

Road Safety in 2017 – Final results

Development of road traffic fatalities in France mainland and overseas territories

3,684 people died on the roads of France in 2017, 54 fewer than in 2016. Road mortality is thus slightly down (-1.4%) compared to 2016. Injury accidents, hospitalized victims and injured people increased slightly (+2.2%, +2.0% and +1.3% respectively).

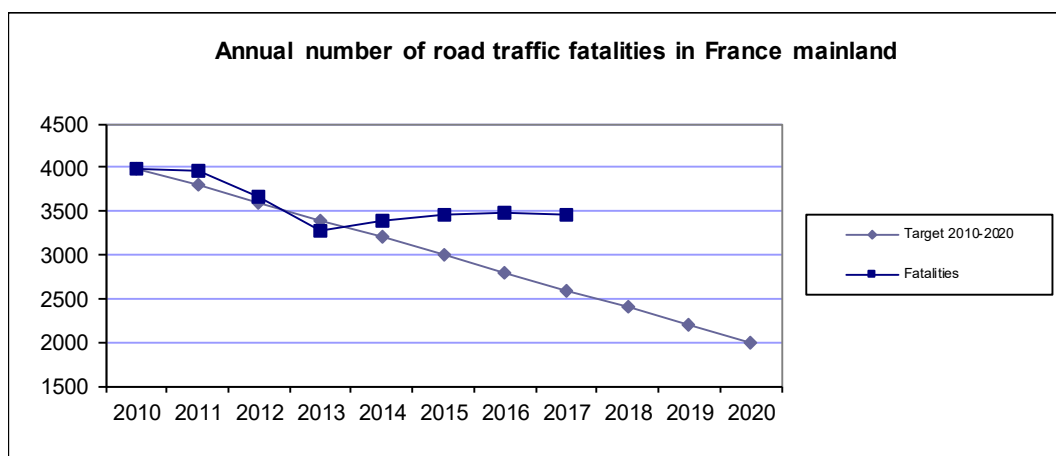
Results for the year 2017 France	Injury accidents	Killed within 30 days	Injured people	incl hospitalised 24h
Year 2017	61,224	3,684	76,840	29,413
Year 2016	59,927	3,738	75,830	28,828
Difference 2017 / 2016	1,297	-54	1,010	585
Variation 2017 / 2016	2.2%	-1.4%	1.3%	2.0%

Development of road traffic accidents in France mainland

3,448 people died on the roads of France in 2017, 29 fewer than in 2016. Road mortality is roughly stable (-0.8%) compared to 2016. Injury accidents, hospitalized victims and injured people increased slightly (+1.9%, +2.0% and +1.0% respectively).

Results for the year 2017 France mainland	Injury accidents	Killed within 30 days	Injured people	incl hospitalised 24h
Year 2017	58,613	3,448	73,384	27,732
Year 2016	57,522	3,477	72,645	27,187
Difference 2017 / 2016	1,091	-29	739	545
Variation 2017 / 2016	1.9%	-0.8%	1.0%	2.0%

The trend in road mortality between 2010 and 2017 is down -13.6%, or 544 lives saved in 2017 compared to 2010.



Since 2010, the numbers of injury accidents and injured people have declined by the same order of magnitude as mortality (-12.9% and -13.1% respectively), while the number of hospitalised people has declined more slowly (-8.8%).

After two years of increase (3.5% in 2014 and 2.3% in 2015) and a stabilization in 2016, the year 2017 saw a slight decrease. The trend since 2010 shows a difficulty in reducing the mortality of vulnerable road users, with the exception of moped riders; and since 2013 a significant increase in motorist mortality.

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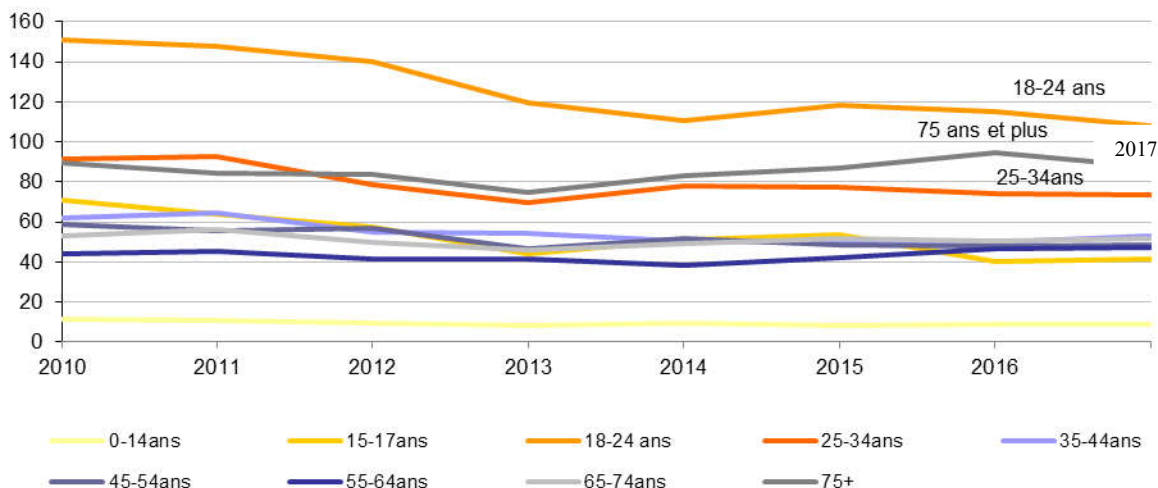
Trends 2017 according to age in France mainland :

Children and young adults aged 24 and under now account for just under a quarter (22%) of all road deaths. Mortality among 18-24 year olds continues to decline by -6% in 2017 (-35 deaths, for a total of 562 young people killed), even as their motorcycle mortality continues to rise (130 deaths in 2017 compared to 105 deaths per year on average between 2014 and 2016). Mortality among **young people aged 15-17** stabilised in 2017 at 101 fatalities, 41 of which were in two-wheeled motorised vehicles (compared with 84 in 2010).

Mortality among **people over 65 years of age** accounts for just over a quarter of all road deaths (25.2%). 869 people aged 65 or over were killed in 2017 (down 2% from 2016, or -17 deaths). Of the 342 fatalities between the ages of 65 and 74, 193 were motorists (23 more than in 2016). Of the 527 fatalities aged 75 or over, 292 were motorists (11 more than in 2016) and 172 were pedestrians (49 less than in 2016).

	0-14y/o	15-17y/o	18-24y/o	25-34y/o	35-44y/o	45-54y/o	55-64y/o	65-74y/o	75+	Total
Rappel 2000	367 4%	354 4%	1746 21%	1605 20%	1091 13%	920 11%	588 7%	631 8%	727 9%	8 170 100%
2010	130 3%	161 4%	831 21%	706 18%	544 14%	504 13%	350 9%	264 7%	500 13%	3 992 100%
2013	97 3%	102 3%	636 19%	547 17%	458 14%	401 12%	339 10%	254 8%	434 13%	3 268 100%
2016	108 3%	96 3%	597 17%	580 17%	414 12%	417 12%	379 11%	320 9%	566 16%	3 477 100%
2017	104 3%	101 3%	562 16%	571 17%	437 13%	422 12%	382 11%	342 10%	527 15%	3 448 100%
Variation 2016-2017	-4%	5%	-6%	-2%	6%	1%	1%	7%	-7%	-1%
Variation 2013-2017	7%	-1%	-12%	4%	-5%	5%	13%	35%	21%	6%
Variation 2010-2017	-20%	-37%	-32%	-19%	-20%	-16%	9%	30%	5%	-14%
Variation 2000-2017	-72%	-71%	-68%	-64%	-60%	-54%	-35%	-46%	-28%	-58%

Mortality as a proportion of the population is highest for **18-24 year-olds**, although it has decreased significantly since 2010 (151 young people killed per million young people in 2010, 114 in 2017). The 15-17 age group, which previously had an over-risk (71 young people killed per million young people in 2010), now stands at 42 young people killed per million young people, below the national average of 53 killed per million inhabitants. On the other hand, the rate becomes particularly high for **people aged 75 and over**, with 88 seniors killed per million inhabitants in this age group. The mortality rate for **25-34 year olds** remains very high at 74 deaths per million inhabitants, compared to the national average of 53.



Age-specific evolution of the mortality rate per million inhabitants of the same age group
77% of those killed on the road are men, up in 2017.

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Mortality 2017 per road user categories in France mainland :

Pedestrian mortality declines in 2017: -13%, which benefits people over 75 years of age and young people aged 18 to 24.

Utility vehicle user fatalities decreased in 2017 by -24% or -31 fatalities between 2016 and 2017, which also reflects a decrease in the number of fatalities in accidents involving a utility vehicle (315 total fatalities, compared to 420 in 2016 and 373 in 2015).










Moped mortality is down by 3% in 2017, or -14 deaths compared to 2016.

Motorcyclist mortality is up +9% with 669 fatalities in 2017, or +56 fatalities compared to 2016. This increase in motorcyclist mortality mainly concerns young people aged 18-24 (130 killed or +32 killed) and 35-44 years old (135 killed or +32 killed), but the first age group in mortality remains 25-34 years old with 161 killed.

Car users mortality is rather stable in 2017 with 1,767 car users killed (7 more than in 2016), but this hides a decrease in mortality among young people aged 18-24 (356 deaths or -26 deaths), offset by an increase in mortality among already highly affected age groups such as 25-34 years old (318 deaths or +20 deaths), 65-74 years old (193 deaths or +26 deaths), and 75 years and over (292 deaths or +11 deaths). However, car users mortality remains -17% below that of 2010, a better than average increase.

Cyclist mortality in 2017 is up +7%, 11 more deaths than in 2016. The increase concerns 25-44 year olds (+5 killed) and 75 years and over (+8 killed).

Mortality among **heavy goods** vehicle users decreased by -7% in 2017 (-4 fatalities). The number of public transport (TC) users killed, which usually amounts to less than ten per year, reached 14 passengers killed in 2017.

	 Pedes- trians	 Pedal cyclist	 Moped user	 Motor- cyclists	 Car users	 VU	 HGV users	 TC	 Other users	Total
2010	485 12%	147 4%	248 6%	704 18%	2117 53%	146 4%	65 2%	4 0%	76 2%	3 992 100%
2013	465 14%	147 4%	159 5%	631 19%	1612 49%	133 4%	57 2%	7 0%	57 2%	3 268 100%
2016	559 16%	162 5%	121 3%	613 18%	1760 51%	130 4%	55 2%	12 0%	65 2%	3 477 100%
2017	484 14%	173 5%	117 3%	669 19%	1767 51%	99 3%	51 1%	14 0%	74 2%	3 448 100%
Variation 2016-2017	-13%	7%	-3%	9%	0%	-24%	-7%	17%	14%	-1%
Variation 2013-2017	4%	18%	-26%	6%	10%	-26%	-11%	100%	30%	6%
Variation 2010-2017	0%	18%	-53%	-5%	-17%	-32%	-22%	250%	-3%	-14%
Variation 2000-2017	-43%	-37%	-75%	-29%	-67%	ND	-59%	-30%	11%	-58%

The "other" category includes in particular half the carts or tricycles, then the quads, special machines...

Résultats according to road networks :

Motorway fatalities increased again in 2017 (+12 fatalities or +4%), but remained higher than in 2010 (+10%).

Fatalities on road networks **inside** and **outside** urban areas are down slightly (-1%), but still significantly higher than in 2013. The 63% share of mortality outside urban areas remains among the highest in Europe.

The above trends follow developments in average passenger vehicle speeds (increase since 2012 from +4 to 5 km/h on motorways limited to 130km/h, since 2014 from +1 to 2 km/h on roads limited to 110km/h and roads limited to 90km/h and continuation of a slight decrease that started in 2015 on roads limited to 50km/h).

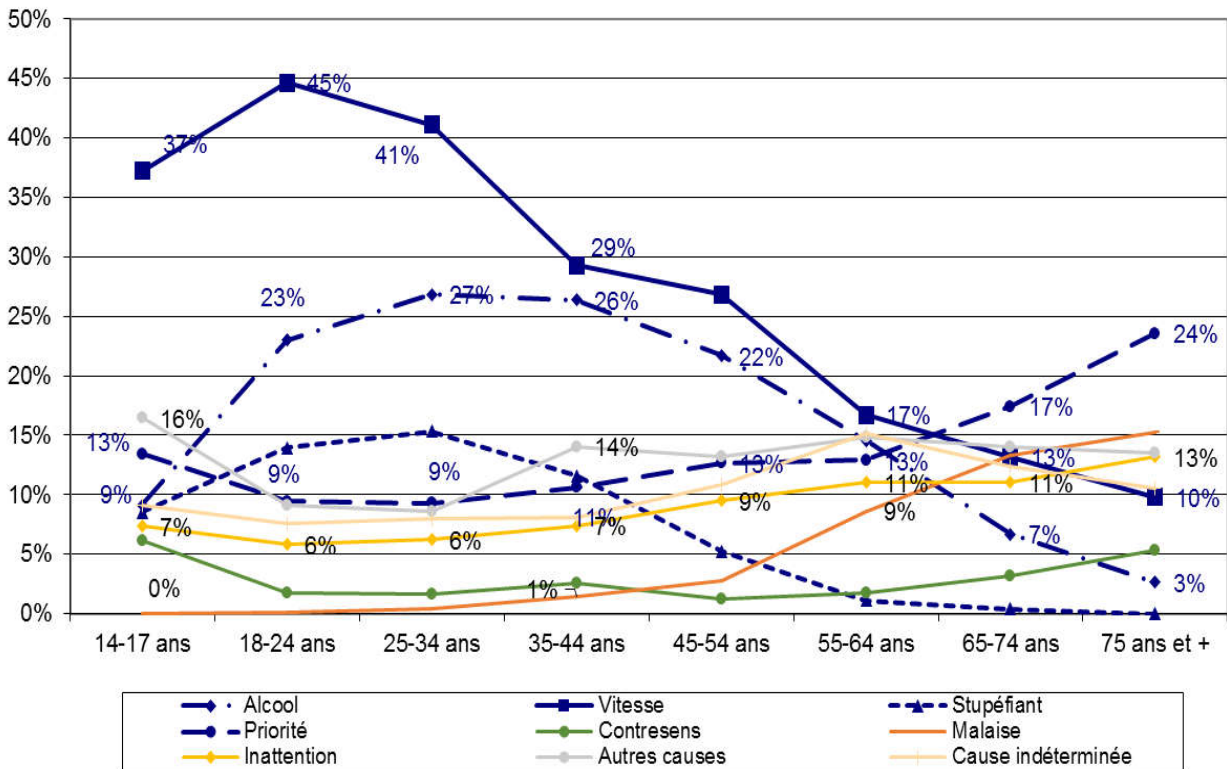
	Motorways	Rural	Urban	Total
2010	256 6%	2603 65%	1133 28%	3 992 100%
2016	270 8%	2188 63%	1019 29%	3 477 100%
2017	282 8%	2156 63%	1010 29%	3 448 100%
Variation 2016-2017	4%	-1%	-1%	-1%
Variation 2013-2017	8%	4%	9%	6%
Variation 2010-2017	10%	-17%	-11%	-14%
Variation 2000-2017	-52%	-59%	-56%	-58%

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Human risk factors :

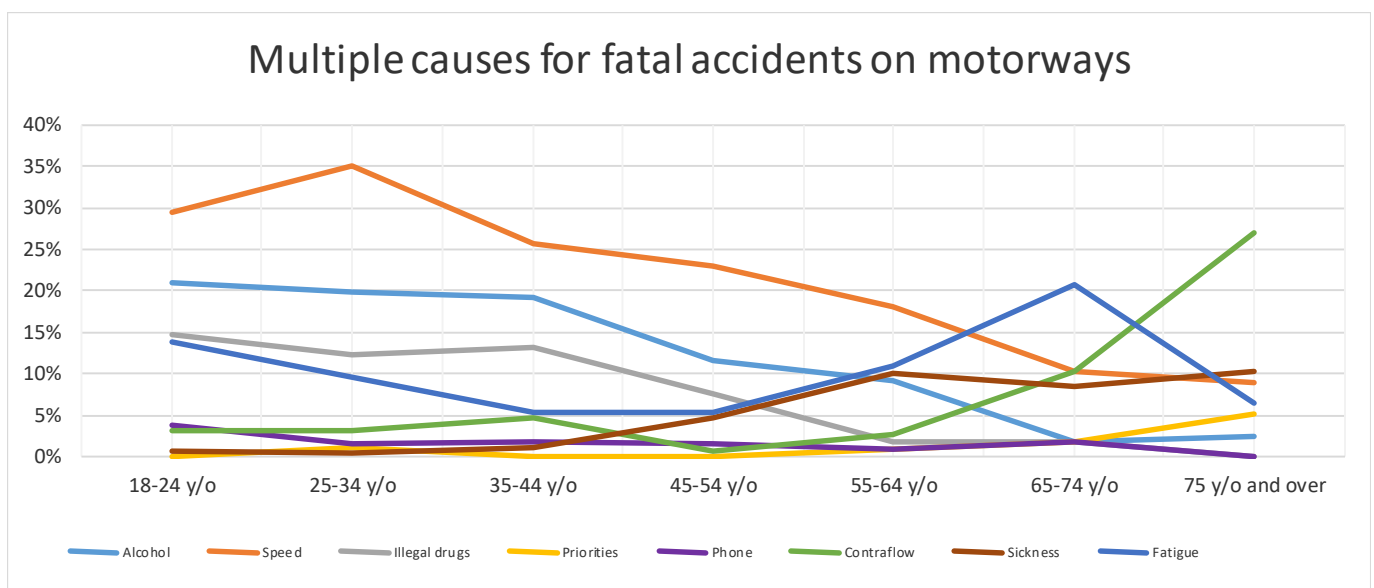
The multi-cause analysis of the behavioural factors identified in the file of Presumed Authors of fatal accidents (APAM over the period September 2014 to December 2017) confirms the role of excessive or inappropriate speed as the leading cause of fatal accidents, although alcohol is still very present.

Analysis by age group of the APAMs shows that while the speed factor is highest among young APAMs (45% of 18-24 year olds), alcohol and drug factors seem to reach their maximum a little later in life (respectively 27% and 15% of 25-34 year olds). Inattention and difficulties in meeting priorities are more pronounced for the oldest APAMs (13% and 24% respectively of those aged 75 and over).



Focus on the motorway network

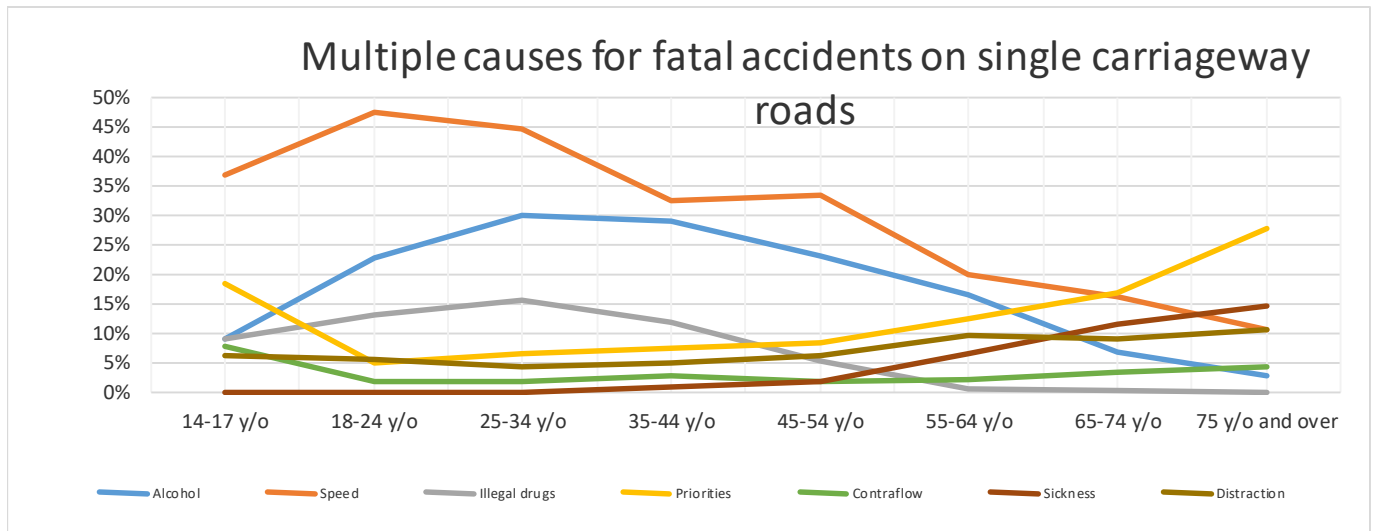
The main causes of fatal accidents (multi-cause) are excessive or inappropriate speed, alcohol and drugs up to the age of 54. The fatigue factor is present in young drivers aged 18 to 34 years and even becomes the first or second cause in drivers aged 55 to 74 years. The phone appears to be a factor in motorway accidents among 18-24 year olds. Driving in the wrong direction still affects people aged 65 and over. Finally, sickness affects people aged 55 and over.



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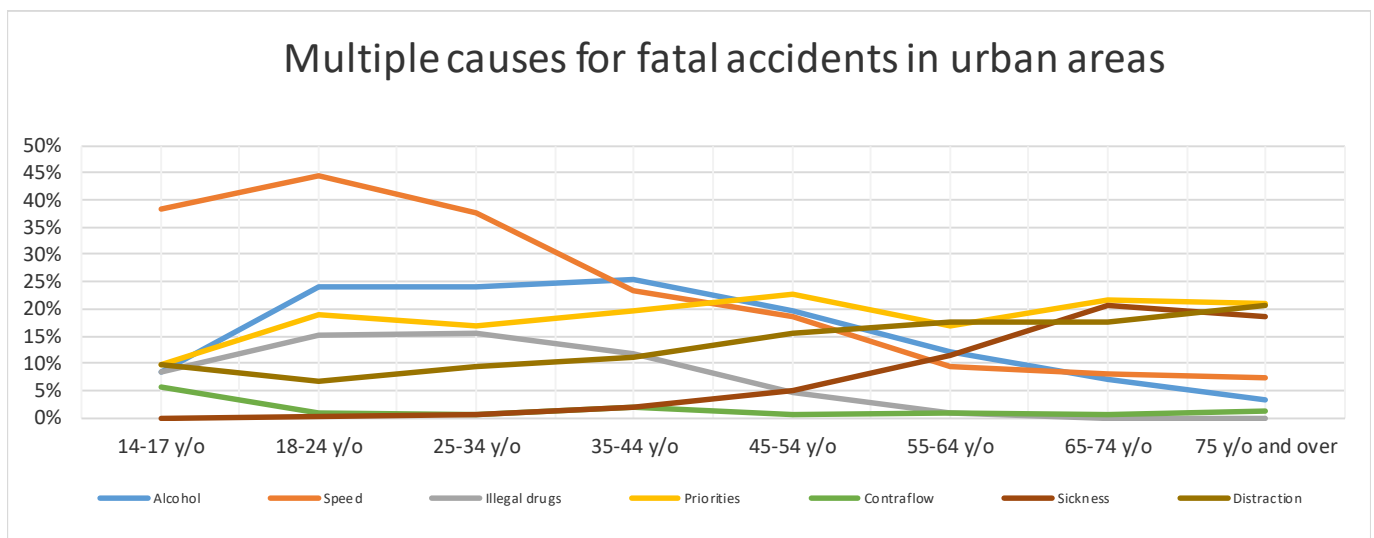
Focus on single carriageway roads outside urban areas :

Excessive or inappropriate speed and alcohol are the main causes (respectively first and second cause) between the ages of 18 and 65. The speed cause is particularly present from the age of 14, whereas alcohol is the most common cause between 25 and 44 years of age, and illegal drugs between 25 and 34 years of age. The lack of priority concerns people under 17 years of age, due to their absence or incomplete training in road traffic, as well as people aged 55 and over, probably due to a difficulty in assessing the conditions for integration into the traffic flow. A peak in this factor can be seen in people over 75 years of age. Finally, sickness and distraction affect people 55 and over.



Focus in urban areas

Fatal accidents with alcohol as one of their main causes concern mainly 18 to 44 year olds. Excessive or inappropriate speed, which is the most common cause before the age of 34, is the second most common cause, after alcohol, between the ages of 35 and 44. The lack of priority concerns nearly one APAM out of 5, regardless of age, and becomes the leading cause from the age of 45. Illegal drugs are particularly present between the ages of 18 and 34. Finally, sickness and distraction affect people 55 and over.

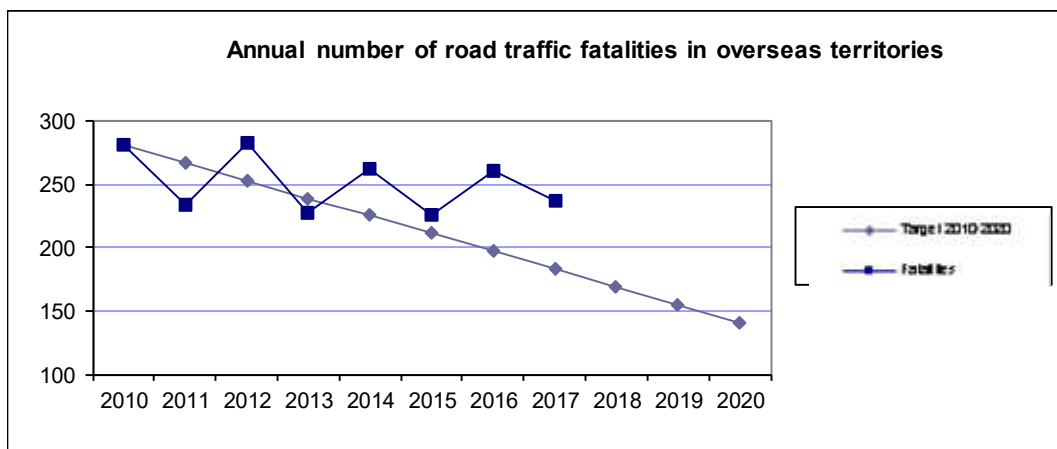


Development of road traffic accidents in overseas territories

236 people died on overseas roads in 2017, including 152 in the overseas counties and 84 in the overseas collectivities or in New Caledonia. This is a decrease of -9.6% compared to 2016. The number of recorded injury accidents is increasing; in some overseas territories, this indicates a better recording of injury accidents rather than a worsening of the accident situation.

Results for the year 2017 Overseas territories	Injury accidents	Killed within 30 days	Injured people	incl hospitalised 24h
Year 2017	2,611	236	3,457	1,682
Year 2016	2,397	261	3,174	1,630
Difference 2017 / 2016	214	-25	283	52
Variation 2017 / 2016	8.9%	-9.6%	8.9%	3.2%

The trend in road mortality between 2010 and 2017 is down by -16%, or 45 lives saved in 2017 compared to 2010.

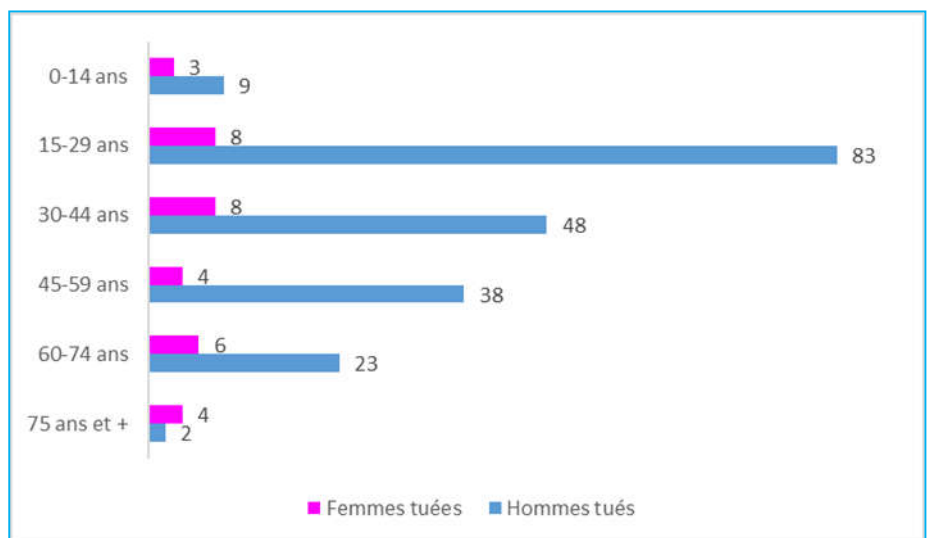


With 44 deaths in 2017, mortality among **18-24 year olds** continues to decline. 78 deaths were recorded in 2010. This is an improvement of -44%. In contrast, mortality among 25-34 year olds has fluctuated between 40 and 80 deaths since 2010 and is 59 in 2017. Mortality among seniors aged 65 and over is still moderate (27 deaths), but higher than in 2010 (16 deaths).

The proportion of men in road deaths is even higher than in mainland France, 86% compared to 77% in mainland France.

The population is younger than in mainland France, so male over-representation, which is often higher among young adults, is more pronounced on average.

However, over-representation remains particularly high even after the age of 45, which undoubtedly shows a lower penetration of good driving practices within the company.

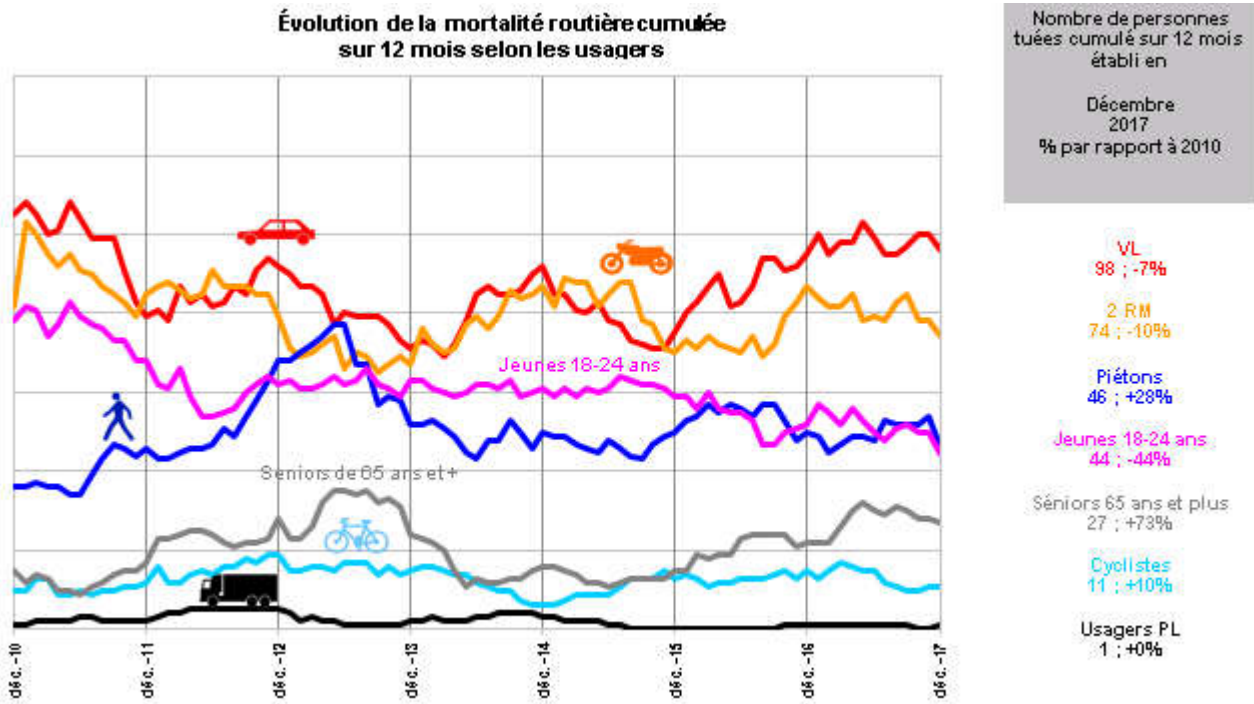


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Car users fatalities account for just under half of all road deaths overseas. With 96 deaths in 2017, it is almost at the same level as in 2010 (105 deaths) while 2013 had been at a lower level (71 deaths). Seat belts are a major issue in overseas territories, where in several territories half or even three quarters of the deceased had not worn them.

Motorcycle fatalities remain significant with 74 road users killed in 2017, representing one-third of all road deaths overseas. Since 2010, moped mortality has decreased but motorcycle mortality is equivalent. Failure to wear a helmet accounts for half of all motorcycle deaths.

Pedestrian mortality is stable with 46 deaths in 2017, but higher than in 2010 (37 deaths recorded).



Speed and alcohol remain the two leading causes of fatal accidents but are more systematically present overseas than in mainland France.

Non-compliance with priorities is less often mentioned overseas, except on communal roads in urban areas where it is in the metropolitan trend. Dangerous overtakings and vehicle-related factors are more prevalent overseas as causes of fatal accidents than in mainland France.

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Annex : Road fatalities in the regions

Evolution of mortality between 2010 and 2017

Compared to 2016, mortality in 2017 is significantly lower in 3 regions: Auvergne Rhône Alpes, Hauts de France, Occitanie, and to a lesser extent in Corsica, New Aquitaine, Pays de la Loire. At least 30 more people were killed in 2017 in the Burgundy Franche Comté and Ile de France regions.

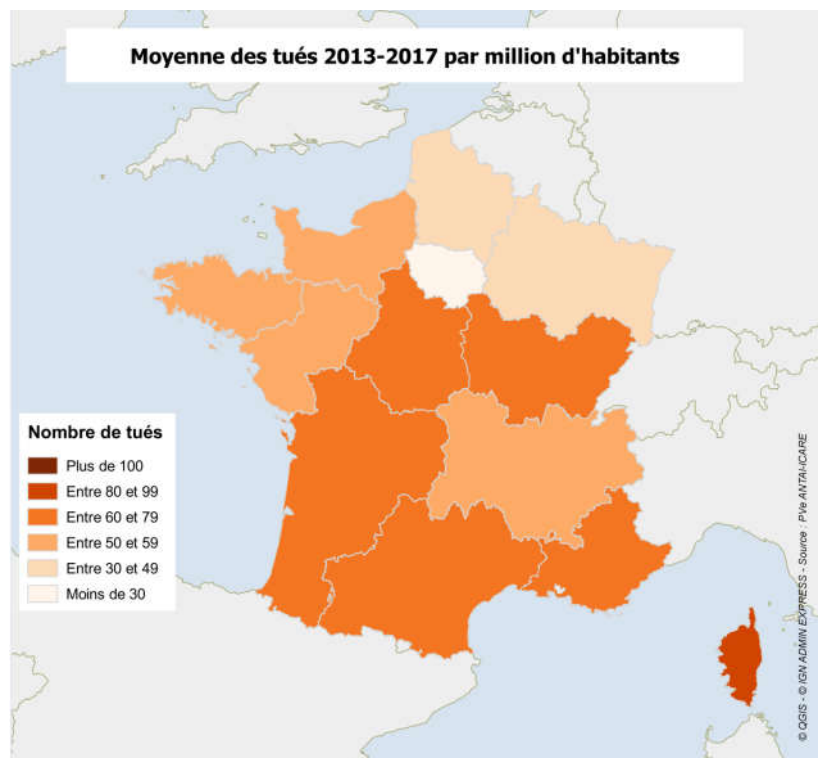
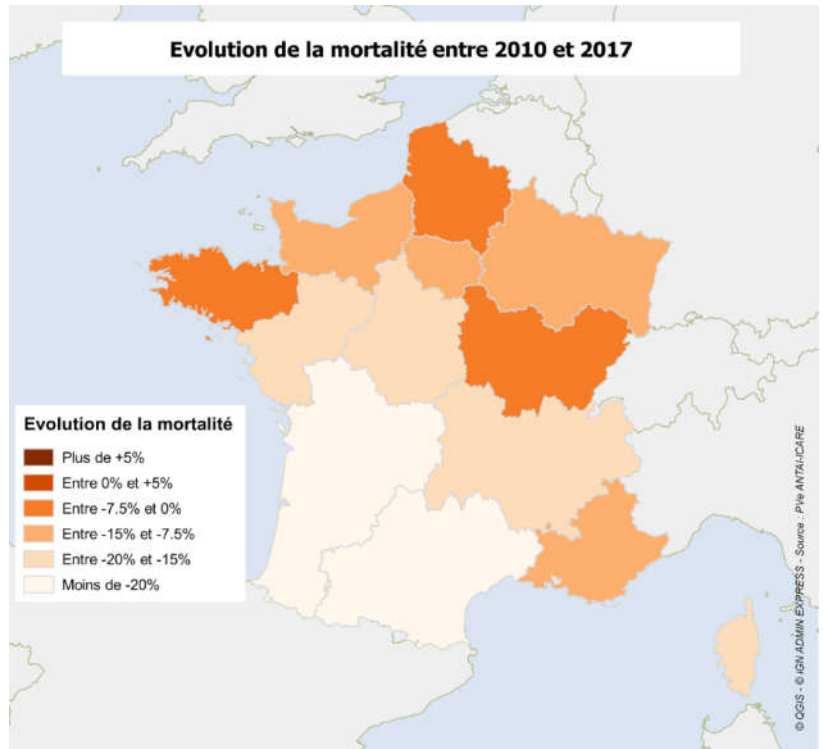
Compared to 2010, road deaths in 2017 are down in all regions but with a very small decrease only in Brittany, Corsica and Franche Comté and in the Hauts de France. Conversely, the Occitania and New Aquitaine regions are falling well above the national average, with a decline of more than -20%.

2013-2017 average mortality rate per million inhabitants of each region

The average mortality rate in metropolitan France in 2017 was 53 deaths per million inhabitants, placing France in the European average.

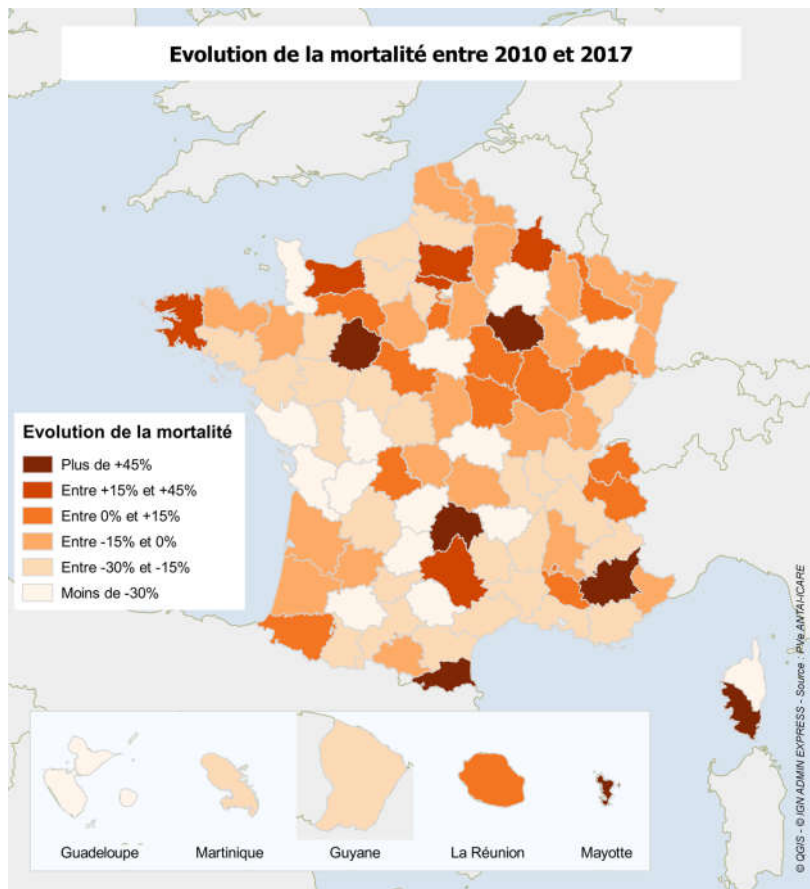
The best performing countries have a rate below 30. Only the North-East regions are close to these results, as they are very populated.

The regions with a mortality rate among young people aged 18-24 compared to their population that is higher than the average French rate are: Corsica, Burgundy-Franche Comté, Centre-Val de Loire, PACA, Pays de la Loire and Normandy.



Annex : Mortality in counties

Evolution of mortality between 2010 and 2017



2013-2017 average mortality rate per million inhabitants in each county

