130	23%	27%	35%
36	Indre	17	6%	80	320	21%	29%	38%
37	Indre-et-Loire	41	- 13%	74	146	20%	20%	23%
38	Isère	61	- 12%	56	113	20%	25%	32%
39	Jura	29	- 6%	118	390	13%	22%	30%
40	Landes	35	- 10%	97	297	15%	21%	29%
41	Loir-et-Cher	38	0%	109	311	20%	28%	28%
42	Loire	36	9%	46	79	28%	14%	19%
43	Haute-Loire	16	- 24%	81	284	7%	16%	28%
44	Loire-Atlantique	80	5%	60	174	23%	26%	44%
45	Loiret	45	- 24%	81	184	22%	13%	30%
46	Lot	5	- 78%	87	318	15%	28%	24%
47	Lot-et-Garonne	27	- 31%	99	381	15%	24%	27%
48	Lozère	13	44%	142	454	12%	9%	32%
49	Maine-et-Loire	27	- 27%	48	97	22%	25%	32%
50	Manche	36	- 3%	79	189	26%	24%	29%
51	Marne	40	- 13%	77	133	23%	21%	30%
52	Haute-Marne	17	0%	93	197	22%	31%	22%
53	Mayenne	24	- 24%	88	305	24%	31%	30%
54	Meurthe-et-Moselle	32	- 27%	49	111	17%	25%	30%
55	Meuse	14	- 18%	82	116	25%	13%	40%

		Persons killed				On average 2010-2012 share in the fatality of persons killed		
				Average rate 2010 – 2012				
		Total 2012	Variation 2012/2011	All ages for 1 million inhabitants (pop. 2012)	For 18-24 year olds for 1 million 18-24 year olds	On 2-wheeled motorized vehicles	In accident with novice driver or with licence under 2 years	In an accident with an intoxicated driver/alcohol level known
56	Morbihan	55	0%	72	216	22%	25%	44%
57	Moselle	60	13%	54	121	15%	24%	32%
58	Nièvre	17	- 32%	95	301	13%	29%	36%
59	Nord	81	0%	32	71	26%	30%	30%
60	Oise	59	- 3%	71	170	25%	24%	43%
61	Orne	26	18%	83	338	18%	23%	25%
62	Pas-de-Calais	72	- 15%	50	104	24%	24%	23%
63	Puy De Dôme	33	- 11%	59	128	34%	23%	40%
64	Pyrénées-Atlantiques	47	38%	59	168	32%	22%	33%
65	Hautes-Pyrénées	20	- 20%	81	212	21%	28%	11%
66	Pyrénées-Orientales	28	- 13%	62	183	32%	29%	32%
67	Bas- Rhin	41	- 11%	40	112	23%	23%	15%
68	Haut-Rhin	41	41%	47	151	20%	19%	31%
69	Rhône	53	- 22%	37	91	30%	26%	31%
70	Haute-Saône	19	- 17%	102	340	18%	20%	33%
71	Saône-et-Loire	46	- 19%	92	318	22%	25%	27%
72	Sarthe	39	- 19%	71	103	21%	20%	30%
73	Savoie	40	60%	76	235	20%	26%	24%
74	Haute-Savoie	49	14%	58	131	34%	23%	44%
75	Paris	39	- 24%	20	26	36%	20%	22%
76	Seine-Maritime	75	44%	51	117	25%	28%	29%
77	Seine-et-Marne	67	- 24%	59	160	24%	28%	29%
78	Yvelines	48	7%	37	92	38%	33%	21%
79	Deux-Sèvres	22	- 41%	85	262	20%	26%	36%
80	Somme	52	11%	87	188	23%	21%	32%
81	Tarn	25	- 31%	96	226	14%	21%	30%
82	Tarn-et-Garonne	32	14%	128	407	15%	28%	41%
83	Var	75	0%	79	187	46%	25%	23%
84	Vaucluse	49	9%	89	187	21%	12%	26%
85	Vendée	51	- 2%	89	326	18%	23%	36%
86	Vienne	26	18%	65	189	14%	33%	23%
87	Haute-Vienne	25	32%	56	128	17%	25%	32%
88	Vosges	35	- 5%	98	327	22%	26%	33%
89	Yonne	25	- 34%	92	211	13%	16%	34%
90	Territoire de Belfort	5	- 29%	43	74	27%	16%	23%
91	Essonne	46	7%	35	119	35%	31%	19%
92	Hauts-de-Seine	30	43%	17	31	40%	28%	27%
93	Seine-Saint-Denis	35	- 30%	27	50	43%	32%	16%
94	Val-de-Marne	32	- 9%	23	50	42%	39%	23%
95	Val-d'Oise	29	- 12%	27	59	35%	30%	30%
Métropole		3,653	- 8%	61	148	24%	24%	31%
971	Guadeloupe	70	32%	155	426	39%	21%	33%
972	Martinique	31	29%	79	286	50%	23%	47%
973	Guyane	41	41%	148	232	34%	13%	31%
974	La Réunion	45	7%	51	133	43%	21%	34%
976	Mayotte	2	100%	8	0	40%	0%	50%
All overseas areas		189	27%	83	200	41%	20%	36%
France métropole+DOM		3,842	- 6,6%	62	149	25%	24%	31%
977	Saint Barthélémy	0	- 100%	73	853	100%	ND	100%
978	Saint Martin	5	25%	126	848	77%	ND	67%
986	Wallis et Futuna	1	100%	44	0	0%	ND	100%
987	Polynésie Française	36	89%	109	175	41%	ND	50%
988	Nouvelle Calédonie	55	- 10%	204	556	4%	ND	54%
Total COM/POM		97	11%	152	348	20%	ND	54%

Population 2012: source INSEE.

Appendices

ANALYSIS REPORT OF ROAD TRAFFIC ACCIDENTS INVOLVING PHYSICAL INJURY

IDENTIFIER

UNIT CODE | REPORT No. | PAGE No. | CREATED BY (3 | 9 | 10 | 14 | 15 | 17)

1 - National Gendarmerie
2 - prefecture of Police, Paris
3 - C.R.B.
4 - P.A.F.
5 - Public security

1 – CHARACTERISTICS

LIGHT
Daylight -1
Twilight or dawn -2
Night without public lighting -3
Night with public lighting... turned off -4
turned on -5

LOCATION
Outside built-up area -1
In built-up area -2

INTERSECTION
1- Outside of intersection
In intersection or immediate vicinity
2- in X
3- in T
4- in Y
5- with more than four roads
6- Roundabout
7- Square
8- Level crossing
9- Other

WEATHER CONDITIONS
Normal -1
Light rain -2
Heavy rain -3
Snow-hail -4
Fog-smoke -5
Strong wind-storm -6
Blinding sun -7
Overcast -8
Other -9

TYPE OF COLLISION
Accident involving:
- two vehicles
1- Head on collisions
2- rear
3- side
- three vehicles and more
4- in series
5- multiple collisions
6- other collision
7- without collision

Evening before bank holiday
Bank holiday

GPS CODE
Indicator of origin | Latitude | Longitude (65 | 66 | 79 | 80)

DATE (Day | Month | Year) | TIME (Hour | Minute) (18 | 20 | 22 | 25 | 27 | 29)

INSEE CODE PLACE OF ACCIDENT (Departement | Commune) (30 | 33 | 36)

Postal address- state the road number, category and name (37 | 38 | 39 | 40 | 63)

2 – LOCATIONS

HIGHWAY CODE

CATEGORY
1- Motorway
2- Trunk road
3- County road
4- Communal road
5- Outside public network
6- Car park open to public traffic
9- Others

TRAFFIC SYSTEM ROAD:
One-way -1
Single carriageway -2
dual carriageway -3
With variable lane allocation -4

ROAD (Index letter A | Bis - 2 | Ter - 3 | B | C | etc. | ...)
Number or finato (18 | 19 | 20 | 25 | 26 | 27)

Total number of traffic lanes (28)

SPECIAL PATHS
1- Cycling path
2- Cycling lane
3- Designated lane

LONGITUDINAL PROFILE (31 | 32)
1- Flat
2- Slope
3- Summit of hill
4- Bottom of hill

HORIZONTAL ALIGNMENT
(direction of 1st vehicle described)
Rectilinear part - 1
In the curve to the left - 2
In the curve to the right - 3
In S - 4

KM OR REFERENCE POINT
(take one's bearings via the following point)
No. of point (33) | Metres (41)

WIDTH
(in metres)
Central reserve (43 ,) | Reservation outside centres (46 ,)

ROAD SURFACE (49)
1- Normal
2- Wet
3- Puddles
4- Flooded
5- Snow
6- Mud
7- Icy
8- Greasy - oil
9- Other

INFRASTRUCTURE MANAGEMENT (50)
1- Underground _tunnel
2- Bridge - flyover
3 - Interchange or link road
4 - Railway track
5 – Engineered inter-section
6 - Pedestrian zone
7 - Toll zone

ACCIDENT LOCATION (51)
1- On carriageway
2- On hard shoulder
3- On shoulder
4- On pavement
5- On cycle path

SCHOOLS (56 | 57)
1- Near a school
2- Not near a school

3 – VEHICLES

01- Bicycles
02- Mopeds + 30 - scooter <50 cm³
03- Vans, tricycle
31- Motorcycle >50 <125 cm³
32- Scooter >50 <125 cm³
33- Motorcycle >125 cm³
34- Scooter >125 cm³
07- Light vehicle alone
10- Vehicule alone (1.5t <tgw <3.5t)
13- HGV alone (3.5t <tgw <7.5t)

CONVENTIONAL LETTER
HIGHWAY CODE
1- Runaway vehicle
2- Runaway driver
DIRECTION OF TRAFFIC
1- increasing marker posts
2- decreasing marker posts
(18 | 19 | 20 | 21)

ADMINISTRATIVE CATEGORY
14- HGV alone (tgw >7.5t)
15- HGV + trailer
16- Tractor unit alone
17- Tractor unit + semitrailer
37- Bus
38- Coach
39- Train
40- Tram
20- Special vehicle
21- Agricultural tractor
99- Other
35-Quad <= 50cm³
36-Quad < 50cm³

REGIST-RATION
Within dept.
Or national
(22)

DATE of first registration
Month | Year (23 | 24 | 27 | 29)

INFRASTRUCTURE (43)
1- Driver
2- Stolen vehicle
3- Consenting owner
4- Administration
5- Business

SPECIAL VEHICLES (44)
1- Taxi
2- Ambulance
3- Fire engine
4- Police Forces
5- School bus
6- Hazardous goods
9- Other

FACTOR LINKED TO THE VEHICLE = FACV (45 | 47)
1- Mechanical defect
2- Lighting - signing
3- Tyres worn
4- Tyre burst
5- Load
6- Movement of vehicle
7- Fire of vehicle
9- Other

INSURANCE
1- Yes
2- No
3- Not produced

FIXED OBJECT HIT (48)
01- Stationary vehicle
02- Tree
03- Metal safety fence
04- Concrete safety fence
05- Other safety fence
06- Building, wall, bridge pile
07- Vertical signal support or emergency telephone
08- Post
09- Street furniture
10- Parapet
11- Traffic Island, refuge, bollard
12- Side of the pavement
13- Ditch, rubble, rock wall
14- Other fixed object on carridgeway
15- Other fixed object on the pavement or the shoulder
16- Exit from carridgeway with no obstacle

MOBILE OBJECT HIT (50 | 51)
1- Pedestrian
2- Vehicle
4- Vehicle on rails
5- Domestic animal
6- Wild animal
9- Other

POINT OF INITIAL IMPACT
1- Front
2- Front right
3- Front left
4- Rear
5- Rear right
6- Rear left
7- Side right
8- Side left
9- Multiple impacts (overturning)

MAIN MOVEMENTS BEFORE THE ACCIDENT (52)
DRIVING
01- Without changing direction
02- Same direction same queue
03- Between 2 lanes
04- In reverse
05- The wrong way
06- By encroaching on the central reserve
07- In the bus lane – in the same direction
08- In the bus lane – in the opposite direction
09- By joining traffic
10- By turning round on the carriageway

CHANGING LANE 11- to the left 12- to the right
TURNING 15- to the left 16- to the right
MOVING 13- to the left 14- to the right
PASSING 17- to the left 18- to the right

19-Crossing the carriageway
20-Parking manoeuvre
21-Avoiding manoeuvre
22-Opening door
23-Stopping (apart from parking)
24-Parking (with occupants)

CNIT Code: copy the "type"entered in the vehicle's logbook. (61 | 75)

NUMBER OF PAX IN PSV (54 | 56)

3 – USERS

CONVENTIONAL LETTER
PLACE IN THE VEHICLE
2- wheels: ② ① ③
4- wheels: 4 7 1 / 5 8 6 / 3 9 2
1- Presumed responsibility
(18 | 19 | 20)

CATEGORY (21)
1- Driver
2- Passenger
3- Pedestrian
4- Pedestrian on roller skates or scooter

SERIOUSNESS (22)
1- Unhurt
2- Killed (30 days)
3- Injured + hosp.
4- Slightly injured

SOCIO-PROFESSIONAL CATEGORY (29)
1- Professional driver
2- Farmer
3- Artisan, trader, independent professional
4- Senior management, liberal
5- Middle management, employee
6- Worker
7- Retired professions, business owner
8- Unemployed
9- Other
A-Student

1- Male
2- Female
GENDER (30)

RESIDENCE (county or country) (34)

BIRTH Month | Year (37 | 39)

FACTOR LINKED TO THE USER (43)
1- Discomfort-fatigue
2- Medicines-drugs
3- Disability
4- Attention distracted
5. Clear intoxication

ALCOHOL TEST
Impossible -1
Refused -2
Blood sample -3
Ethylometer -4
Result unknown -5
Test negative -6

LEVEL OF ALCOHOL (44 | 45)

DRIVING LICENCE (48)
1- Valid
2- Expired
3- Banned
4- Driving in driving school
5- Category not valid
6- No licence
7- Accompanied driving

DATE OF OBTAINING LICENCE
Month | Year (49 | 51)

JOURNEY (53)
1- commuting (to/from work)
2- commuting (to/from school)
3- Errands-purchases
4- Use- professional
5- Recreation-leisure
9- Other

NATINF OFFENCE (54 | 59)
1st offence | 2nd offence

SAFETY EQUIPMENT
AVAILABILITY (64)
Safety belt -1
Helmet -2
Child seat -3
Reflective equipment -4
Other -9

USE (65)
1- Yes
2- No
3- Non de

POSITION OF PEDESTRIAN ON THE ROAD (66)
1- At + 50 m from the pedestrian crossing
2- At- 50 m from the pedestrian crossing
ON THE PEDESTRIAN CROSSING
3- Without light signals
4- With light signals
VARIOUS
5- On the pavement
6- On shoulder or hard shoulder
7- On refuge
8- On side lane

ACTION *MOVING* (67 | 68)
1- Dir. of veh hit
2- Rev. dir. of veh
Various
3- Crossing
4- Masked
5- Playing, running
6- With animal
9- Others

1- Only
2- Accompanied
3- In a group

DRUG TEST (73 | 74)
1- Not done
2- Impossible
3- Refused
4- Positive for at least 1 substance
5- Negative for all substances
6- Result not known (blood)

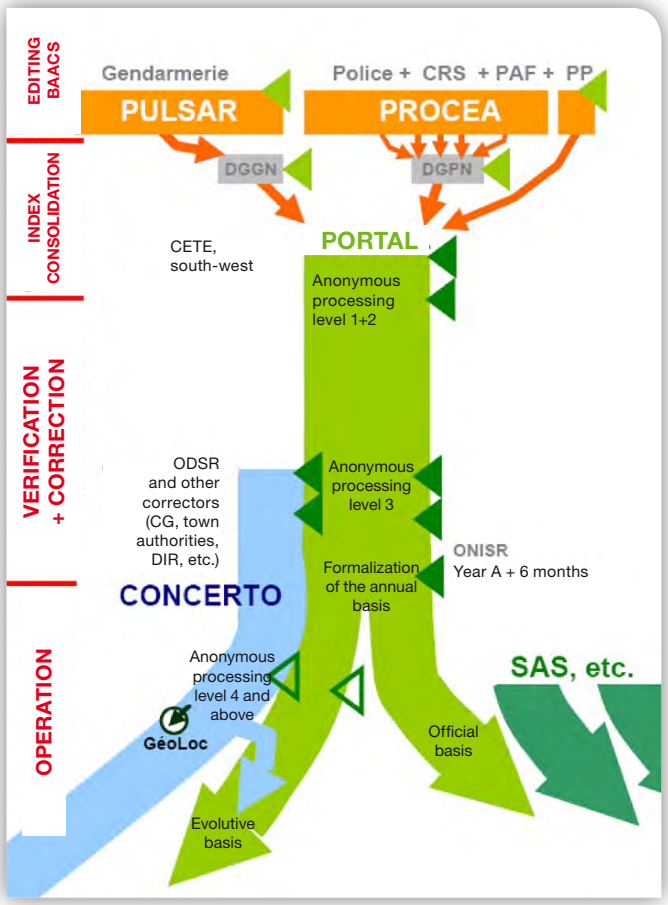
Testing | Blood

The national accident databases

Collecting accident data: the BAAC

Any road traffic accident involving physical injury known to the police forces is the subject of a BAAC (analysis report of road accidents involving physical injury) completed by the competent police force (using PROCEA software) or the gendarmerie (using PULSAR software) according to the site of the accident.

The real core of the road safety information system, this report, includes all the relevant information organized in four major sections: characteristics and location of the accident, vehicles and users involved. A localizer will complete the details of the accident in an environmental setting. The BAAC includes the number of the code of the issuing unit and the number of the report. The BAAC database is considered anonymous because it contains neither the identities of the persons involved in the acci¬dents nor the full registrations of the vehicles.



Transmission of BAAC databases

After entry, the BAACs are centralized in the gendarmerie and police IT operations centres and then imported into the ONISR "accident" portal within two-to-four months of the accident. The headquarters of the Paris police force (PP) will enter the respective database into the portal.

Quality control of BAAC databases

The main aim of the "accident" portal, operational since 2009 is improving the quality and reliability of BAAC databases. The Centre for Technical Equipment Studies, South-West (CETE, south-west), under the supervision of the ONISR carries out a first level quality control: verification of the formats and completeness of the headings enabling identification of each acci¬dent (commune, organism, date of accident, etc.).

The data will then be accessible to the departmental observatories for road safety (ODSR) for a second level of verification and any corrections: blocking anomalies of the databases as detected by the system (for example, that the driver is seated in front of the vehicle or the lighting characteristics are compatible with the time, etc.) and additional information relating to the compulsory variables that not been provided or are incorrect (type road, type of licence, etc.). The ODSR relies on the road authorities management (they are involved in carrying out any modifications if necessary) as well as the police forces when attending the accident.

A final quality control on a national level is carried out before publication of a month final results. The BAAC is compared to the "fast feedback" from headquarters for each county in order to ensure that each file is complete.

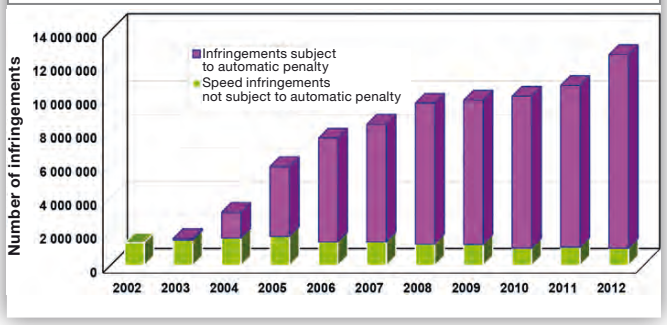
Fast feedback relates to the data on accidents from the previous month collected by the headquarters and sent at the beginning of each month to the Ministry of the Interior. This amounts to a provisional statement of injury accidents and how serious they are. These are used, by way of coefficients of extrapolation supported by the BAAC to establish the monthly barometer of the ONISR published within the first fifteen days of the month relating to accidents in the previous month.

All the BAAC databases for a year are validated by the ONISR generally in May of the following year. It is the source of official accident statistics that are communicated to the public and the various partners (particularly for entry into international databases: OMS, CARE and IRTAD databases).

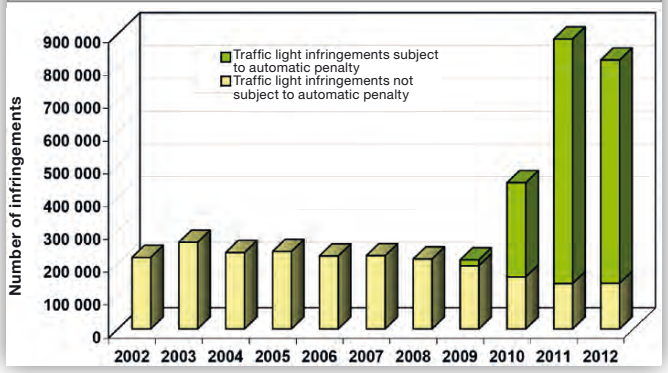
Details on traffic offences

All the elements presented in this section were produced by the Directorate for the Modernization of Territorial Action of the Ministry of the Interior[1].

Development of number of speed limit infringements receiving automatic penalties and otherwise



Development of number of traffic light infringements receiving automatic penalties and otherwise



Automatic penalty systems

Automated radars	Fixed automated speed cameras	Mobile automated speed cameras	Traffic light automated radars
2003	48		
2004	228	165	
2005	689	313	
2006	822	457	
2007	1,137	721	
2008	1,473	827	
2009	1,661	932	118
2010	1,823	933	435
2011	2,100	933	638
2012	2,345	929	713

Source: DSCR - DCA

Offences

There were 25.8 million traffic offences registered in 2012 or 12.8% more than in 2011 and 1.9 times more than in 2002. Of these, 82% were speeding or parking offences:

- **Speeding** offences subject to traditional control. Those subject to automatic control account for 48.8% of the total with 12.6 million offences; an increase of 17.2% compared to 2011. Of these offences, 91.8% were detected by fixed and mobile automated speed cameras units set up for the purpose of automatic penalties due to speeding offences. These automatic speed cameras have been progressively installed since 2003. The number of offences detected outside the automatic penalty system is down 40% since 2005. Of the excessive speeds detected by automatic penalty devices, 95% are for excesses under 20 km/h while for the others, this is only 26%, 51% of excessive speeds are between 20 and 30 km/h and 17% between 30 and 40 km/h.

- Offences against **parking regulations** (except for municipal policies) represent 33% of the whole, an increase of 16% (8.6 million reports).

The other traffic offences detected are distributed as follows:

- 1.64 million against **administrative regulations** or + 0.5%: non-criminal insurance offences, failure to produce vehicle documents, driving a vehicle without an MOT certificate or non-compliant number plates and registration certificates.

- 1.08 million against **driving regulations** fell by 1.8%, a decrease of 3.6% since 2008. Among these, 488,000 for using a mobile phone while driving, down 4.2%.

- 942,700 against the **rules of priority** or -8.5%: 681,000 detected by automatic penalty devices set up to detect traffic light offences (-8.7%), 139,400 red light offences outside the automatic penalty system (+0.5%) and 122,300 offences of failure to respect a “Stop” sign (-16.7%).

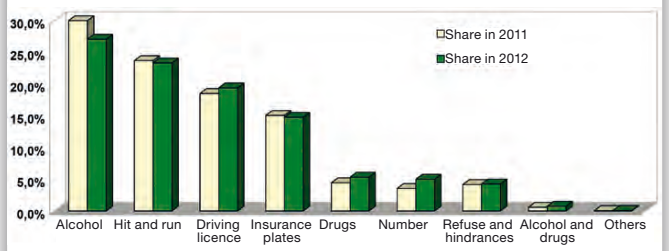
- 260,000 for **failing to wear a seat belt,** a decrease of 3.1% following the tendency observed since 2003, the year in which this number was divided by more than three.

- 57,400 for **failing to wear a helmet,** an increase of 2.8% for the first time since 2006; these offences fell by 25% since 2006.

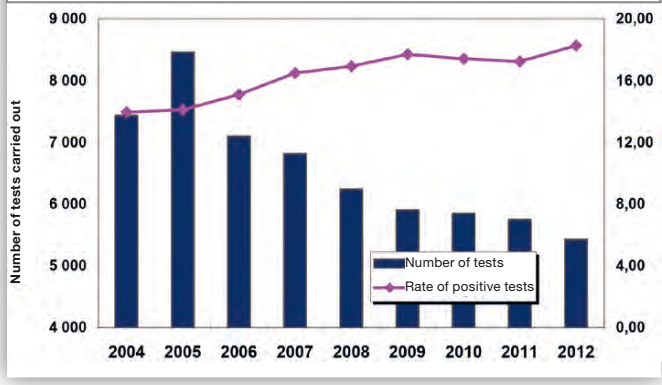
With 12.2 million offences registered, automatic penalty devices set up to detect speeding offences (2,345 fixed automated speed cameras and 929 mobile automated speed cameras units) and those for detecting traffic light offences (713 units) represent 47.5% of all offences.

1 Behaviour of road users, statistics for 2012; DMAT and previous editions.

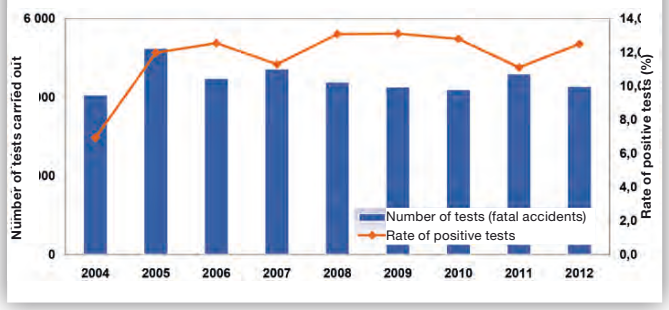
Evolution de la répartition des familles de délits 2011 - 2012



Comparison of the number of tests and the rate of positiveness Fatal accidents



Comparison of the number of drug tests /rate of positiveness relating to fatal accidents



Traffic crimes

There have been 552,000 road crimes carried out in 2012 up 3.6% compared to 2011. They represent 2.1% of all offences established in 2012. The volume of crimes more than doubled between 2000 and 2009 and has stabilized since. Four offences constitute 85% of the crimes:

- there were 149,000 offences related to d**rinking and driving,** down 12.9% on 2011;
- there were 129,000 offences for **leaving the scene of an accident,** down 5.1%;
- there were 107,000 offences for **driving without a licence,** a slight increase of 1.3%;
- there were 82,000 offences for **driving without insurance,** a decrease of 5.4%.

The main increases noted are:

- about 16% for crimes linked to the **use of drugs,** 29,500 in 2012; 3.2 times more than in 2007 thanks to the use of saliva testing since 2008;
- about 36.2% for **crimes linked to number plates,** 27,600 in 2012; double this in 2010 and three times in 2007.

Alcohol controls

There were 10.9 million alcohol controls carried out in 2012 or 2% fewer than in 2011 but 1.3 times more than in 2002. Of these tests, 352,000 were positive. The rate of positive tests (positive tests to the number of tests carried out) is therefore 3.2% compared to 3.5% in 2011 but 2.8% in 2002.

- 8.9 million (82% of controls) are preventive, carried out at the initiative of the police forces; these turned out positive in 2.8% of cases compared to 3.1% in 2011 and 2.3% in 2004.
- 1.7 million are carried out in case of offences, positive in 4.4% cases compared to 4.7% in 2011.
- 316,000 were carried out following accidents involving fatalities, injuries or material damage. They were positive in 8.5% of cases, a stable rate since 2009.

Of the drivers involved in the fatal accidents, 18.3% had an alcohol level above the legal limit (18% in the BAAC databases), 6.3% in injury accidents (6.1% in the BAAC databases) and 9.2% in accidents involving material damage (but testing here is not systematic, there may be a “selection bias”).

Controls of the use of drugs

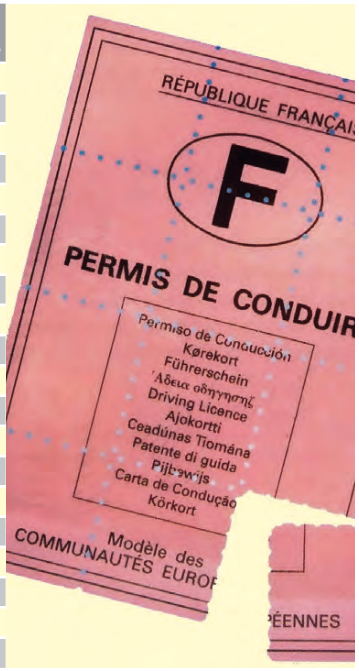
There were 4,281 tests carried out for drugs following fatal accidents compared to 4,600 in 2011, a decrease linked to that of road fatalities; 509 tests were positive. The rate of positive tests in 2012 was 12.5% (compared to 13.4% registered in the BAAC databases), an increase compared to 2011 where this was 11.1%. It has been fluctuating between 11 and 13% since 2005.

Demerit point system

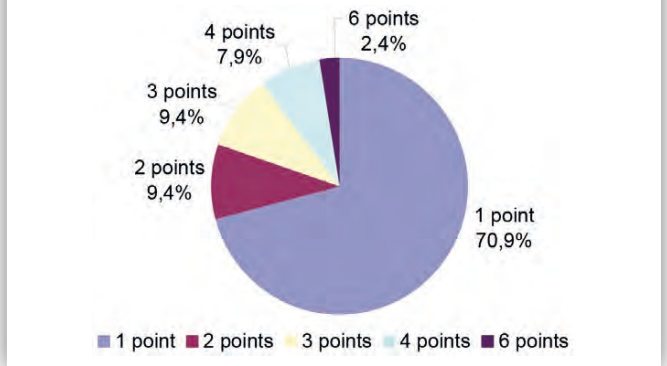
General summary	Year 2011		Year 2012	
	Details	Variation 2011/2010	Details	Variation 2012/2011
Infringements handled	7,252,738	+ 15.6%	8,760,292	+ 20.8%
Points withdrawn	12,096,911	+ 19.3%	14,336,756	+ 18.5%
Licences with no points	85,067	- 0.7%	90,136	+ 6.0%
Probationary licences with no points	16,311	- 7.5%	17,798	+ 9.1%
Initial capital reinstated after 3 years	2,471,461	+ 5.5%	2,400,456	- 2.9%
Recuperation of a point 6 months or 1 year*	5,067,558	+ 67.9%	4,723,214	- 6.8%

** without new infringement leading to the acquisition of a point.*

Year	No. of points withdrawn in millions
1993	1.2
1994	2.4
1995	2.3
1996	2.8
1997	2.9
1998	2.8
1999	2.9
2000	3.2
2001	3.2
2002	3.1
2003	4.5
2004	6.4
2005	7.5
2006	8.0
2007	9.5
2008	9.5
2009	9.3
2010	10.1
2011	12.1
2012	14.3



Distribution of infringements according to the number of points awarded in 2012



All the elements presented in this section were produced by the Directorate of the Modernization of Territorial Action of the Ministry of the Interior[1].

14.34 million points have been taken away (+18.5%) but 4.72 million were restored (recuperation of a point after six months or one year without a new offence with the taking away of a point) and 2.4 million drivers got back their initial capital after three years without offence, figures in decline by 6.8% and 2.9%.

Classification by category of points taken away

70.8% of the offences are sanctioned by points taken away from the driving licence. These are almost exclusively speeding offences of less than 20 km/h, such offences being up 25% compared to 2011.

9.5% of the offences are sanctioned by 2 points and for 9.4% of them, 3 points are taken away (failure to wear a seat belt, exceeding speed by between 30 and 40 km/h, crossing a continuous line, etc.). The awarding of two points was less common than in 2011 (-17%) while the awarding of three points are up 81% partly due to the change from two to three points for the offence for the use of a telephone when driving.

7.9% of the offences are sanctioned by taking away four points (failure to respect a stop sign or a red traffic light, driving in the wrong direction, exceeding the speed limit by 40 to 50 km/h) an increase of 7% after having trebled since 2010 following the implementation of the units for automatic sanctioning of traffic light offences.

2.4% of the offences are sanctioned by taking away 6 points (exceeding the speed limit by over 50 km/h and excessive alcohol essentially) an increase of 3%.

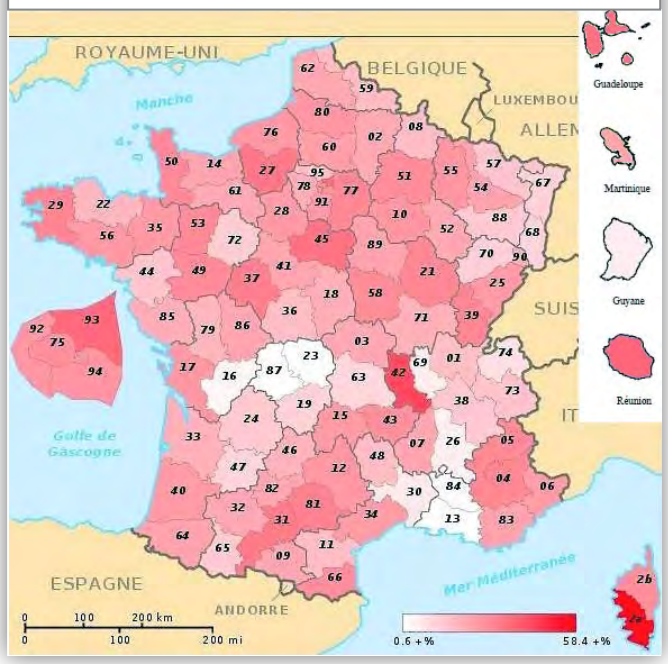
Points return

There were 2.4 million drivers or 2.9% who had their initial capital of 12 points restored after an increase of 5.5% in 2011.

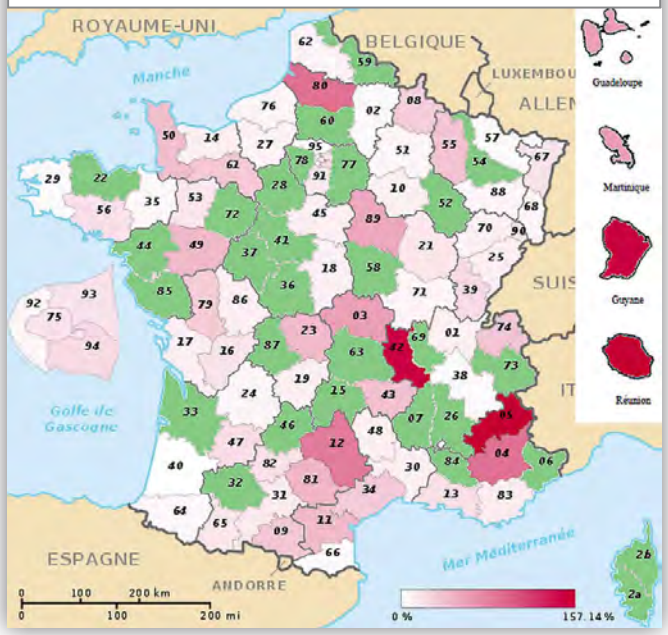
There were 4.7 million drivers or 6.8% who got back one point at the end of six months or one year without a new offence. This system enables drivers committing minor offences and being taken away one point to quickly get it back. The figures nevertheless show that drivers commit offences more frequently, some of which during the six months probation. They do not therefore benefit automatically from the system in place since July 2011.

1 Demerit point system – figures for the year 2012.

Change in 2011 - 2012 in the number of offences for which points were taken away



Development in 2011 - 2012 of the number of probational licences cancelled (reduction in green, increase in red)



Driving licences cancelled on reaching minimum points

After three years of consecutive decreases from 2009 to 2011, the number of licences cancelled due to a lack of points had an increase of 6% reaching 90,000 in 2012. The breakdown of the licences cancelled per gender shows a sharp increase among women (17% in 2012 compared to 14% in 2011) and a more moderate increase among men (4.6% in 2012 compared to a decrease of 2.4% in 2011). Men nevertheless represent 88% of cancelled licences holders (89% in 2011).

There were 8,487 or 9.4% of all drivers who had their licences cancelled due to a single offence:

- 5,578 persons had their licences cancelled due to lacking points following a drink driving offence (six points);
- 476 persons had their licences cancelled on the sole offence of using drugs (six points);
- 1,376 persons had their licences cancelled on the sole offence of failing to respect a stop sign or a red traffic light (four points);
- 116 persons had their licences cancelled on the sole offence of exceeding the speed limit by at least 50 km/h (six points);
- 71 persons only had their licences cancelled after having accumulated the minimum points for having only exceeded the speed limit by less than 20 km/h (1 point) compared to 57 in 2011.

Follow-up of the demerit point system: training courses[1]

In 2012, 19,581 courses were organized for 311,885 trainees. They offer identical training and break down as follows:

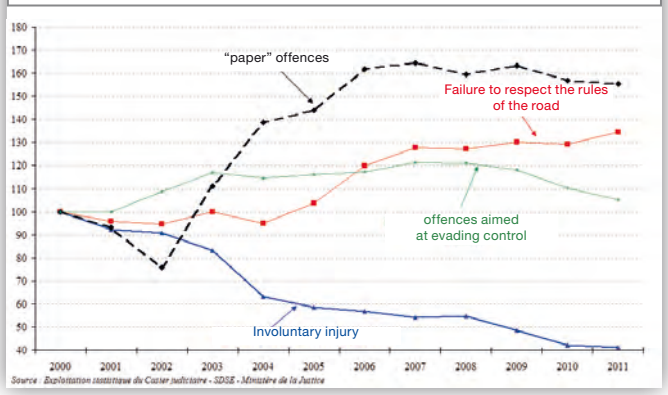
- 8,079 courses for clearing all the points (the “demerit point system” course);
- 915 courses as an alternative to legal consequences or by way of legal settlement (the “justice” course);
- 10,587 mixed courses regrouping the “demerit point system” and the “justice” trainees.

1 The details relating to 96 counties - Source: DSCR - Bureau de l'Education à la conduite et à la sécurité routière.

Convictions for traffic offences[1]

In 2011[2], there were 300,000 convictions and criminal compositions sanctioned for 370,000 road safety offences representing more than 44% of all convictions and 38% of all crimes and offences of the fifth class sanctioned by a conviction or a criminal composition. The number of convictions and the number of offences have varied little on the whole since five years and their gravity over all convictions and offences have remained constant over the period (around 43 and 37% respectively). Despite the considerable decrease in convictions for physical injury, the respective share for each group of offences relating to road security has varied little since 2007.

Offences road safety progress (index 100 in 2000)



Source : Exploitation statistique du Casier judiciaire - SDSE - Ministère de la Justice

Failure to respect the rules of the road

There have been 181,500 convictions (60% of the total) handed down, corresponding to 194,500 offences sanctioned:

- 150,500 convictions for **driving under the influence of alcohol:** their number increased significantly between 2000 and 2007 (39%) then declined overall since then (3.6%). There were 24,000 convictions or 16%, repeat offences, a stable figure these last four years;

- 16,300 convictions for **driving under the influence of drugs** or three times more than in 2007;

- 14,700 convictions for **seriously exceeding the speed limit** (50 km/h or more), the highest rate for five years but half the rate for 2000.

Absence of the proper papers

There were 94,000 convictions (31% of the total) handed down for 137,000 offences sanctioned and related to driving without a licence, driving when banned, driving with no insurance or number plates; it has fallen by 6% since 2007. Often recorded due to other offences, half of these are linked to others within the same conviction. The offence for driving when banned was up 21% since 2007.

Hindrances to controls by enforcement agencies

There were 14,800 convictions (5% of the total) dispensed for 27,000 offences sanctioned for leaving the scene of an accident, refusing to comply, failing to provide a sample for alcohol analysis and using devices interfering with police instruments; it fell by 13% compared to 2007. Custodial sentences were handed down in 47% of cases half of which were fixed in whole or in part.

Involuntary physical injury

There were 8,600 convictions (3% of the total) or half as many as in 2000 handed down for 9,800 convictions sanctioned:

- 7,700 convictions for involuntary injuries 1,900 of which for drivers under the influence of alcohol. A custodial sentence was handed down twice as often if the driver was under the influence of alcohol (in 85% of the penalties compared to 40% if alcohol was not a factor);

- 900 convictions for involuntary homicide 200 of which for drivers under the influence of alcohol.

Details of convictions for "paper" offences in 2011

	Driving without a licence		Driving when banned	
		%		%
All	**37,799**	**100**	**22,126**	**100**
Men	34,817	92.1	20,986	94.8
Women	2,982	7.9	1,140	5.2
Minors	1,374	3.6		
18-19 years	4,984	13.2	236	1.1
20-24 years	9,681	25.6	3,975	18.0
25-29 years	6,707	17.7	4,626	20.9
30-39 years	8,181	21.6	6,122	27.7
40-59 years	6,180	16.3	6,381	28.8
60 years +	692	1.8	786	3.6
Average age	29.6 years		35.3 years	

Source: Statistical use of criminal records – SDSE-Ministry of Justice

Details of convictions for driving under the influence of alcohol in 2011

	Convictions for driving under the influence of alcohol	
		%
All	**150,556**	**100**
Men	136,204	90.5
Women	14,352	9.5
Minors	195	0.1
18-19 years	4,052	2.7
20-24 years	21,980	14.6
25-29 years	22,223	14.8
30-39 years	36,281	24.1
40-59 years	57,123	37.9
60 years +	8,702	5.8
Average age	38 years	

Source: Statistical use of criminal records – SDSE-Ministry of Justice.

Age

Excluding minors as they are little concerned with traffic offences, persons convicted of road safety offences are older than all other convicted persons: there are roughly half as many 18-19 year olds and almost one in three convicted persons is at least 40 years old compared to a little more than one in four for all adults convicted.

This distribution by age however differs according to the nature of the offence sanctioned:

- drivers convicted of **driving without a licence** are very young (39% are between 18 and 24 years) and sometimes include minors (3.6%). 18-24 years old drivers are also often convicted of **driving without insurance** (32%). On the other hand, those convicted of **driving when banned** are older, those under 25 years old account for 19% of those convicted and their average age is 35 years (compared to 29 years for driving without a licence). It seems logical as this offence involves those having already been sentenced to a driving ban previously;

- those convicted of **driving under the influence of alcohol** are clearly older (38 years on average); only 17% are under 25 years of age while people aged 40 years and over represent 44% of those convicted. The drivers sanctioned for **driving under the influence of drugs** are very young, 50% are under 25 years;

- for the purpose of **involuntary physical injury to persons,** distinction is made between the drivers under the influence of alcohol guilty of involuntary homicide of whom 36% are under 25 years of age (compared to 29% without alcohol) of the drivers having caused an injury accident without testing positive for alcohol of whom 41% are 40 years of age and over and 14% are at least 60 years of age.

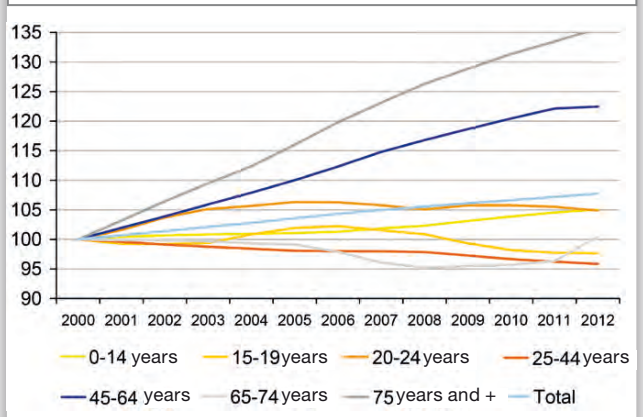
Gender

Women account for 10% of all crimes. This rate is only 8.6% for crimes linked to road safety but varies from one offence to the other. This low rate of female involvement is marked in situations of driving during a ban (5%) or driving under the influence of drugs (4%).

The share of women is higher with respect to involuntary physical injury not aggravated by alcohol (23% in case of injuries, 19% in case of manslaughter). The rate of female involvement has increased in recent years as regards driving under the influence of alcohol, which has progressed from 6% in 2000 to 9.5% in 2011.

Exposure data: Population and road network

Development of the population per age group (base 100 - year 2000)



Distribution of the population. Mainland France

	0-14 years	15-19 years	20-24 years	25-44 years	45-64 years	65-74 years	75 years +	Total
2000	11,11	3,93	3,70	17,03	13,65	5,19	4,24	58,86
2001	11,16	3,90	3,76	16,96	13,92	5,18	4,38	59,27
2002	11,19	3,90	3,84	16,88	14,18	5,18	4,52	59,69
2003	11,21	3,91	3,89	16,82	14,46	5,17	4,65	60,10
2004	11,22	3,97	3,91	16,76	14,73	5,15	4,77	60,51
2005	11,23	4,01	3,93	16,71	15,02	5,14	4,92	60,96
2006	11,26	4,02	3,93	16,69	15,33	5,08	5,09	61,40
2007	11,32	3,99	3,91	16,69	15,67	4,98	5,23	61,80
2008	11,37	3,97	3,89	16,67	15,94	4,94	5,36	62,13
2009	11,46	3,91	3,91	16,57	16,20	4,95	5,47	62,47
2010	11,54	3,86	3,91	16,46	16,44	4,96	5,58	62,77
2011 (p)	11,62	3,84	3,90	16,39	16,67	5,00	5,67	63,09
2012 (p)	11,68	3,84	3,88	16,32	16,72	5,21	5,76	63,41

(p) provisional results decreed to the end of 2012. Source: Insee, population estimates

Road network in kilometres

Network	Length (1) (in kilometres)		Distance (2) (in billion km)	
	01/01/2011	01/01/2012	2011	2012
Toll motorways	8,771	8,790	85.3	83.8
Non-toll intercity motorways	1,915	1,917	24.0	23.7
Motorways and urban express roads	1,252	1,252	35.6	34.9
Intercity national roads with motorway status	2,765	2,765	26.2	26
Other national motorways	5,835	5,835	23.3	22.7
National road network	**20,537**	**20,559**	**194.1**	**191.1**
Departmental and communal roads	**1,030,684**	**1,030,684**	**370.9**	**374.2**
Total	**1,051,221**	**1,051,243**	**565**	**565.3**

Average vehicle numbers (vehicles registered in France)

Level in thousands, development in %,

	1990	1995	2000	2006	2007	2008	2009	2010	2011	2012
Private vehicles	23,280	25,000	27,770	30,250	30,550	30,775	30,950	31,175	31,425	31,600
Petrol	19,760	18,378	18,150	15,505	15,018	14,438	13,845	13,364	12,910	12,464
Diesel	3,520	6,622	9,621	14,746	15,533	16,338	17,106	17,812	18,515	19,136
Light goods vehicles	4,223	4,555	5,055	5,611	5,679	5,731	5,766	5,810	5,869	5,914
Petrol	2,279	1,560	1,299	940	877	796	711	631	539	458
Diesel	1,944	2,995	3,756	4,671	4,801	4,935	5,055	5,179	5,330	5,457
Heavy vehicles	603	611	627	651	653	651	640	640	647	649
HGVs	535	532	547	565	567	565	552	551	557	558
Cars and buses	68	79	80	86	86	87	87	88	90	90
Total vehicles used	28,106	30,166	33,452	36,512	36,882	37,157	37,356	37,625	37,941	38,163

Source: SoeS, figures relating to traffic according to SoeS, CCFA.

Road traffic in billion kilometres

	1990	1995	2000	2007	2008	2009	2010	2011	2012
Light vehicles	395.0	437.4	486.0	525.1	519.0	521.6	528.6	532.3	534.4
Private vehicles (1)	327.0	359.8	397.5	424.4	418.5	420.1	424.1	425.1	425.7
Petrol	249.8	222.7	211.9	154.8	145.7	136.7	132.2	126.0	119.0
Diesel	77.2	137.1	185.6	269.6	272.8	283.5	291.9	299.1	306.7
Foreign light vehicles	16.1	16.8	21.6	28.2	26.1	25.3	26.1	26.2	26.3
Motorized two-wheeled vehicles	6.2	5.7	9.8	12.7	13.4	13.9	13.9	13.9	13.9
Light goods vehicles (1)	61.8	71.8	78.6	87.9	87.1	87.6	90.6	93.3	94.8
Petrol	22.6	13.9	10.9	6.9	6.1	5.4	4.8	4.1	3.5
Diesel	39.2	58.0	67.8	81.0	81.1	82.2	85.7	89.2	91.3
Heavy vehicles	24.7	28.3	32.2	36.6	33.7	30.6	31.8	32.7	30.9
HGVs	22.4	25.7	29.5	33.5	30.4	27.3	28.4	29.2	27.3
Buses and cars	2.3	2.6	2.7	3.1	3.3	3.3	3.4	3.5	3.5
Including heavy foreign vehicles	3.3	5.1	7.1	9.8	9.4	8.8	9.2	9.2	9.2
Total	419.8	465.7	518.2	561.6	552.7	552.2	560.4	565.0	565.3

Source: SoeS, figures for traffic, mainland France.
(1) Foreign light goods vehicles are classed as private vehicles.

Annual development traffic data in mainland France (in %)

	Average distance travelled*					Total traffic			
	2008	2009	2010	2011	2012	2009	2010	2011	2012
Light vehicles	- 1.9	- 0.1	0.6	- 0.1	- 0.2	0.5	1.3	0.7	0.4
Private vehicles (1)	- 1.7	0.1	0.1	- 0.6	- 0.4	0.4	0.9	0.2	0.1
Petrol	- 1.9	- 2.5	- 0.6	- 2.1	- 3.0	- 6.2	- 3.3	- 4.7	- 5.5
Diesel	- 3.4	- 0.5	- 1.1	- 1.4	- 0.7	3.9	3.0	2.5	2.5
Including light foreign vehicles						- 3.2	3.0	0.6	0.5
Motorized two-wheeled vehicles	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.1	0.0
Light goods vehicles (1)	- 1.8	- 0.1	2.6	2.0	0.8	0.5	3.4	3.0	1.6
Petrol	- 2.7	- 1.0	1.5	- 0.5	- 0.5	- 11.5	- 10.0	- 14.9	- 15.6
Diesel	- 2.7	- 1.0	1.8	1.1	0.0	1.4	4.3	4.0	2.4
Heavy vehicles	- 9.2	- 8.4	3.6	2.5	- 7.8	- 9.2	4.0	2.6	- 5.5
HGVs	- 11.0	- 9.6	4.1	2.8	- 9.2	- 10.2	4.2	2.7	- 6.4
Buses and cars	6.2	- 0.2	1.0	0.8	1.4	0.6	2.3	2.3	2.0
Including foreign heavy vehicles						- 7.1	5.0	0.2	- 0.4
Totals	- 2.3	- 0.6	0.7	0.1	- 0.5	- 0.1	1.5	0.8	0.1

Source: SOeS, figures for traffic.
(1) Light goods vehicles are classed as private vehicles.
** French vehicles..*

Road traffic per network category

Development in %, traffic in veh-km

Network as at 1 January	10/09	11/10	12/11	2012
Motorways and express routes				168,443
Toll motorways (1)	2.1	1.0	-2.2	83,843
Intercity motorways (1)	2.4	1.7	-1.4	23,689
Motorways and high-speed city roads (1)	0.1	0.7	-1.6	34,918
National intercity roads with motorway status (1)	2.4	1.8	-0.9	25,993
Other “national” roads (1)	0.2	0.8	-1.6	22,722
Traffic of the general “national” network (1)	1.6	1.1	-1.7	191,164
Traffic on the “national” network	1.9	1.4	-1.5	191,164
on other roads	1.3	0.5	0.9	374,115
on all the networks	1.5	0.8	0.1	565,279

Sources: SOeS, figures for traffic, Sétra, Asfa.
(1)Constant network, traffic index Sétra.

Ifop survey, October 2012

"the French and road safety"

Interest in road safety

73% of those interviewed are very or reasonably interested in road safety issues.

Speed

89% of the drivers interviewed stated that they respected the speed limit in towns and 88% in villages, 75% on the motorway and 75% with respect to straight lines on national roads.

Drink driving

A total of 87% of drivers stated that they paid attention about how much they drunk when they had to drive later on; 60% of them said it was systematic.

Let someone else drive

Of the drivers interviewed, 53% stated that they rarely or never let anyone else drive if they felt tired, 49% during long journeys, 52% if they had had a bit to drink and 61% after taking drugs.

Occurrence of various drivers' behaviours

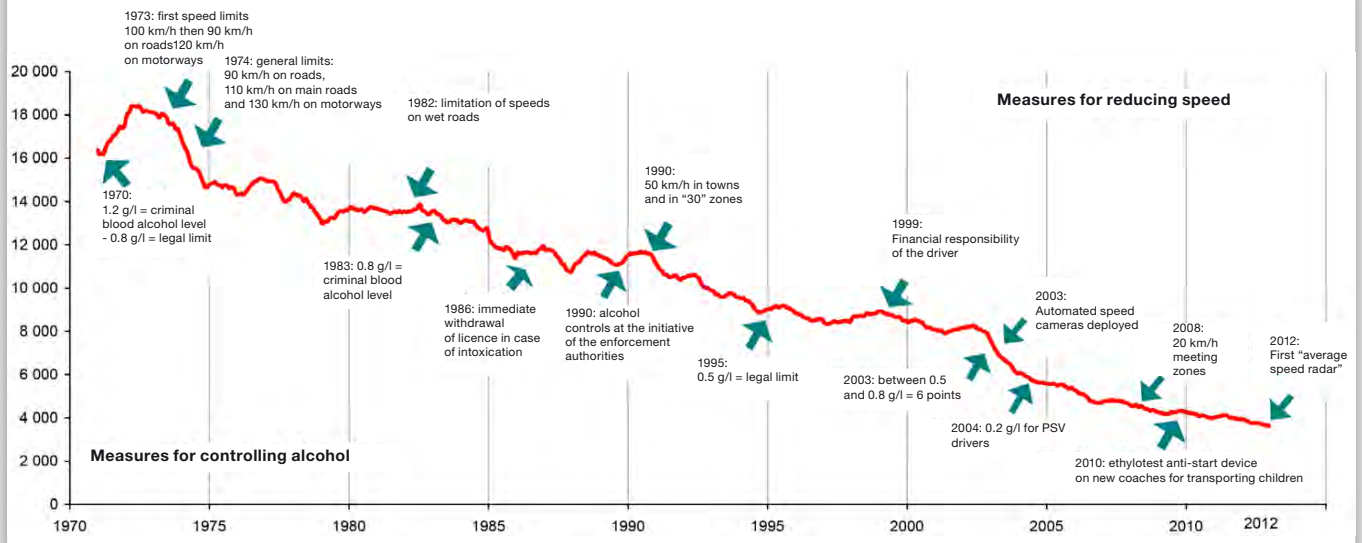
Drivers of cars and/or motorized two-wheelers stated carrying out the following actions at least from time-to-time:

- 28% exceeding the speed limit;
- 18% failing to respect safe distances;
- 13% failing to use the indicators when changing lane or direction;
- 5% failing to respect the rules of priority;
- 20% driving when very tired;
- 10% taking the wheel after having a drink;
- 5% driving while on prescription of drugs that may lead to drowsiness;
- 3% driving under the influence of drugs;
- 23% using a phone with a hands-free kit, 11% using a hand-held phone;
- 13% reading text messages, e-mails, or browsing while driving, 11% writing such messages.

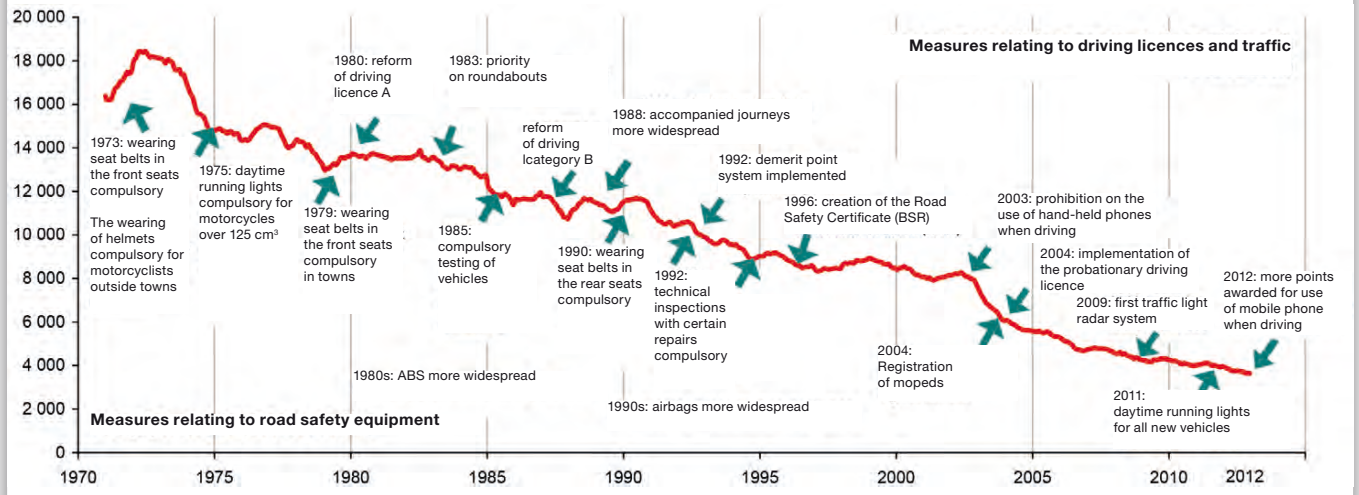
Results of a study carried out from **12 to 18 October 2012** by Ifop among **1,011 persons,** representative of the French population aged 15 years and over. The representativeness of these persons was ensured by the method of the quotas (gender, age, occupation as head of the household) after stratification by region and category of city. The interviews took place face-to-face via CAPI *(Computer-Assisted Personal Interview)* at the homes of the persons interviewed.

Road safety measures since 1970

Road deaths in mainland France and the measures taken to reduce speeding and drink driving – 1970 to 2012
(12 months rolling casualty numbers)



Road deaths in mainland France and the measures taken regarding driving licences and road safety equipment– 1970 to 2012
(12 months rolling casualty numbers)



Detailed tables on casualties - France

Per category of users: mainland France

		Killed	Slightly		
			Hospitalized	Injured	All
Pedestrians		489	4,211	7,036	11,247
Bicycles	Drivers	163	1,341	2,533	3,874
	Passengers	1	11	26	37
	Subtotal	164	1,352	2,559	3,911
Mopeds and scooters < 50 cm3	Drivers	165	2,913	5,205	8,118
	Passengers	14	321	710	1,031
	Subtotal	179	3,234	5,915	9,149
Motorcycles and scooters > 50 cm3	Drivers	626	4,991	7,743	12,734
	Passengers	38	521	832	1,353
	Subtotal	664	5,512	8,575	14,087
Cars	Drivers	1,352	7,491	14,849	22,340
	Passengers	530	3,775	7,148	10,923
	Subtotal	1,882	11,266	21,997	33,263
LGVs	Drivers	111	529	878	1,407
	Passengers	34	251	399	650
	Subtotal	145	780	1,277	2,057
Trucks + tractor units uncoupled	Drivers	31	201	268	469
	Passengers	4	45	58	103
	Subtotal	35	246	326	572
Tractor units with semitrailers	Drivers	18	61	74	135
	Passengers	3	8	6	14
	Subtotal	21	69	80	149
Public service vehicles	Drivers	1	21	83	104
	Passengers	5	140	490	630
	Subtotal	6	161	573	734
Agricultural tractors	Drivers	7	14	19	33
	Passengers	.	4	2	6
	Subtotal	7	18	21	39
3-wheelers	Drivers	21	87	145	232
	Passengers	7	17	53	70
	Subtotal	28	104	198	302
Other	Drivers	28	143	107	250
	Passengers	5	46	45	91
	Subtotal	33	189	152	341
Total	**Pedestrians**	**489**	**4,211**	**7,036**	**11,247**
	Drivers	**2,523**	**17,792**	**31,904**	**49,696**
	Passengers	**641**	**5,139**	**9,769**	**14,908**
	Subtotal	**3,653**	**27,142**	**48,709**	**75,851**

Source ONISR – National database of accidents involving physical injury – BAAC 2012.

Per category of users: overseas areas

		Killed	Slightly		
			Hospitalized	Injured	All
Pedestrians		47	156	206	362
Bicycles	Drivers	17	70	78	148
	Passengers	.	1	1	2
	Subtotal	17	71	79	150
Mopeds and scooters < 50 cm³	Drivers	15	183	200	383
	Passengers	3	43	42	85
	Subtotal	18	226	242	468
Motorcycles and scooters > 50 cm³	Drivers	38	209	132	341
	Passengers	7	32	25	57
	Subtotal	45	241	157	398
Cars	Drivers	37	140	387	527
	Passengers	13	100	245	345
	Subtotal	50	240	632	872
LGVs	Drivers	2	9	31	40
	Passengers	2	6	9	15
	Subtotal	4	15	40	55
Trucks + tractor units uncoupled	Drivers	2	3	5	8
	Passengers	1	4	2	6
	Subtotal	3	7	7	14
Tractor units with semitrailers	Drivers	.	.	.	.
	Passengers	.	.	.	.
	Subtotal	0	0	0	0
Public service vehicles	Drivers	1	.	2	2
	Passengers	1	4	21	25
	Subtotal	2	4	23	27
Agricultural tractors	Drivers	.	.	1	1
	Passengers	.	.	.	.
	Subtotal	0	0	1	1
3-wheelers	Drivers	1	1	3	4
	Passengers	1	1	.	1
	Subtotal	2	2	3	5
Other	Drivers	1	3	2	5
	Passengers	.	.	1	1
	Subtotal	1	3	3	6
Total	**Pedestrians**	**47**	**156**	**206**	**362**
	Drivers	**114**	**618**	**841**	**1,459**
	Passengers	**28**	**191**	**346**	**537**
	Subtotal	**189**	**965**	**1,393**	**2,358**

Source ONISR – National database of accidents involving physical injury – BAAC 2012.

According to age and gender – mainland France

	Men				Women			
	Killed	Slightly			Killed	Slightly		
		Hospitalized	Hospitalized 24h +	All		Hospitalized	Hospitalized 24h +	All
0-4 years	23	211	484	695	15	140	361	501
5-9 years	10	352	622	974	15	248	490	738
10-14 years	29	596	1,003	1,599	23	383	771	1,154
15-19 years	269	2,624	3,611	6,235	75	935	2,024	2,959
20-24 years	429	2,793	4,351	7,144	111	997	2,869	3,866
25-29 years	308	2,005	3,541	5,546	55	702	2,305	3,007
30-34 years	211	1,470	3,036	4,506	41	550	1,751	2,301
35-39 years	172	1,315	2,597	3,912	39	516	1,478	1,994
40-44 years	220	1,350	2,263	3,613	36	560	1,441	2,001
45-49 years	209	1,256	2,053	3,309	54	572	1,354	1,926
50-54 years	187	1,056	1,711	2,767	42	581	1,235	1,816
55-59 years	146	911	1,243	2,154	52	523	934	1,457
60-64 years	92	621	790	1,411	45	440	818	1,258
65-69 years	88	458	524	982	52	417	579	996
70-74 years	81	362	355	717	43	379	399	778
75-79 years	87	334	358	692	70	409	379	788
80 years +	169	485	440	925	155	590	535	1,125
Age unknown	.	.	.	.	.	1	4	5
Total	**2,730**	**18,199**	**28,982**	**47,181**	**923**	**8,943**	**19,727**	**28,670**

Source ONISR - national database of accidents involving physical injury - BAAC 2012.

According to age and gender – overseas areas

	Men				Women			
	Killed 30 days	Slightly			Killed 30 days	Slightly		
		Hospitalized 24h +	Injured	All pax injured		Hospitalized 24h +	Injured	All pax injured
0-4 years	2	10	21	31	.	6	11	17
5-9 years	1	19	34	53	1	13	20	33
10-14 years	3	29	33	62	.	21	41	62
15-19 years	16	114	115	229	1	24	65	89
20-24 years	19	150	169	319	2	26	73	99
25-29 years	27	118	111	229	1	14	57	71
30-34 years	21	59	66	125	1	15	40	55
35-39 years	9	61	70	131	.	22	54	76
40-44 years	16	49	65	114	4	20	36	56
45-49 years	12	44	61	105	1	10	24	34
50-54 years	12	32	52	84	.	9	20	29
55-59 years	6	29	35	64	3	7	24	31
60-64 years	8	11	17	28	.	6	12	18
65-69 years	3	8	10	18	3	5	14	19
70-74 years	4	9	14	23	1	4	10	14
75-79 years	3	11	8	19	2	4	5	9
80 years +	5	3	1	4	2	3	5	8
Age unknown	.	.	.	.	.	.	.	.
Total	**167**	**756**	**882**	**1,638**	**22**	**209**	**511**	**720**

Source ONISR – national database of accidents involving physical injury - BAAC 2012.

All victims

	Mainland France				Overseas areas			
	Killed 30 days	Slightly			Killed 30 days	Slightly		
		Hospitalized 24h +	Injured	All pax injured		Hospitalized 24h +	Injured	All pax injured
0-4 years	38		845	1,196	2		32	48
5-9 years	25	600	1,112	1,712	2	32	54	86
10-14 years	52	979	1,774	2,753	3	50	74	124
15-19 years	344	3,559	5,635	9,194	17	138	180	318
20-24 years	540	3,790	7,220	11,010	21	176	242	418
25-29 years	363	2,707	5,846	8,553	28	132	168	300
30-34 years	252	2,020	4,787	6,807	22	74	106	180
35-39 years	211	1,831	4,075	5,906	9	83	124	207
40-44 years	256	1,910	3,704	5,614	20	69	101	170
45-49 years	263	1,828	3,407	5,235	13	54	85	139
50-54 years	229	1,637	2,946	4,583	12	41	72	113
55-59 years	198	1,434	2,177	3,611	9	36	59	95
60-64 years	137	1,061	1,608	2,669	8	17	29	46
65-69 years	140	875	1,103	1,978	6	13	24	37
70-74 years	124	741	754	1,495	5	13	24	37
75-79 years	157	743	737	1,480	5	15	13	28
80 years +	324	1,075	975	2,050	7	6	6	12
Age unknown	.	1	4	5	.	.	.	.
Total	**3,653**	**27,142**	**48,709**	**75,851**	**189**	**965**	**1,393**	**2,358**

Source ONISR - national database of accidents involving physical injury - BAAC 2012.

Pedestrian victims

	Mainland France				Overseas areas			
	Killed 30 days	Slightly			Killed 30 days	Slightly		
		Hospitalized 24h +	Injured	All pax injured		Hospitalized 24h +	Injured	All pax injured
0-4 years	14	166	308	474	2	11	8	19
5-9 years	4	329	504	833	.	17	24	41
10-14 years	18	400	746	1,146	1	21	29	50
15-19 years	15	339	715	1,054	2	10	19	29
20-24 years	24	224	536	760	1	5	11	16
25-29 years	10	167	432	599	1	6	14	20
30-34 years	14	147	390	537	5	6	11	17
35-39 years	13	142	359	501	3	7	13	20
40-44 years	17	134	369	503	10	14	14	28
45-49 years	30	216	350	566	4	8	9	17
50-54 years	33	189	385	574	4	8	9	17
55-59 years	20	232	347	579	2	10	14	24
60-64 years	19	226	339	565	3	6	7	13
65-69 years	24	246	279	525	3	6	5	11
70-74 years	33	249	258	507	1	8	10	18
75-79 years	57	288	247	535	2	8	6	14
80 years +	144	517	472	989	3	5	3	8
Age unknown	.	.	.	.	.	.	.	.
Total	**489**	**4,211**	**7,036**	**11,247**	**47**	**156**	**206**	**362**

Source ONISR - national database of accidents involving physical injury - BAAC 2012.

Pedal Cycle victims

	Mainland France				Overseas areas			
	Killed 30 days	Slightly			Killed 30 days	Slightly		
		Hospitalized 24h +	Injured	All pax injured		Hospitalized 24h +	Injured	All pax injured
0-4 years	.	5	13	18	.	.	.	.
5-9 years	1	42	72	114	.	5	3	8
10-14 years	10	121	188	309	1	15	15	30
15-19 years	6	116	266	382	3	12	19	31
20-24 years	9	88	273	361	2	5	12	17
25-29 years	4	72	244	316	.	4	1	5
30-34 years	3	64	233	297	.	4	3	7
35-39 years	6	57	182	239	1	8	5	13
40-44 years	10	76	192	268	.	2	4	6
45-49 years	13	102	198	300	3	6	6	12
50-54 years	17	113	196	309	.	4	5	9
55-59 years	16	121	158	279	1	3	4	7
60-64 years	11	106	127	233	1	2	1	3
65-69 years	18	97	98	195	2	.	.	.
70-74 years	18	78	46	124	3	.	1	1
75-79 years	11	55	41	96	.	1	.	1
80 years +	11	39	32	71	.	.	.	.
Age unknown	.	.	.	.	.	.	.	.
Total	**164**	**1,352**	**2,559**	**3,911**	**17**	**71**	**79**	**150**

Source ONISR - national database of injury accidents - BAAC 2012.

Moped Victim

	Mainland France				Overseas areas			
	Killed 30 days	Slightly			Killed 30 days	Slightly		
		Hospitalized 24h +	Injured	All pax injured		Hospitalized 24h +	Injured	All pax injured
0-4 years	.	1	2	3	.	.	1	1
5-9 years	.	2	12	14	.	2	1	3
10-14 years	5	179	181	360	.	6	2	8
15-19 years	74	1,502	2,339	3,841	5	68	64	132
20-24 years	29	461	1,236	1,697	2	60	56	116
25-29 years	10	278	699	977	5	25	39	64
30-34 years	11	191	436	627	2	14	23	37
35-39 years	11	171	288	459	.	19	13	32
40-44 years	12	118	235	353	2	11	8	19
45-49 years	6	95	172	267	.	9	11	20
50-54 years	3	90	150	240	1	5	4	9
55-59 years	10	59	85	144	.	5	9	14
60-64 years	2	33	34	67	.	.	5	5
65-69 years	1	24	18	42	.	.	2	2
70-74 years	1	12	11	23	.	.	4	4
75-79 years	2	10	7	17	.	2	.	2
80 years +	2	8	10	18	1	.	.	.
Age unknown	.	.	.	.	.	.	.	.
Total	**179**	**3,234**	**5,915**	**9,149**	**18**	**226**	**242**	**468**

Source ONISR - national database of injury accidents - BAAC 2012.

Motorcycle victims

	Mainland France				Overseas areas			
	Killed 30 days	Slightly			Killed	Slightly		
		Hospitalized 24h +	Injured	All pax injured		Hospitalized 24h +	Injured	All pax injured
0-4 years	.	2	6	8	.	.	.	.
5-9 years	.	9	31	40	.	.	1	1
10-14 years	2	42	51	93	.	2	2	4
15-19 years	36	337	363	700	4	23	11	34
20-24 years	115	929	1,211	2,140	6	57	41	98
25-29 years	114	781	1,315	2,096	16	57	29	86
30-34 years	71	593	1,222	1,815	4	28	18	46
35-39 years	57	540	1,101	1,641	3	18	22	40
40-44 years	81	630	966	1,596	4	20	14	34
45-49 years	71	586	903	1,489	4	17	6	23
50-54 years	61	483	705	1,188	2	10	8	18
55-59 years	36	332	423	755	1	6	4	10
60-64 years	13	164	174	338	1	1	.	1
65-69 years	6	52	60	112	.	1	1	2
70-74 years	.	23	23	46	.	1	.	1
75-79 years	1	4	16	20	.	.	.	.
80 years +	.	5	5	10	.	.	.	.
Age unknown	.	.	.	.	.	.	.	.
Total	**664**	**5,512**	**8,575**	**14,087**	**45**	**241**	**157**	**398**

Source ONISR - national database of injury accidents - BAAC 2012.

Car victims

	Mainland France				Overseas areas			
	Killed 30 days	Slightly			Killed	Slightly		
		Hospitalized 24h +	Injured	All pax injured		Hospitalized 24h +	Injured	All pax injured
0-4 years	20	167	492	659	.	5	22	27
5-9 years	18	201	454	655	2	7	21	28
10-14 years	13	194	522	716	.	4	19	23
15-19 years	199	1,138	1,779	2,917	3	22	61	83
20-24 years	333	1,892	3,664	5,556	9	48	114	162
25-29 years	193	1,249	2,850	4,099	5	36	80	116
30-34 years	136	872	2,215	3,087	8	20	44	64
35-39 years	104	800	1,874	2,674	1	25	66	91
40-44 years	113	774	1,666	2,440	3	19	53	72
45-49 years	115	694	1,510	2,204	1	10	45	55
50-54 years	93	616	1,313	1,929	3	13	38	51
55-59 years	95	583	1,004	1,587	5	10	24	34
60-64 years	76	476	850	1,326	3	7	15	22
65-69 years	76	421	591	1,012	1	6	14	20
70-74 years	61	345	378	723	1	3	8	11
75-79 years	79	361	402	763	2	4	6	10
80 years +	158	482	430	912	3	1	2	3
Age unknown	.	1	3	4	.	.	.	.
Total	**1,882**	**11,266**	**21,997**	**33,263**	**50**	**240**	**632**	**872**

Source ONISR - national database of accidents involving physical injury - BAAC 2012.

Detailed tables on injury accidents – France mainland

Accidents involving at least one vehicle of a given category

	Accidents			Killed	Slightly		
	Injury	Fatal	Serious		Hositalized 24h +	Injured	All
Urban road network							
Bicycles	3,608	60	1,063	60	1,039	2,752	3,791
Mopeds	8,049	102	2,694	104	2,794	6,389	9,183
Motorcycles	10,443	246	3,512	254	3,546	8,242	11,788
Cars	32,945	616	10,474	656	11,082	29,099	40,181
LGVs	3,230	76	936	82	926	2,914	3,840
Heavy goods	1,090	74	418	75	375	891	1,266
Public service vehicles	909	31	287	33	302	1,011	1,313
Agricultural tractors	29	5	21	5	19	15	34
Other vehicles	893	38	357	41	352	698	1,050
Rural roads							
Bicycles	598	106	479	107	405	184	589
Mopeds	1,028	89	770	91	758	422	1,180
Motorcycles	3,923	438	2,594	450	2,484	1,848	4,332
Cars	14,395	1,881	9,114	2,080	10,315	10,729	21,044
LGVs	2,012	280	1,333	309	1,488	1,489	2,977
Heavy goods	1,856	366	1,202	411	1,155	1,247	2,402
Public service vehicles	136	27	89	29	155	180	335
Agricultural tractor	169	40	149	44	128	46	174
Other vehicles	290	49	206	52	192	161	353
All networks							
Bicycles	4,206	166	1,542	167	1,444	2,936	4,380
Mopeds	9,077	191	3,464	195	3,552	6,811	10,363
Motorcycles	14,366	684	6,106	704	6,030	10,090	16,120
Cars	47,340	2,497	19,588	2,736	21,397	39,828	61,225
LGVs	5,242	356	2,269	391	2,414	4,403	6,817
Heavy goods	2,946	440	1,620	486	1,530	2,138	3,668
Public service vehicles	1,045	58	376	62	457	1,191	1,648
Agricultural tractors	198	45	170	49	147	61	208
Other vehicle	1,183	87	563	93	544	859	1,403

Source ONISR – database index of injury accidents - BAAC 2012.

Notes

An accident involving vehicles belonging to different categories appears in each of the lines relating to the categories under consideration and has therefore been included several times.

The numbers of victims indicated for each category of accident correspond to the overall number of victims in theses accidents, whatever the category of user to which they belong.

Accidents according to the type of collision

	Accidents			Killed	Slightly		
	Injury	Fatal	Serious		Hospitalized 24h+	Injured	All pax injured
Urban road network							
Accidents with 1 vehicle							
Vehicle alone x pedestrian(s)	10,489	323	4,079	327	3,904	7,312	11,216
Veh. alone without pedestrian	5,983	327	2,437	352	2,440	4,389	6,829
Accidents with 2 vehicles & +							
Frontal collision	2,653	91	1,241	97	1,389	2,243	3,632
Side collision	13,625	143	4,027	151	4,313	12,277	16,590
Rear shunt	4,934	31	989	31	1,063	4,960	6,023
Collision in series	1,125	5	154	5	192	1,595	1,787
Pile-ups	803	24	278	28	342	952	1,294
Other accidents	2,842	35	693	36	727	2,742	3,469
Total	**42,454**	**979**	**13,898**	**1,027**	**14,370**	**36,470**	**50,840**
Rural road network							
Accidents with 1 vehicle							
Vehicle alone x pedestrian(s)	532	137	407	139	300	184	484
Veh. alone without pedestrian	6,481	974	4,531	1,042	4,493	3,058	7,551
Accidents with 2 vehicles & +							
Frontal collision	2,835	593	2,426	674	2,938	1,712	4,650
Side collision	3,524	308	2,191	334	2,486	2,499	4,985
Rear shunt	2,228	142	1,003	147	1,079	1,976	3,055
Collision in series	804	38	277	41	380	1,169	1,549
Pile-ups	1,035	166	667	195	871	1,157	2,028
Other accidents	544	49	225	54	225	484	709
Total	**17,983**	**2,407**	**11,727**	**2,626**	**12,772**	**12,239**	**25,011**
All networks							
Accidents with 1 vehicle							
Vehicle alone x pedestrian(s)	11,021	460	4 486	466	4,204	7,496	11,700
Veh. alone without pedestrian	12,464	1,301	6,968	1,394	6,933	7,447	14,380
Accidents with 2 vehicles & +							
Frontal collision	5,488	684	3,667	771	4,327	3,955	8,282
Side collision	17,149	451	6,218	485	6,799	14,776	21,575
Rear shunt	7,162	173	1,992	178	2,142	6,936	9,078
Collision in series	1,929	43	431	46	572	2,764	3,336
Pile-ups	1,838	190	945	223	1,213	2,109	3,322
Other accidents	3,386	84	918	90	952	3,226	4,178
Total	**60,437**	**3,386**	**25,625**	**3,653**	**27,142**	**48,709**	**75,851**

Source ONISR – database index of accidents involving physical injury - BAAC 2012.

Detailed tables on drivers involved in injury accidents – France mainland

Distribution of vehicles involved

		Urban road network		Rural road network		All networks	
		Number	%	Number	%	Number	%
Bicycles							
	Bicycles	3,684	5.18	658	2.08	4,342	4.22
Mopeds							
	Mopeds except scooters	3,672	5.16	480	1.52	4,152	4.04
	Scooters < or = 50 cc	4,522	6.36	563	1.78	5,085	4.95
Motorcycle							
	Motorcycles < or = 125 cc except scooters	1,690	2.38	470	1.48	2,160	2.1
	Scooters > 50 and < or = 125 cc	2,728	3.84	253	0.8	2,981	2.9
Motorcycle							
	Motorcycles > 125 cc.except scooters	5,194	7.3	3,116	9.84	8,310	8.08
	Scooters > 125 cc	1,079	1.52	214	0.68	1,293	1.26
Cars							
	Cars	42,174	59.31	21,067	66.51	63,241	61.53
LGVs							
	Vans = < 3.5 T	3,386	4.76	2,218	7.00	5,604	5.45
HGVs							
	HGV 3.5 T < tgw = < 7.5 T	254	0.36	125	0.39	379	0.37
	HGV > 7.5 T	494	0.69	584	1.84	1,078	1.05
	HGV with trailers	241	0.34	736	2.32	977	0.95
	Tractor units	8	0.01	19	0.06	27	0.03
	Tractor units with semitrailers	114	0.16	573	1.81	687	0.67
PSVs							
	Buses	776	1.09	55	0.17	831	0.81
	Coaches	148	0.21	84	0.27	232	0.23
Others							
	Agricultural trailers	29	0.04	169	0.53	198	0.19
	Three-wheelers	340	0.48	94	0.3	434	0.42
	Quads < or = 50 cc	23	0.03	10	0.03	33	0.03
	Quads > 50 cc	82	0.12	56	0.18	138	0.13
	Special vehicles	70	0.1	29	0.09	99	0.1
	Trains	15	0.02	12	0.04	27	0.03
	Tramways	142	0,2	.	.	142	0.14
	Others or indetermined	241	0.34	92	0.29	333	0.32
All vehicles		**71,106**	**100.00**	**31,677**	**100.00**	**102,783**	**100.00**

Source ONISR - national database of accidents involving physical injury - BAAC 2012.

Drivers of all vehicles

Accidents with a driver	Number of fatal accidents	Killed among these drivers	Others killed in the accident per age group								Total
			0-14	15-17	18-24	25-44	45-64	65-74	75 years and +	Total other	
Under 18 years	103	87	6	3	4	3	2	3	4	25	**112**
18-24 years	969	544	26	46	144	132	87	36	64	535	**1,079**
25-44 years	1,696	605	73	43	208	406	267	89	146	1,232	**1,837**
45-64 years	1,313	641	33	29	153	224	89	77	179	784	**1,425**
65-74 years	300	164	8	3	18	36	38	21	38	162	**326**
75 years and +	312	191	2	2	8	22	22	24	66	146	**337**

Car drivers

Accidents with a car driver	Number of fatal accidents	Killed among these drivers	Others killed in the accident per age group								Total
			0-14	15-17	18-24	25-44	45-64	65-74	75 years and +	Total other	
Under 18 ans	15	9	1	2	2	2	0	2	1	10	**19**
18-24 years	685	332	19	36	147	103	69	26	45	445	**777**
25-44 years	1,033	441	58	29	146	172	174	44	85	708	**1,149**
45-64 years	778	314	25	17	93	141	104	49	111	540	**854**
65-74 years	221	103	8	1	15	28	31	22	33	138	**241**
75 years and +	270	153	2	2	8	21	19	23	65	140	**293**

Age group	Fatal accidents			Accidents injury		
	Allegedly responsible	Total drivers	% allegedly responsible	Allegedly responsible	Total drivers	% allegedly responsible
15-19	165	202	82%	1,726	2,691	64%
20-24	361	519	70%	5,118	9,335	55%
25-29	236	366	64%	3,737	7,795	48%
30-34	167	291	57%	2,860	6,643	43%
35-39	138	247	56%	2,496	5,906	42%
40-44	155	254	61%	2,418	5,754	42%
45-49	145	292	50%	2,155	5,319	41%
50-54	106	203	52%	1,912	4,518	42%
55-59	101	181	56%	1,582	3,803	42%
60-64	95	160	59%	1,413	3,088	46%
65-69	70	130	54%	1,026	2,208	46%
70-74	58	97	60%	729	1,396	52%
75-79	75	113	66%	804	1,338	60%
80-84	66	84	79%	646	975	66%
85-89	44	58	76%	338	479	71%
90-95	15	17	88%	76	106	72%
95-100	1	2	n.s	6	11	n.s
Total	**1,998**	**3,216**	**62%**	**29,042**	**61,365**	**47%**

Long series on main key performance indicators – France mainland

Accidents in mainland France – years 1990 to 2004

Years	Accidents injury		Fatal accidents	Persons killed within 6 days		Hospitalized for more than 6 days	Slightly injured old definition	Total casualties	
	Number	Development in %		Number	Development in %			Number	Development in %
1990	162,573	- 4.7	9,128	10,289	- 2.3	52,578	173,282	225,860	- 4.3
1991	148,890	- 8.4	8,509	9,617	- 6.5	47,119	158,849	205,968	- 8.8
1992	143,362	- 3.7	8,114	9,083	- 5.6	44,965	153,139	198,104	- 3.8
1993	137,500	- 4.1	8,005	9,052	- 0.3	43,535	145,485	189,020	- 4.6
1994	132,726	- 3.5	7,609	8,533	- 5.7	40,521	140,311	180,832	- 4.3
1995	132,949	0.2	7,453	8,412	- 1.4	39,257	142,146	181,403	0.3
1996	125,406	- 5.7	7,178	8,080	- 3.9	36,204	133,913	170,117	- 6.2
1997	125,202	- 0.2	7,130	7,989	- 1.1	35,716	133,862	169,578	- 0.3
1998	124,387	- 0.7	7,514	8,437	5.6	33,977	134,558	168,535	- 0.6
1999	124,524	0.1	7,185	8,029	- 4.8	31,851	135,721	167,572	- 0.6
2000	121,223	- 2.7	6,811	7,643	- 4.8	27,407	134,710	162,117	- 3.3
2001	116,745	- 3.7	6,920	7,720	1.0	26,192	127,753	153,945	- 5.0
2002	105,470	- 9.7	6,549	7,242	- 6.2	24,091	113,748	137,839	- 10.5
2003	90,220	- 14.5	5,168	5,731	- 20.9	19,207	96,722	115,929	- 15.9
2004	85,390	- 5.4	4,766	5,232	- 8.7	17,435	91,292	108,727	- 6.2

Source: ONISR, database of the accidents - BAAC 2012.

Accidents in mainland France – years 2004 to 2012

Years	Accidents injury		Fatal accidents	Persons killed within 30 days		Hospitalized for more than 24 hrs	Slightly injured	Total casualties	
	Number	Development in %		Number	Development in %			Number	Development in %
2004 *recalculé**	85,390	- 5.4	-	5,593	-	-	-	108,366	-
2005	84,525	- 1.0	4,857	5,318	- 4.9	39,811	68,265	108,076	- 0.3
2006	80,309	- 5.0	4,326	4,709	- 11.5	40,662	61,463	102,125	- 5.5
2007	81,272	1.2	4,265	4,620	- 1.9	38,615	64,586	103,201	1.1
2008	74,487	- 8.3	3,933	4,275	- 7.5	34,965	58,833	93,798	- 9.1
2009	72,315	- 2.9	3,956	4,273	- 0.05	33,323	57,611	90,934	- 3.1
2010	67,288	- 7.0	3,706	3,992	- 6.6	30,393	54,068	84,461	- 7.1
2011	65,024	- 3.4	3,647	3,963	- 0.7	29,679	51,572	81,251	- 3.8
2012	60,437	- 7.1	3,396	3,653	- 0.8	27,142	48,709	75,851	- 10.2

** estimation of the number of persons killed within 30 days from the number of persons killed within 6 days, per application of the coefficient increaser of 1,069 in 2004 and corresponding déduction of the number of persons injured. Source: ONISR, index of accidents - BAAC 2012.*

Source : ONISR, fichier des accidents - BAAC 2012.

Accidents per user category on the mainland

Accidents involving physical injury 2000-2012

Year	Pedestrians	Bicycles	Mopeds	Motorcycles	Cars	LGVs	HGVs	PSVs	All
2000	18,475	6,335	19,557	19,448	105,006	5,533	6,291	1,734	121,223
2001	17,604	5,617	18,517	19,515	100,767	5,420	6,039	1,693	116,745
2002	16,170	4,906	16,488	17,967	91,014	4,655	5,333	1,626	105,470
2003	14,293	5,161	15,913	16,144	76,446	4,259	4,472	1,396	90,220
2004	13,913	4,777	15,367	15,950	71,962	4,035	4,212	1,282	85,390
2005	13,664	4,883	13,559	18,293	70,558	3,528	4,410	1,302	84,525
2006	13,424	4,835	14,125	17,178	64,560	5,848	4,813	1,246	80,309
2007	13,407	4,954	15,240	18,088	64,606	6,378	4,216	1,202	81,272
2008	12,757	4,677	14,318	16,870	58,467	5,894	3,812	1,210	74,487
2009	12,477	4,697	13,142	16,692	56,747	5,762	3,270	1,218	72,315
2010	12,095	4,260	11,368	15,414	53,021	5,574	3,292	1,063	67,288
2011	11,976	4,567	10,306	15,772	50,921	5,512	3,155	1,099	65,024
2012	11,293	4,206	9,077	14,366	47,340	5,242	2,946	1,045	60,437
Var 2012/2011	**- 5.7%**	**- 7.9%**	**- 11,9%**	**- 8,9%**	**- 7,0%**	**- 4,9%**	**- 6,6%**	**- 4,9%**	**- 7,10%**

Persons killed 2000-2012

Year	Pedestrians	Bicycles	Mopeds	Motorcycles	Cars	LGVs	HGVs	PSVs	Other	All
2000	848	273	461	947	5,351	80	124	20	66	8,170
2001	832	259	455	1,081	5,343	80	144	14	45	8,253
2002	876	226	391	1,040	4,920	81	134	11	64	7,742
2003	633	203	398	869	3,721	80	114	47	61	6,126
2004	588	179	343	870	3,406	62	86	21	38	5,593
2005	635	180	356	881	3,065	56	90	14	41	5,318
2006	535	181	317	769	2,626	120	87	6	68	4,709
2007	561	142	325	830	2,464	131	68	35	64	4,620
2008	548	148	291	795	2,205	135	76	19	58	4,275
2009	496	162	299	888	2,160	145	54	5	64	4,273
2010	485	147	248	704	2,117	146	65	4	76	3,992
2011	519	141	220	760	2,062	134	67	0	60	3,963
2012	489	164	179	664	1,882	145	56	6	68	3,653
Var 2012/2011	**- 5.8%**	**16.3%**	**- 18.6%**	**- 12.6%**	**- 8.7%**	**8.2%**	**- 16.4%**	**ns**	**13.3%**	**- 7.8%**

Persons hospitalized for over 24 hours 2005-2012

Year	Pedes-trians	Bicycles	Mopeds	Motor-cycles	Cars	LGVs	HGVs	PSVs	Others	All
2005	5,708	1,667	5,433	7,386	18,298	379	454	170	316	39,811
2006	5,523	1,745	5,888	6,928	18,084	1,052	726	263	453	40,662
2007	5,310	1,614	5,930	7,171	16,486	981	460	160	503	38,615
2008	5,039	1,559	5,391	6,873	14,127	981	399	173	423	34,965
2009	4,789	1,554	4,829	6,742	13,593	894	405	101	416	33,323
2010	4,584	1,361	4,100	6,123	12,454	921	363	77	410	30,393
2011	4,593	1,418	3,710	6,279	12,136	807	303	56	377	29,679
2012	4,211	1,352	3,234	5,512	11,266	780	315	161	311	27,142
Var 2012/2011	**- 8.3%**	**- 4.7%**	**- 12.8%**	**- 12.2%**	**- 7.2%**	**- 3.3%**	**4.0%**	**187.5%**	**- 17.5%**	**- 8.5%**

Accidents per age group in France mainland

Persons killed 2000-2012

Year	Age ind.	0-14 yrs	15-17 yrs	18-24 yrs	25-44 yrs	45-64 yrs	65-74 yrs	75 yrs and +	Total
2000	142	367	354	1,746	2,696	1,508	631	727	8,170
2001	88	304	375	1,845	2,757	1,507	645	732	8,253
2002	91	263	313	1,670	2,603	1,450	642	710	7,742
2003	88	224	276	1,302	1,986	1,138	492	620	6,126
2004	14	191	231	1,312	1,837	1,049	394	566	5,593
2005	20	143	260	1,222	1,645	1,034	384	610	5,318
2006	65	131	225	1,037	1,404	946	343	558	4,709
2007	8	164	200	981	1,491	892	356	528	4,620
2008	0	125	172	958	1,342	867	282	529	4,275
2009	0	122	189	901	1,366	899	288	508	4,273
2010	1	130	161	831	1,249	856	264	500	3,992
2011	1	128	144	813	1,272	847	280	478	3,963
2012	0	115	131	753	1,082	827	264	481	3,653
Var 2012/2011	**ns**	**- 10.2%**	**- 9.0%**	**- 7.4%**	**- 14.9%**	**- 2.4%**	**- 5.7%**	**0.6%**	**- 7.80%**

Persons hospitalized for more than 24 hours 2005-2012

Year	Age ind.	0-14 yrs	15-17 yrs	18-24 yrs	25-44 yrs	45-64 yrs	65-74 yrs	75 yrs and +	Total
2005	248	2,944	3,668	8,723	12,741	7,222	2,034	2,231	39,811
2006	409	3,057	3,779	8,867	12,771	7,451	1,997	2,331	40,662
2007	103	2,726	3,485	8,372	12,385	7,371	1,892	2,281	38,615
2008	17	2,579	2,998	7,444	11,341	6,793	1,705	2,088	34,965
2009	4	2,389	2,639	7,175	10,628	6,715	1,636	2,137	33,323
2010	7	2,166	2,342	6,298	9,786	6,302	1,483	2,009	30,393
2011	7	2,014	2,193	6,039	9,503	6,393	1,534	1,996	29,679
2012	1	1,930	1,904	5,445	8,468	5,960	1,616	1,818	27,142
Var 2012/2011	**- 75.0%**	**- 4.2%**	**- 13.2%**	**- 9.8%**	**- 10.9%**	**- 6.8%**	**5.3%**	**- 8.9%**	**- 8.5%**

Glossary of terms

BAAC: analysis report of injury accidents

COM: overseas communities

DOM: overseas counties

DSCR: Delegation to Road Safety and Road Traffic

ONISR: National Interministerial Observatory for Road Safety CNSR: National Council for Road Safety

CISR: Interministerial Committee for Road Safety

POM: Overseas regions

Person killed: person dying within 30 days of an accident

Very seriously injured: person with at least one physical injury equal to or more serious than 3 on the "Maximum Abbreviated Injury Scale" ("MAIS3+")

Injured, hospitalized: hospitalized for more than 24 hours, not deceased within 30 days

Slightly injured: Not- hospitalized or hospitalized for under 24 hours

Injured: slightly injured or injured and hospitalized

Fatal accident: accident involving at least one person dying within 30 days

Physical accident: accident with at least one person injured or dead

Legal blood alcohol level: above 0.5 g/l in the blood

Criminal blood alcohol level: above 0.8 g/l in the blood

Motorist: user of a tourism vehicle

Bicycle: bike, including electrically-driven

Moped: motorized two-wheeled vehicle up to 50 cc with a maximum design speed not exceeding 45 km/h

Motorized two-wheeled vehicle (2RM): moped or motorcycle, including three-wheelers

Motorbike: motorized two-wheeled vehicle over 50 cc

Heavy Goods Vehicle (HGV): motorized vehicle used for transporting heavy or voluminous goods with a gross laden weight exceeding 3.5 t

Scooter: motorcycle registered with two wheels with a small diameter, streamlined, with an open frame and a flat floor

Police forces: both police and gendarmerie authorities

Public service vehicle (PSV): bus or coach: a motorized vehicle designed and constructed for transporting persons with at least four wheels and more than eight seats not including that of the driver

Private cars: motorized vehicle designed and constructed for transporting persons with at least four wheels and not having more than eight seats not including than that of the driver

Light goods vehicle (LGV): a commercial vehicle or van for transporting goods with a gross laden weight below 3.5 t

3-wheeler: light vehicle for transport light loads with engine size up to 50 cc and a top speed of 45 km/h

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