

# French Road Safety Observatory

## Road safety 2018 – final results

### Road traffic accidents in France mainland and overseas:

3,488 people died on French roads in 2018, 196 fewer than in 2017 and 7 fewer than in 2013. Road fatalities show a -5.3% decrease compared to 2017. Both injury accidents and injured people decrease by -4.7% between 2017 and 2018.

Results for the year 2018	Injury accidents	Killed within 30 days	Injured people
<b>2018 final results</b>	<b>58 352</b>	<b>3 488</b>	<b>73 253</b>
2017 final results	61 224	3 684	76 840
Difference 2018 / 2017	-2 872	-196	-3 587
<b>Variation 2018 / 2017</b>	<b>-4,7%</b>	<b>-5,3%</b>	<b>-4,7%</b>

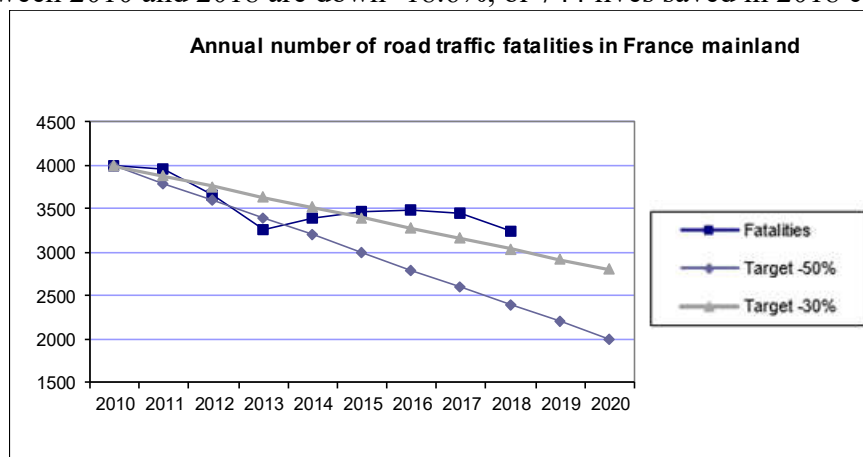
	2010	2011	2012	2013	2014	2015	2016	2017	2018
France Mainland	3992	3963	3653	3268	3384	3461	3477	3448	3248
Overseas counties	180	148	189	159	173	155	179	152	144
Overseas communities	101	86	94	68	89	71	82	84	96
Mainland + overseas counties	4172	4111	3842	3427	3557	3616	3656	3600	3392
France + all overseas	4273	4197	3936	3495	3646	3687	3738	3684	3488

### Road traffic accidents in France mainland :

3,248 people died on the roads of France mainland in 2018, 200 people fewer than in 2017 and 20 fewer than in 2013. Road fatalities show a -5.8% decrease compared to 2017. Both injury accidents and injured people decrease (by -4.9% and -4,8 % respectively).

Results for the year 2018	Injury accidents	Killed within 30 days	Injured people
<b>2018 final results</b>	<b>55 766</b>	<b>3 248</b>	<b>69 887</b>
2017 final results	58 613	3 448	73 384
Difference 2018 / 2017	-2 847	-200	-3 497
<b>Variation 2018 / 2017</b>	<b>-4,9%</b>	<b>-5,8%</b>	<b>-4,8%</b>

Road fatalities between 2010 and 2018 are down -18.6%, or 744 lives saved in 2018 compared to 2010.



Since 2010, the number of injury accidents and that of injured people have been reduced by the same order of magnitude as that of fatalities (-17.1%, -17.3% and -18.6% respectively).

After two years of increase (+116 fatalities or +3.5% in 2014 and +77 fatalities or +2.3% 2015) and some stabilization in 2016 and 2017 (+16 deaths then -29 deaths, a difference of 13 deaths between 2017 and 2015), 2018 marks a real decrease in road deaths. In the end, 426 lives were saved in average per year over the five years 2014 to 2018 compared to the five years 2009 to 2013. The decrease recorded between the average of the last 5 years 2013-2017 and the 2018 result is slightly greater on fatalities (-4.7%) than on injury accidents or injured people (-3.1%).

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### Trends 2018 by age in France mainland:

**Children and young adults age 24 and under** now account for about one-fifth of all road traffic fatalities (21%). **503 young adults age 18-24** died in 2018, fewer still than in past years (-59 fatalities compared to 2017, and -96 fatalities compared to the 5 years average 2013-2017). Among those, 314 young adults were killed in passenger vehicles in 2018 compared to 532 in 2010. After a stagnation in the number of fatalities of young adult motorcyclists between 2014 and 2016 (around 105 fatalities per year), young adult motorcyclist fatalities fall to 92 in 2018 (-29%), following a peak in 2017. **15-17 year-olds** fatalities remain stable in 2018 with 106 fatalities, 40 of them concerning powered two wheelers (compared to 84 in 2010).

With 842 fatalities, **65 year-olds and more** account for just over a quarter of road fatalities (26%). This is however a -3% decrease in 2018 (-27 deaths) but remains higher than the 5 year average 2013-2017 (+33 deaths). The decrease in fatalities mainly concerns motorists. Of the 332 fatalities between the ages of 65 and 74, 170 were motorists (23 fewer than in 2017). Of the 510 fatalities age 75 or over, 288 were motorists (4 fewer than in 2017) and 167 were pedestrians (5 fewer than in 2017).

	0-17y/o	18-24y/o	25-34 y/o	35-44 y/o	45-54 y/o	55-64 y/o	65-74 y/o	75 y/o and over	Total
<b>2010</b>	291 7%	831 21%	704 18%	545 14%	505 13%	351 9%	264 7%	500 13%	<b>3 992</b> <b>100%</b>
<b>average 2013-2017</b>	212 6%	599 18%	584 17%	430 13%	422 12%	350 10%	302 9%	507 15%	<b>3 408</b> <b>100%</b>
<b>2017</b>	205 6%	562 16%	571 17%	437 13%	422 12%	382 11%	342 10%	527 15%	<b>3 448</b> <b>100%</b>
<b>2018</b>	192 6%	503 15%	511 16%	410 13%	399 12%	391 12%	332 10%	510 16%	<b>3 248</b> <b>100%</b>
<b>Variation 2017-2018</b>	<b>-6%</b>	<b>-10%</b>	<b>-11%</b>	<b>-6%</b>	<b>-5%</b>	<b>2%</b>	<b>-3%</b>	<b>-3%</b>	<b>-6%</b>
<b>Variation 5yav-2018</b>	<b>-10%</b>	<b>-16%</b>	<b>-13%</b>	<b>-5%</b>	<b>-6%</b>	<b>12%</b>	<b>10%</b>	<b>1%</b>	<b>-5%</b>
<b>Variation 2010-2018</b>	<b>-34%</b>	<b>-39%</b>	<b>-6%</b>	<b>-10%</b>	<b>0%</b>	<b>16%</b>	<b>32%</b>	<b>18%</b>	<b>-19%</b>
<b>Variation 2000-2018</b>	<b>-73%</b>	<b>-71%</b>	<b>-66%</b>	<b>-60%</b>	<b>-54%</b>	<b>-29%</b>	<b>-44%</b>	<b>-25%</b>	<b>-58%</b>

Fatalities by age group

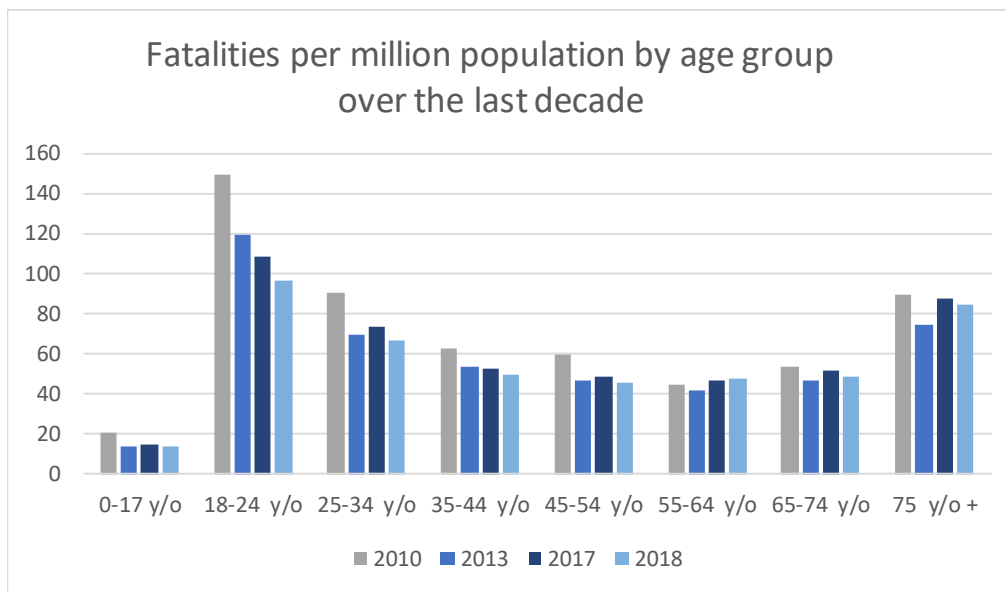
The fatality rate per population has recently **increased for 55-64 year olds** (+2% compared to 2017 and +11% compared to the 5 years average), and barely decreased for senior people age 65 or over (-2% for those age 65-74 and -1% for those age 75 and over).

	0-17y/o	18-24y/o	25-34 y/o	35-44 y/o	45-54 y/o	55-64 y/o	65-74 y/o	75 y/o and over	Total
<b>2010</b>	21	149	91	63	59	44	53	90	<b>64</b>
<b>moyenne 2013-2017</b>	15	115	75	52	49	43	48	85	<b>53</b>
<b>2017</b>	14	108	74	53	48	47	52	88	<b>53</b>
<b>2018</b>	14	97	66	50	45	48	49	85	<b>50</b>
<b>Variation 2017-2018</b>	<b>-6%</b>	<b>-11%</b>	<b>-10%</b>	<b>-5%</b>	<b>-6%</b>	<b>2%</b>	<b>-6%</b>	<b>-4%</b>	<b>-6%</b>
<b>Variation 5yav-2018</b>	<b>-10%</b>	<b>-16%</b>	<b>-11%</b>	<b>-3%</b>	<b>-7%</b>	<b>11%</b>	<b>-2%</b>	<b>-1%</b>	<b>-5%</b>
<b>Variation 2010-2018</b>	<b>-36%</b>	<b>-35%</b>	<b>-27%</b>	<b>-20%</b>	<b>-23%</b>	<b>8%</b>	<b>-9%</b>	<b>-6%</b>	<b>-21%</b>
<b>Variation 2000-2018</b>	<b>-73%</b>	<b>-69%</b>	<b>-63%</b>	<b>-58%</b>	<b>-57%</b>	<b>-52%</b>	<b>-57%</b>	<b>-47%</b>	<b>-62%</b>

Fatalities per million population

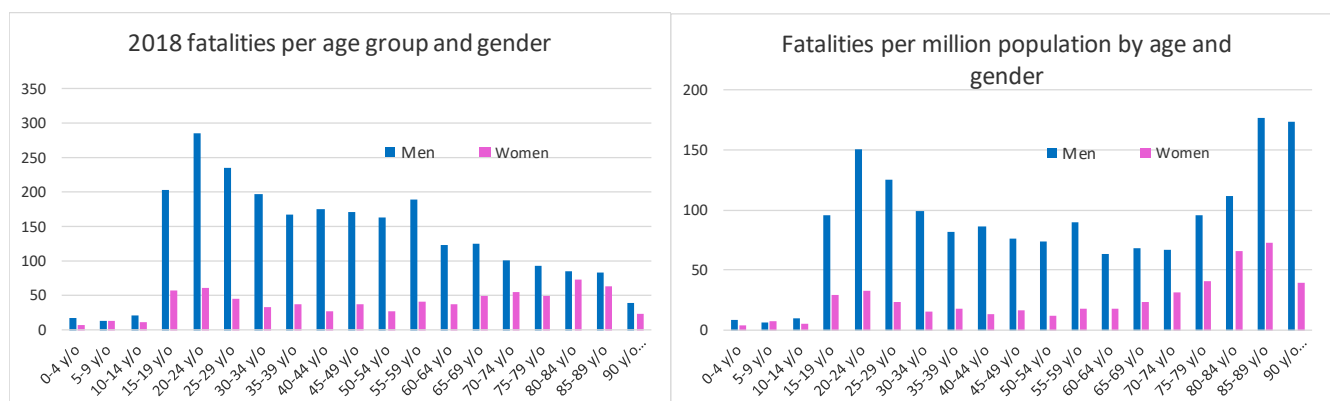
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The fatality rate per population in France mainland is in 2018 of 50 fatalities per million inhabitants, similar to the European average. By age group, the highest rate is with young adults age 18-24, although it has significantly decreased since 2010 (97 young people killed per million young people in 2018, against 149 in 2010). The second highest rate is for senior people age 75 and over with 85 fatalities per million people of that age group, also decreasing. Then comes the rate for 25-34 year olds, who also benefit from the lower speeds, with a rate of 66 fatalities per million inhabitants.



### Analysis by age and gender:

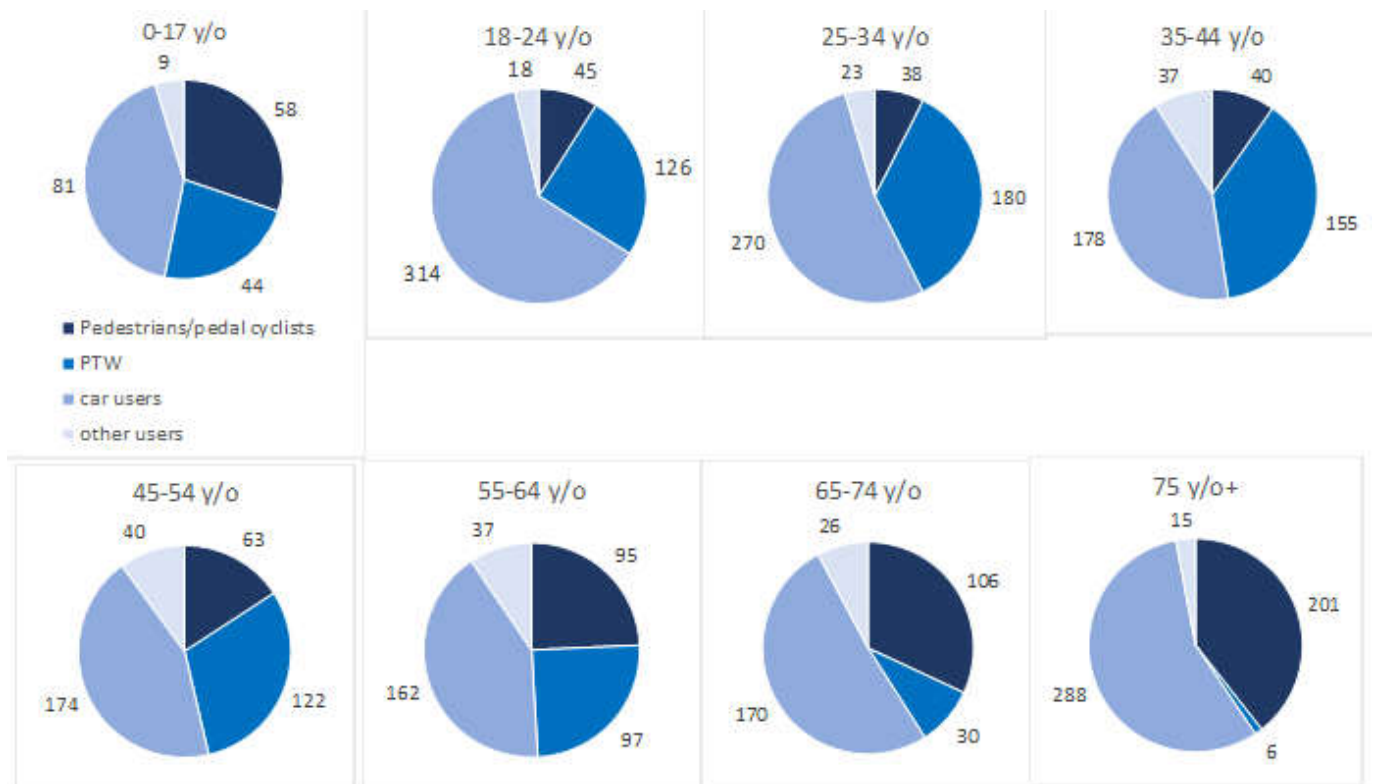
In the graphs below, the graph left shows the number of fatalities by gender for each 5 years age group, while the graph right shows for each 5 years age group and by gender the number of fatalities per million inhabitants in this age group. While the graph left highlights the ages which are very present in French road fatalities (young adults and active classes, and even a tip emerges related to motorcyclists killed after the age of 50), the graph on the right stresses the ages and gender most at risk of being killed. While only women over 75 years of age exceed (barely) the national (and European) average of 50 killed per million inhabitants, men regardless of age exceed the rate of 60 fatalities per million inhabitants. Men between 20 and 34 years of age present a ratio of more than 100 fatalities per million inhabitants, as well as symmetrically men age 75 or over.



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### Breakdown of fatalities by main road user categories per age group :

Active modes (pedestrian-cyclists), motorized two-wheelers (PTW: mopeds and motorcyclists), car users; and others (mainly utility vehicle, heavy goods vehicles, and public transport users).



Young adults age 18-24 fatalities in passenger vehicles actually decreased during the decade. As a result, they now account for 19% of motorist fatalities in 2018, compared to 25% in 2010. However, with their 8% share of the population, they are still at higher risk. Their motorcycle mortality has also dropped sharply, accounting for 18% of motorcycle mortality in 2018, compared to 21% in 2010.

At the other end of the spectrum, the fatalities share of senior people age 65 or over in passenger vehicles has increased. They account for 28% of motorist fatalities in 2018, compared to 19% in 2010. They make up 20% of the population, so they are also at higher risk, especially the older seniors.

Motorcyclist fatalities among 45-64 year olds have risen sharply in recent years: they account for 31% of motorcyclist fatalities in 2018, compared to 25% in 2010.

### 2018 fatalities by road user categories in France mainland :

**471 pedestrians** died in 2018, 13 fewer than in 2017, but 24 fewer than the five-year average for 2013-2017. This decrease benefits the 25-44 age group. Half of the pedestrians killed are 65 years old or older.

**627 people were killed riding a motorcycle**, -6% and -42 killed compared to 2017. However, this is only 3 deaths fewer than the 5-year average. The decrease concerns young people age 18-24 (92 killed in 2018 or -38 killed) and 45-54 54 years old (110 killed in 2018 or -15 killed), while mortality among 55-59 year olds increases (84 killed in 2018 or +6 killed).










**1637 motorists** were killed in 2018. They still account for 50% of total road deaths, despite a 7% decrease, representing 130 fewer fatalities, compared to 2017, and 83 fewer fatalities than the 5-year average. There were 42 fewer fatalities among 18-24 year olds, 57 fewer for 25-44 years old, but only 23 fewer for 65-74 years old and 4 fewer for 75 years old and over. Motorist mortality in 2018 was -23% lower than in 2010, a progress better than the average.

With **175 fatalities in 2018**, cyclist mortality is up by 2 additional fatalities than in 2017 and 17 more than the 5-year average. The increase concerns 0-17 year olds (+8 killed) and 45-64 year olds (+3 killed).

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

With **133 fatalities, moped** mortality increased by +16 deaths compared to 2017 but remains below the 5-year average (10 fewer deaths). The increase is mainly due to young people age 18 - 24.

**44 truck users** died, 7 fewer than in 2017 and 11 fewer than the 5 year average.

	 Pedestrians	 Pedal cyclists	 Moped users	 Motorcyclists	 Car users	 Utility vehicle	 HGV users	 Public Transport	 Other users	Total
<b>2010</b>	485 <i>12%</i>	147 <i>4%</i>	248 <i>6%</i>	704 <i>18%</i>	2117 <i>53%</i>	146 <i>4%</i>	65 <i>2%</i>	4 <i>0%</i>	76 <i>2%</i>	<b>3 992</b> <i>100%</i>
<b>average 2013-2017</b>	495 <i>15%</i>	158 <i>5%</i>	143 <i>4%</i>	630 <i>18%</i>	1720 <i>50%</i>	125 <i>4%</i>	55 <i>2%</i>	17 <i>0%</i>	64 <i>2%</i>	<b>3 408</b> <i>100%</i>
<b>2017</b>	484 <i>14%</i>	173 <i>5%</i>	117 <i>3%</i>	669 <i>19%</i>	1767 <i>51%</i>	99 <i>3%</i>	51 <i>1%</i>	14 <i>0%</i>	74 <i>2%</i>	<b>3 448</b> <i>100%</i>
<b>2018</b>	471 <i>15%</i>	175 <i>5%</i>	133 <i>4%</i>	627 <i>19%</i>	1637 <i>50%</i>	92 <i>3%</i>	44 <i>1%</i>	3 <i>0%</i>	66 <i>2%</i>	<b>3 248</b> <i>100%</i>
<b>Variation 2017-2018</b>	<b>-3%</b>	<b>1%</b>	<b>14%</b>	<b>-6%</b>	<b>-7%</b>	<b>-7%</b>	<b>-14%</b>	<b>-79%</b>	<b>-11%</b>	<b>-5,8%</b>
<b>Variation 5yav-2018</b>	<b>-5%</b>	<b>11%</b>	<b>-7%</b>	<b>-1%</b>	<b>-5%</b>	<b>-26%</b>	<b>-20%</b>	<b>-82%</b>	<b>3%</b>	<b>-4,7%</b>
<b>Variation 2010-2018</b>	<b>-3%</b>	<b>19%</b>	<b>-46%</b>	<b>-11%</b>	<b>-23%</b>	<b>-37%</b>	<b>-32%</b>	<b>-25%</b>	<b>-13%</b>	<b>-19%</b>
<b>Variation 2000-2018</b>	<b>-44%</b>	<b>-36%</b>	<b>-71%</b>	<b>-34%</b>	<b>-69%</b>	<b>ND</b>	<b>-65%</b>	<b>ND</b>	<b>-60%</b>	<b>-60%</b>

Half of the "other" category is fed by carts or tricycles, then the quads, special machines...

Analysis of accident typologies, i.e. analysis of fatal accidents during loss of control (single vehicle accident) or in a collision with other road users, identifies some major progress in 2018 :

France mainland 2018		<b>Fatalities</b>								
		 Pedestrians	 Pedal cyclists	 Moped users	 Motorcyclists	 Car users	 Utility veh	 HGV Bus	 Other	Total
<b>X En solo</b>			38	50	211	<b>820</b>	44	24	35	1222
<b>COLLISION AVEC</b>										
	Pedestrian		0	0	4	<b>1</b>	1	0	0	6
	Pedal cyclist	<b>3</b>	0	0	2	<b>1</b>	0	0	0	6
	Moped	<b>3</b>	1	1	1	<b>0</b>	0	0	0	6
	Motorcycle	<b>15</b>	1	1	6	<b>11</b>	0	0	0	34
	Car	<b>304</b>	86	51	262	<b>375</b>	9	4	16	1107
	Utility vehicle	<b>31</b>	9	6	27	<b>46</b>	7	2	4	132
	HGV Bus	<b>60</b>	25	8	36	<b>217</b>	15	10	2	373
	Other	<b>18</b>	6	7	13	<b>17</b>	2	0	0	63
<b>Multicollision</b>		<b>37</b>	9	9	65	<b>149</b>	14	7	9	299
<b>Total</b>		<b>471</b>	175	133	627	<b>1637</b>	92	47	66	<b>3248</b>
<b>Share of total fatalities</b>		<i>15%</i>	<i>5%</i>	<i>4%</i>	<i>19%</i>	<i>50%</i>	<i>3%</i>	<i>1%</i>	<i>2%</i>	<i>100%</i>

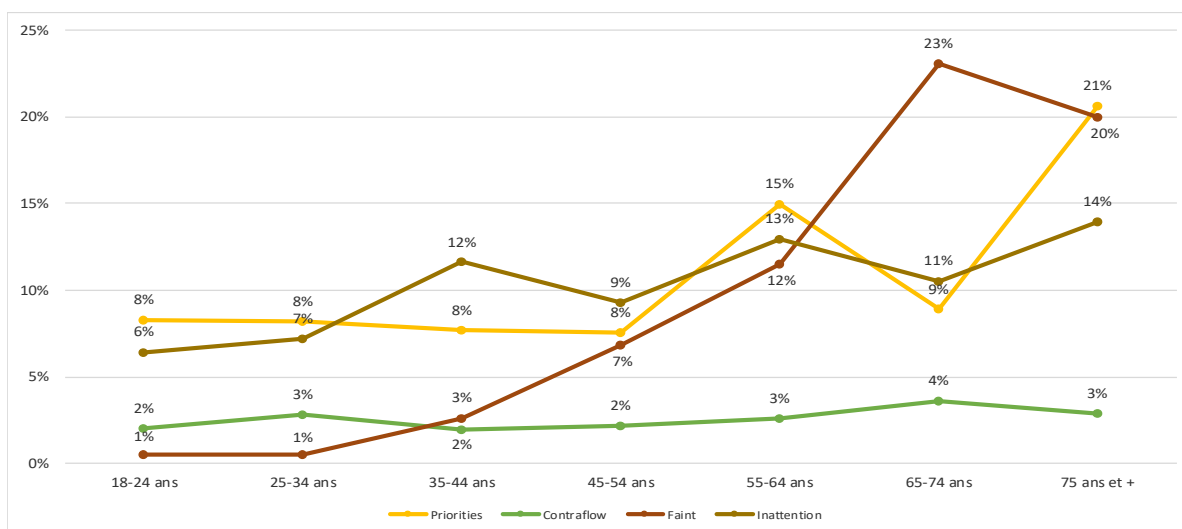
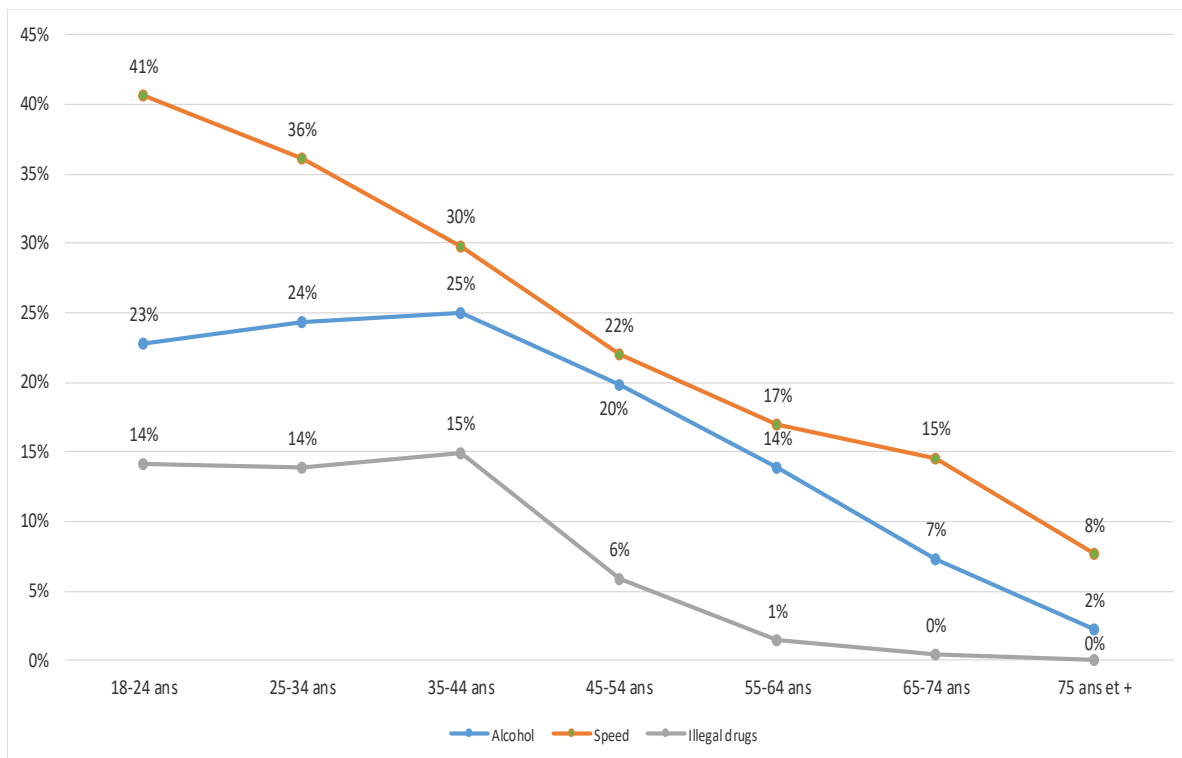
Compared to 2017, 103 fewer people were killed in accidents on their own, mainly motorcyclists and motorists. In addition, the number of fatalities in a crash against a car or a utility vehicle also decreased by one hundred, especially car fatalities. These kinds of fatal collisions tend to occur outside urban areas as they require rather high speeds to kill protected road users.

## Road user behaviour as accident factor :

Multi-cause analysis of human behaviour factors identified in the Presumed Authors of fatal accidents file (APAM), confirms the role of excessive or inappropriate speed as the primary cause for fatal accidents, alcohol still being very present. In recent years, the speeds practiced significantly increased on motorways and dual carriageways, where there are also an increase in injury and fatal accidents.

The analysis by age group of the APAMs for the year 2018 shows characteristics that seem to be changing compared to recent years. While the speed factor is highest among young APAM youth (41% of 18-24 years old), alcohol and drug factors seem to reach their maximum a little later in age (resp. 25% and 15% of 35-44 year olds). Inattention and difficulties in meeting priorities are more pronounced for the oldest APAMs (14% and 21% respectively of those age 75 and over).

## Accident causes among Presumed Authors of fatal accidents file (APAM) in 2018



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## Results by road network:

**Motorway** fatalities declined in 2018 (-13 fatalities or -5%) after several years of increase, while remaining higher than in 2010 (+5%). This is essentially a decrease in motorist fatalities (-20% or -32 killed).

Mortality on the road network **outside urban areas** is decreasing (-6% or -140 deaths). It is on this network that motorist fatalities really decrease (-105 deaths), and to a lesser extent those of motorcyclists and cyclists (with -14 killed and -11 killed respectively). Conversely, moped riders fatalities increased in 2018 by +9 fatalities.

Fatalities in **urban areas** decreased by -5% overall, with a sharp drop in motorcyclist fatalities (-17% or -39 fatalities) and carts (-48% or -10 fatalities), and an increase in cycling fatalities (+17% or +12 fatalities), motorists (+3% or +7 fatalities) and moped riders (+10% or +6 fatalities).

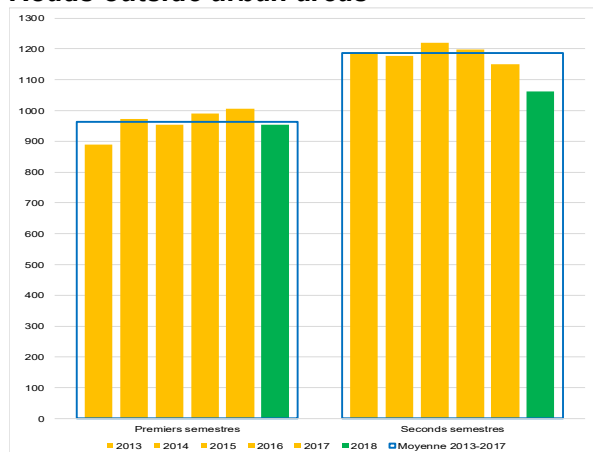
	Motorways	Outside urban areas	Urban areas	Total
<b>Rappel 2000</b>	584 7%	5310 65%	2276 28%	<b>8 170</b> 100%
<b>2010</b>	256 6%	2603 65%	1133 28%	<b>3 992</b> 100%
<b>moyenne 2013-2017</b>	270 8%	2151 63%	986 29%	<b>3 408</b> 100%
<b>2017</b>	282 8%	2161 63%	1005 29%	<b>3 448</b> 100%
<b>2018</b>	269 8%	2016 62%	963 29%	<b>3 248</b> 100%
<b>Variation 2017 - 2018</b>	<b>-5%</b>	<b>-7%</b>	<b>-4%</b>	<b>-5,8%</b>
<b>Variation 5yav- 2018</b>	<b>0%</b>	<b>-6%</b>	<b>-2%</b>	<b>-4,7%</b>
<b>Variation 2010-2018</b>	<b>5%</b>	<b>-23%</b>	<b>-15%</b>	<b>-18,6%</b>
<b>Variation 2000-2018</b>	<b>-54%</b>	<b>-62%</b>	<b>-58%</b>	<b>-60,2%</b>

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## Updating data on road fatalities trend on the 80 km/h network

While the first half of 2018 was close to that of the 5 year average 2013-2017, 127 lives were saved on non-motorway roads outside urban areas in the 2nd half of the year, compared with 15 on other networks (motorways and urban areas). In the first 4 months of 2019, an estimated 38 lives outside urban areas were saved compared to the 2013-2017 average, and 45 lives lost on other networks (motorways and urban areas). Weather hazards and vandalism on radars were aggravating factors in road fatalities, but were mitigated by the lower speed limit on single carriageways outside urban areas.

### Roads outside urban areas



### Urban areas and motorways



### Road traffic fatalities on non-motorway roads outside urban areas in French mainland

90% of fatalities occur on single carriageways, where the 80 km/h speed limit apply since 1st July 2018.

	2013 BAAC	2014 BAAC	2015 BAAC	2016 BAAC	2017 BAAC	average 2013-2017	2018 final	2018 - 5-year average	2019 estimate	2019 - 5-year average
January	158	147	158	144	141	150	137	-13	132	-18
February	139	143	142	167	129	144	121	-23	143	-1
March	133	158	138	168	164	152	156	4	155	3
April	149	158	160	149	173	158	178	20	136	-22
May	122	160	170	184	192	166	170	4		
June	188	207	186	179	208	194	193	-1		
<b>Total 1st semester</b>	<b>889</b>	<b>973</b>	<b>954</b>	<b>991</b>	<b>1007</b>	<b>963</b>	<b>955</b>	<b>-8</b>	<b>566</b>	<b>-38</b>
July	222	201	221	230	220	219	202	-17		
August	212	205	205	197	190	202	159	-43		
September	196	196	165	212	188	191	194	3		
October	193	222	250	210	206	216	155	-61		
July-October	823	824	841	849	804	828	710	-118		
November	163	171	186	149	182	170	176	6		
December	203	184	194	200	168	190	175	-15		
November-December	366	355	380	349	350	360	351	-9		
<b>Total 2nd semester</b>	<b>1189</b>	<b>1179</b>	<b>1221</b>	<b>1198</b>	<b>1154</b>	<b>1188</b>	<b>1061</b>	<b>-127</b>		
<b>Annual total</b>	<b>2078</b>	<b>2152</b>	<b>2175</b>	<b>2189</b>	<b>2161</b>	<b>2151</b>	<b>2016</b>	<b>-135</b>		

Final 2018 results (source : national road traffic accident BAAC file)

### Road traffic fatalities on the remaining networks of France mainland

Urban areas and motorways

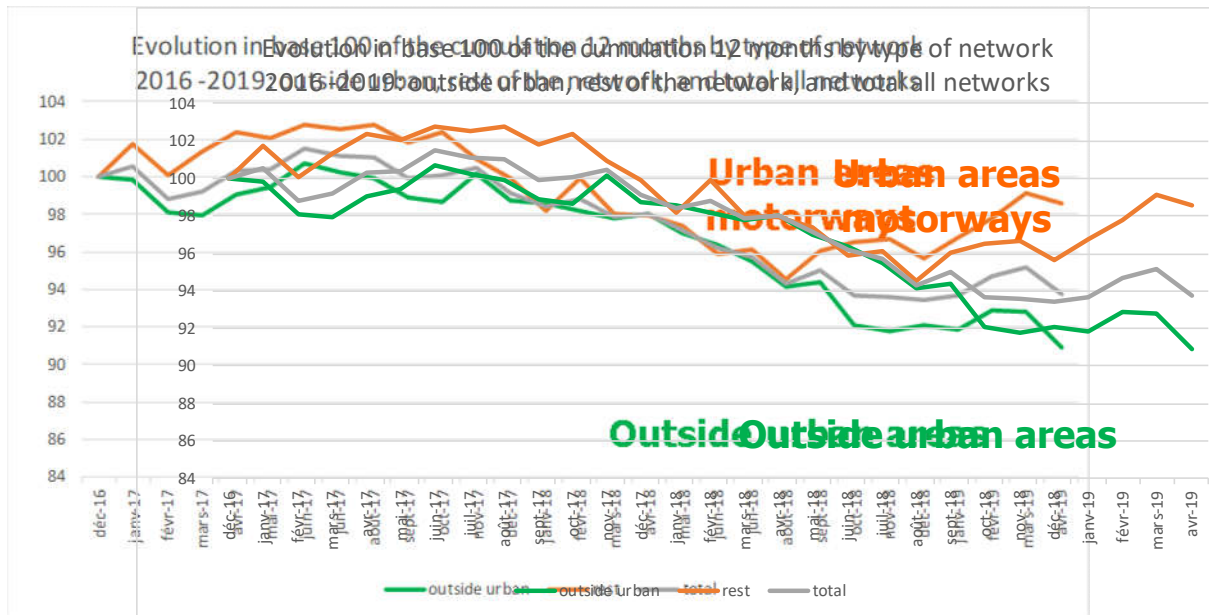
	2013 BAAC	2014 BAAC	2015 BAAC	2016 BAAC	2017 BAAC	average 2013-2017	2018 final	2018 - 5-year average	2019 estimate	2019 - 5-year average
January	85	88	104	92	114	97	92	-5	106	9
February	82	82	93	96	75	86	97	11	110	24
March	67	103	81	87	103	88	79	-9	97	9
April	87	96	98	94	108	97	106	9	99	2
May	102	100	97	110	105	103	98	-5		
June	105	104	113	106	116	109	97	-12		
<b>Total 1st semester</b>	<b>528</b>	<b>573</b>	<b>586</b>	<b>585</b>	<b>621</b>	<b>579</b>	<b>569</b>	<b>-10</b>	<b>412</b>	<b>45</b>
July	122	101	132	126	123	121	126	5		
August	110	101	127	104	107	110	87	-23		
September	116	121	92	122	109	112	128	16		
October	115	125	128	105	113	117	119	2		
November	89	109	110	109	90	101	92	-9		
December	110	102	111	137	124	117	111	-6		
<b>Total 2nd semester</b>	<b>662</b>	<b>659</b>	<b>700</b>	<b>703</b>	<b>666</b>	<b>678</b>	<b>663</b>	<b>-15</b>		
<b>Annual total</b>	<b>1190</b>	<b>1232</b>	<b>1286</b>	<b>1288</b>	<b>1287</b>	<b>1257</b>	<b>1232</b>	<b>-25</b>		

Final 2018 results (source : national road traffic accident BAAC file)



## Monitoring the effect of the 80 km/h measure, including in the first months of 2019

While trends on roads outside urban areas and on the rest of the network (motorways and urban areas) overlapped in the first half of 2018, they diverge from the implementation of the 80 km/h new speed limit on single carriageways, and the gap widens in the first half of 2019, as this period was marked by very favourable weather conditions for travel during the first quarter.

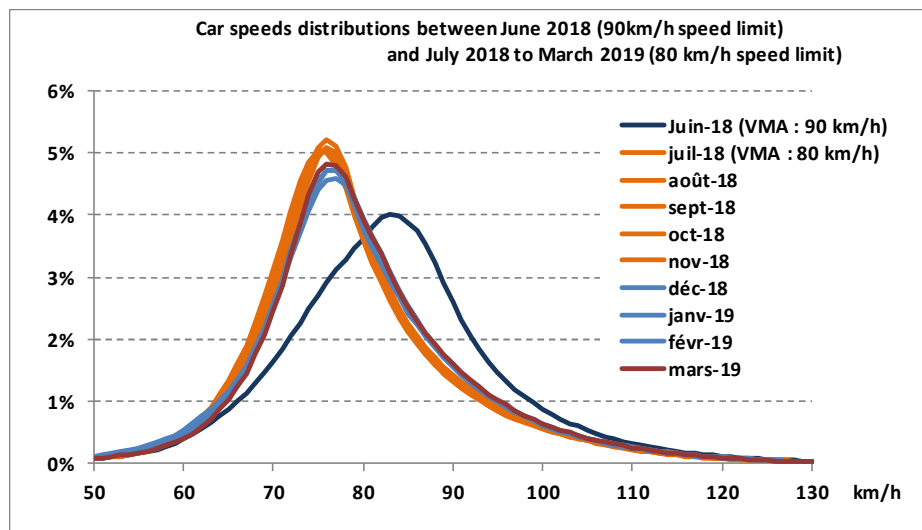


Sources : 2010 à 2018 : National Road Traffic accident BAAC files  
2019 : ONISR Provisional data

## Speed distributions on roads with a 80 km/h speed limit since 1 July 2018 (source Cerema)

The 50 monitoring points spread over the territory are located on sections of roads without constraints (away from radars, bends, in free-flowing traffic) in order to observe speeds freely practiced by road users. 73 million vehicle passages have been recorded to date.

While the speed distribution curve had changed abruptly between June and July 2018, it remained stable between July and November. On the other hand, between December and February it shifted to the right (presenting a slight increase of the average speed). However, the speed distribution remains far from the June profile, which corresponded to the 90 km/h speed limit. There is therefore always a safety gain associated with the new speed limit. The relaxation of behaviour observed since December 2018 seems to have been limited to the road sections outside urban areas which were close to the damaged radars.

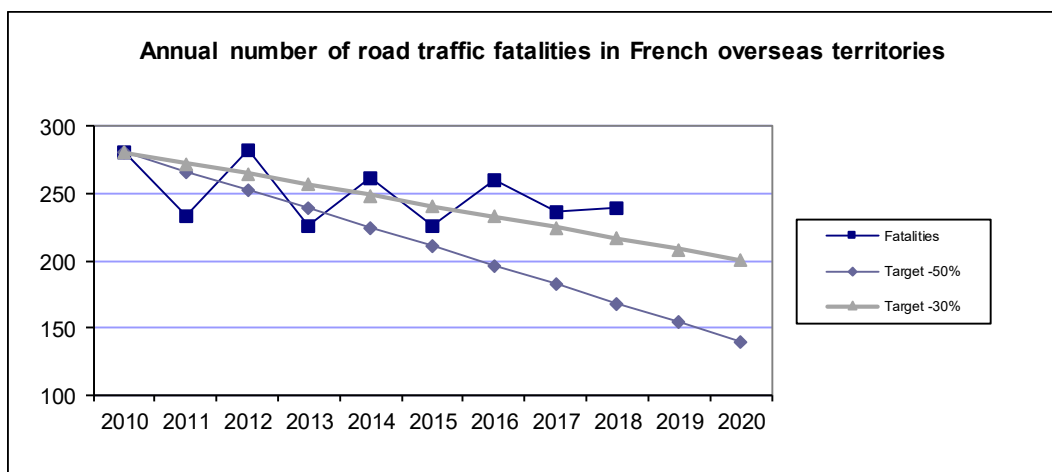


# French Road Safety Observatory

## Overseas road traffic accident in 2018

Results for the year 2018	Injury accidents	Killed within 30 days	Injured people
<b>2018 final results</b>	<b>2 586</b>	<b>240</b>	<b>3 366</b>
2017 final results	2 611	236	3 456
Difference 2018 / 2017	-25	4	-90
<b>Variation 2018 / 2017</b>	<b>-1,0%</b>	<b>1,7%</b>	<b>-2,6%</b>

240 people died on the roads overseas in 2018, 4 additional fatalities than in 2017 and 13 more than in 2013. Road mortality is thus up +1.7% compared to 2017. Injury accidents and injured people decreased by -1.0% and -2.6% respectively.










With 51 deaths in 2018, mortality among 18-24 year olds is on the rise again compared to 2017 (44 deaths). 78 deaths were recorded in 2010. This is an improvement of -34%.

Mortality of seniors aged 65 and over is down from 2017 (15 deaths in 2018 compared to 27 in 2017), but stable compared to 2010 (15 deaths).

Motorist fatalities account for one third of all road deaths overseas. With 75 deaths, they are almost at the same level as in 2013 (71 deaths).

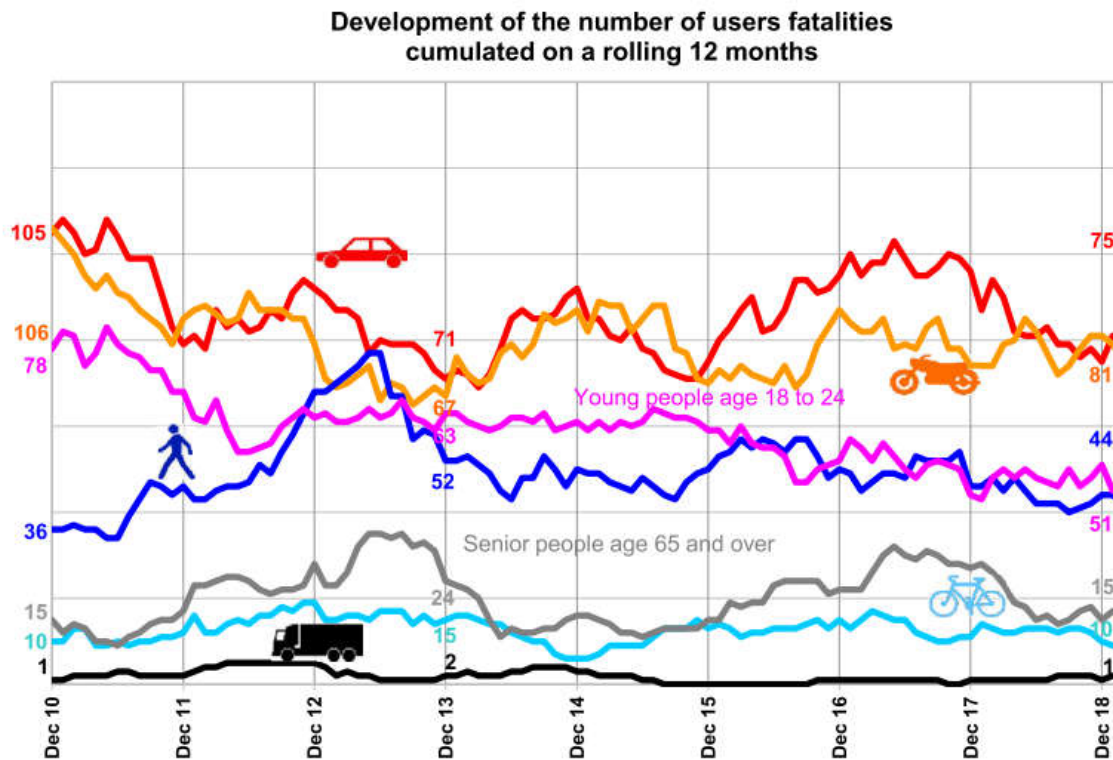
Powered two-wheelers fatalities remain high with 81 road users killed in 2018, or a third of all road deaths overseas. Since 2010, moped rider fatalities have decreased but those of motorcyclists stayed the same.

Pedestrian fatalities are stable with 49 deaths in 2018, but this is a greater figure than in 2010 (36 deaths recorded).

	 Pedestrians	 Pedal cyclists	 Moped users	 Motorcyclists	 Car users	 HGV users	 Other users	Total
<b>2010</b>	36 13%	10 4%	46 16%	60 21%	105 38%	1 0%	22 8%	<b>280</b> <b>100%</b>
<b>2017</b>	46 19%	11 5%	26 11%	48 20%	96 41%	1 0%	52 22%	<b>236</b> <b>100%</b>
<b>2018</b>	49 20%	10 4%	28 12%	53 22%	75 31%	1 0%	45 19%	<b>240</b> <b>100%</b>
<b>Variation 2017-2018</b>	<b>7%</b>	<b>-9%</b>	<b>8%</b>	<b>10%</b>	<b>-22%</b>	<b>0%</b>	<b>-13%</b>	<b>1,7%</b>
<b>Variation 2010-2018</b>	<b>36%</b>	<b>0%</b>	<b>-39%</b>	<b>-12%</b>	<b>-29%</b>	<b>0%</b>	<b>105%</b>	<b>-14,3%</b>

## French Road Safety Observatory

Speed and alcohol remain the two leading causes of fatal accidents but are more often involved overseas than in France mainland. Non-compliance with priorities is less often mentioned overseas. Dangerous overtaking and vehicle-related factors are more present overseas as causes of fatal accidents than in France mainland.



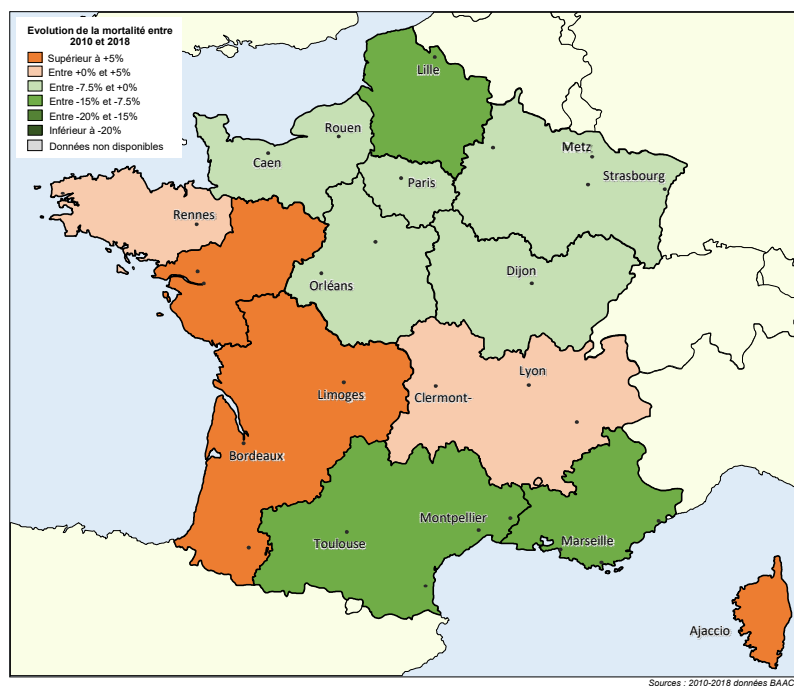
# French Road Safety Observatory

## Appendix 1 : Fatalities in France mainland regions

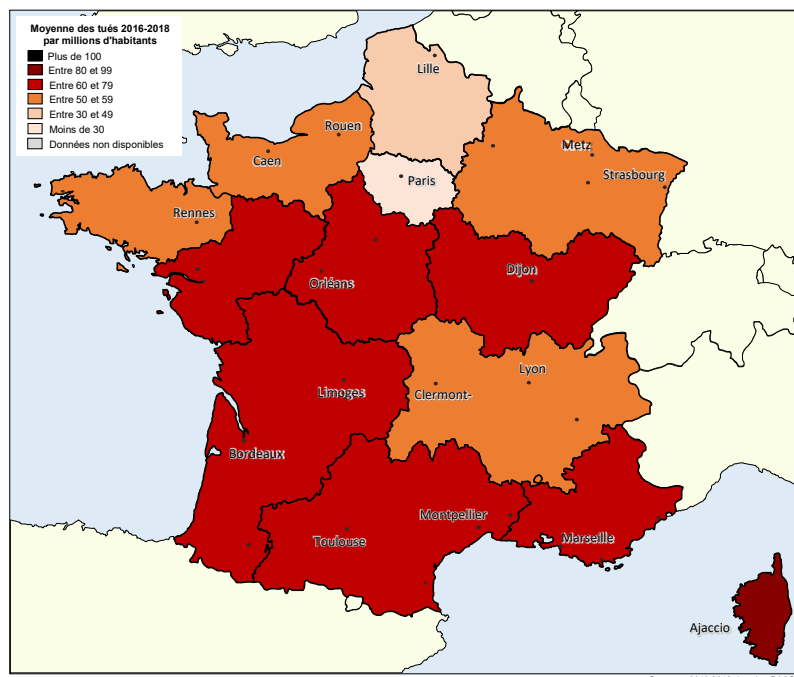
### Fatality trends between 2010 and 2018

Compared to 2017, fatalities in 2018 decreased sharply in three regions: Burgundy-Franche-Comté, in the Hauts de France and PACA. There has been an increase in fatalities in Brittany, in the Great East and New Aquitaine.

Compared to 2010, road fatalities are up by more than 5% in 2018 in the Pays de Loire, in New Aquitaine and Corsica and up by less than 5% in Brittany and Auvergne-Rhône-Alps.



### Average 2016-2018 fatalities per million inhabitants of each region

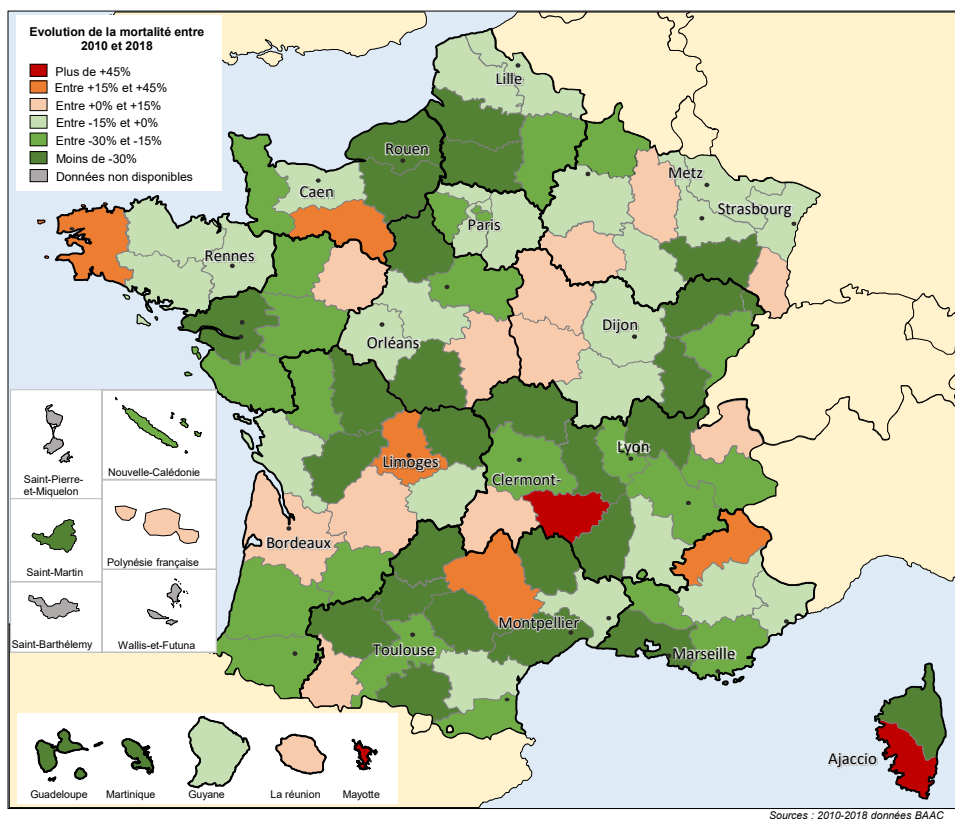


Beyond the annual evolution or since 2010 the reference year, the most deadly regions (i.e. very much above of the national average) for 18-24 year olds (number of fatalities per million inhabitants of that age in the the region) are on average over 5 years: Corsica, Burgundy-Franche Comté, Centre-Val de Loire and in New Aquitaine.

# French Road Safety Observatory

## Appendix 2 : Fatalities in counties and overseas communities

### Fatality trends between 2010 and 2018



### Average 2016-2018 fatalities per million inhabitants of each territory

