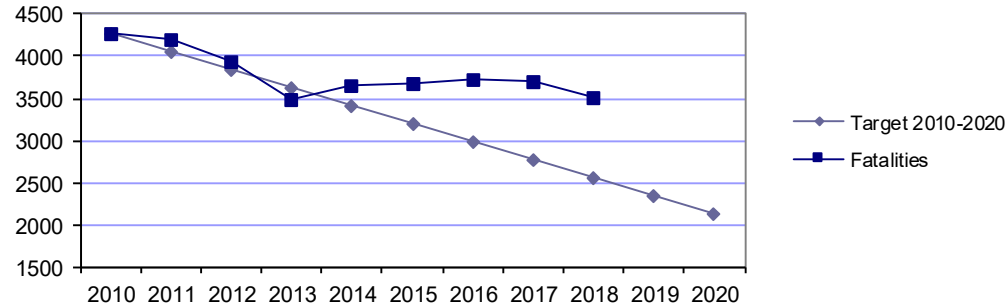
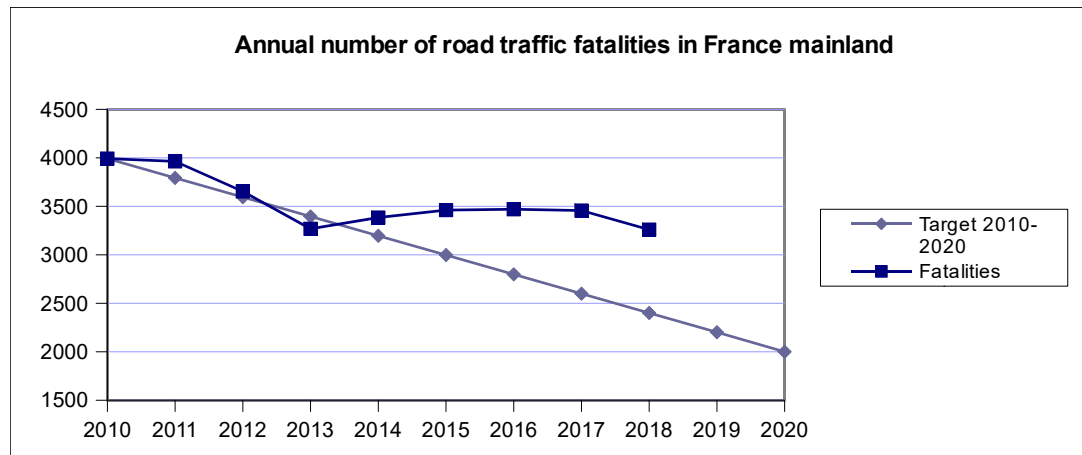


Annual number of road traffic fatalities in mainland France and overseas areas



Road traffic accidents in 2018

Provisional results



January 28th 2019
Road Safety Estimates 2018

General data 2018 – France (mainland and overseas)

Road fatalities have decreased by -4,9 % between 2017 and 2018, with 181 fewer deaths

mainland and overseas areas

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

It is estimated that almost **3 503 persons** died in 2018 on French roads, on the mainland or overseas.

The evolution of road fatalities between 2010 and 2018 is estimated to have fallen by **-18,0 %**, therefore a saving of around 769 lives in 2018 compared to 2010.

Road fatalities have decreased by **-5,5 %** between 2017 and 2018 with **189 fewer deaths**

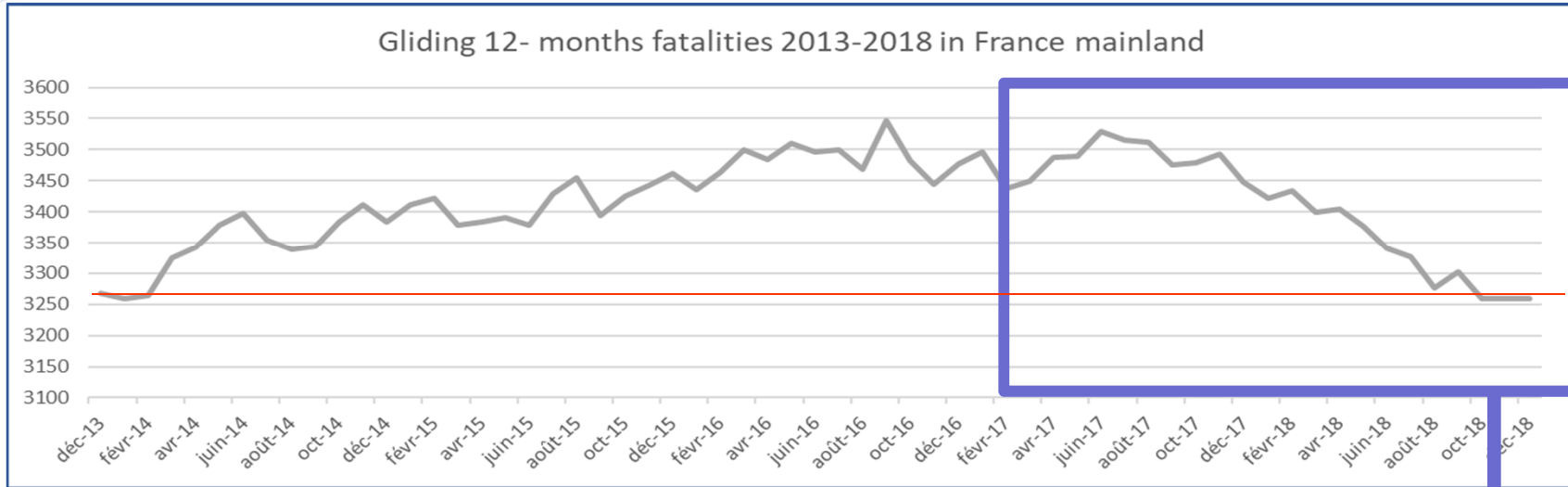
France mainland

Results for the year 2018	Injury accidents	Killed within 30 days	Injured people	incl hospitalised 24h
2018 estimates	55 800	3 259	69 434	20 864
2017 final results	58 613	3 448	73 384	27 732
Difference 2018 / 2017	-2 813	-189	-3 950	-6 868
Variation 2018 / 2017	-4,8%	-5,5%	-5,4%	-24,8%

3 259 persons died on the roads of France mainland in 2018, **189 fewer** than in 2017. Road fatalities show a decrease of **-5,5 %**, and drop for the first time below the 2013 best year to date (3 268 killed).

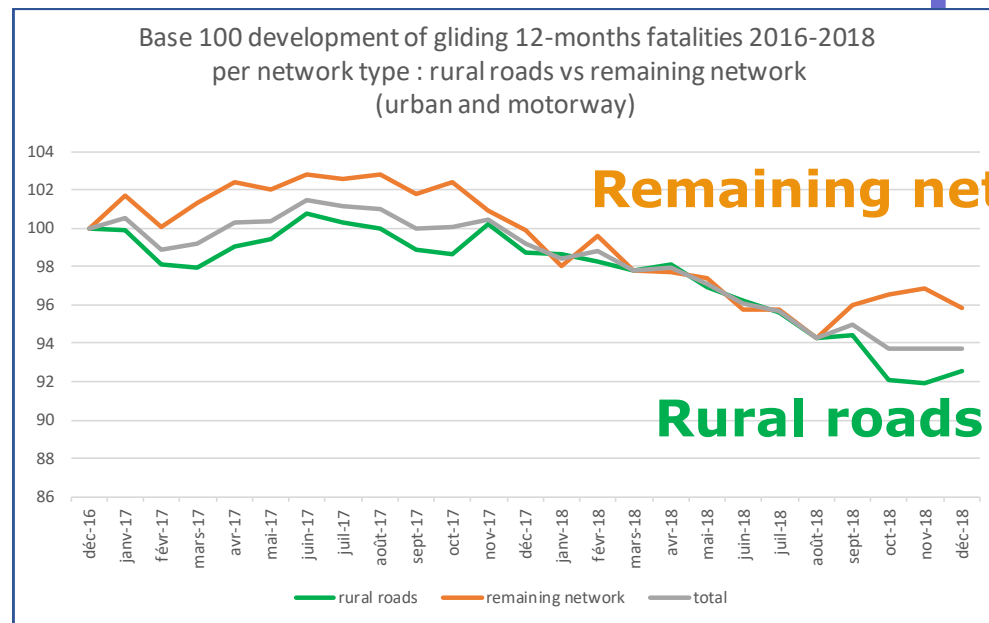
Since 2010, road fatalities have decreased by **-18,4 %**, with **733 lives saved in 2018 compared to 2010**.

Road traffic fatalities over a rolling 12 months period



The falling trend initiated in the third quarter of 2017 was first a decrease due to the « remaining network» (urban streets and motorways), then for all networks during the 1st semester 2018.

In the second semester 2018, only rural roads fatalities decrease while road fatalities from the remaining network rise.



Changes in the number of road fatalities according to the road networks

	Motorways	Rural roads	Urban streets	Total
2000	584 7%	5310 65%	2276 28%	8 170 100%
2010	256 6%	2603 65%	1133 28%	3 992 100%
2013	261 8%	2078 64%	929 28%	3 268 100%
2017	282 8%	2161 63%	1005 29%	3 448 100%
2018 prov	273 8%	2025 62%	961 29%	3 259 100%
Variation 2017 - 2018	-3%	-6%	-4%	-5,5%
Variation 2013-2018	5%	-3%	3%	-0,3%
Variation 2010-2018	7%	-22%	-15%	-18,4%
Variation 2000-2018	-53%	-62%	-58%	-60,1%

Rural roads are the only network with a life gain compared to 2013.

Fatality trends by road user groups between 2010 and 2018

Fatalities are fewer in 2018 compared to 2010 for:

➤ **Car users : -22 %**, 470 fewer fatalities in 2018 compared to 2010

➤ **Pedal cyclists: -45 %**, 112 fewer fatalities in 2018 compared to 2010.

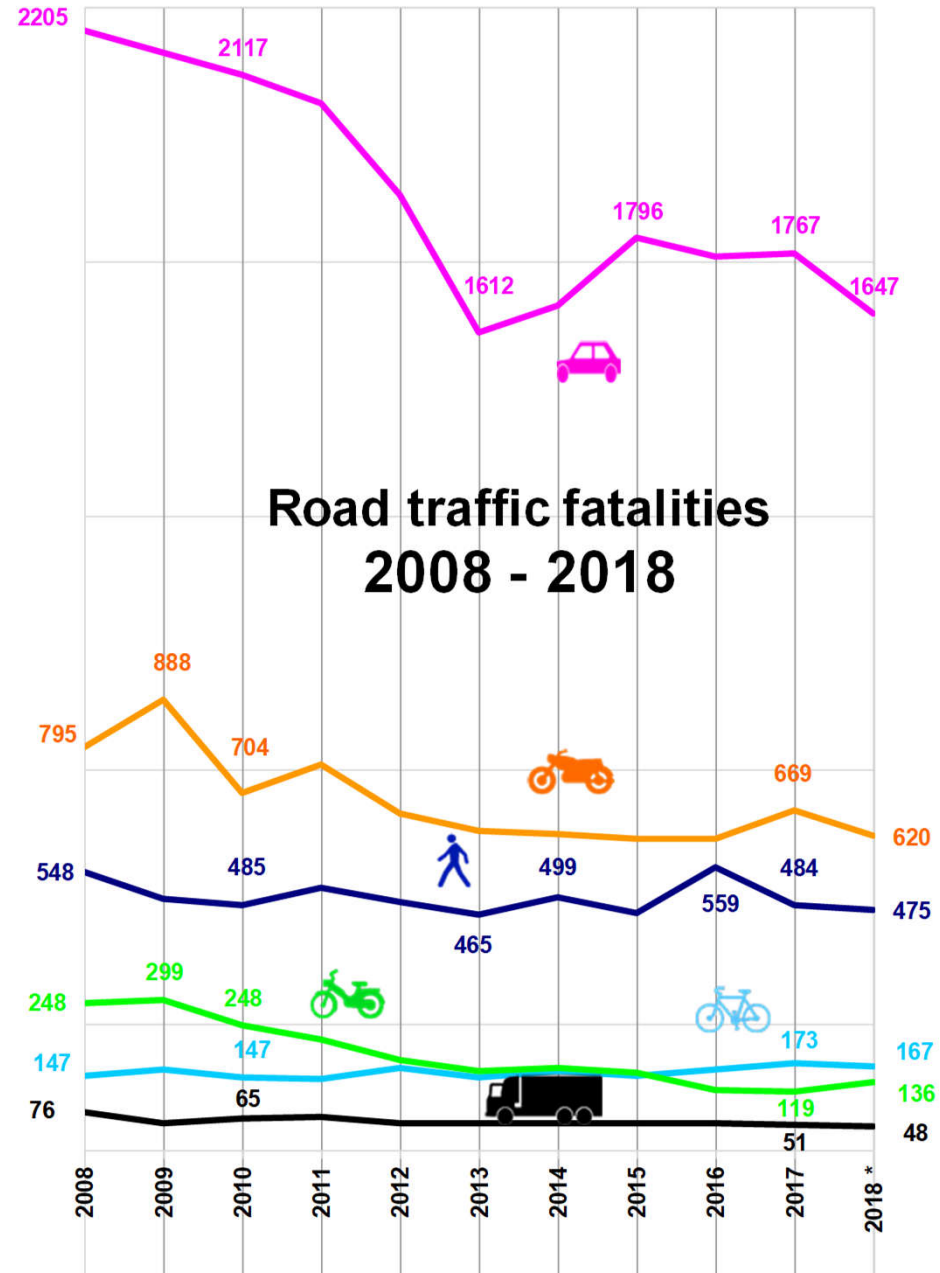
➤ **Motor-cyclists: -12 %**, 84 fewer fatalities in 2018 compared to 2010.

➤ **HGV: -26 %**, 17 fewer fatalities in 2018 compared to 2010.








➤ **Pedestrians: -2 %**, 10 fewer fatalities in 2018 compared to 2010.

With a **marked increase**:

➤ **Cyclists: +14%**, 20 more fatalities in 2018 compared to 2010.



General data 2018 – the users

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

NB : Data from the French Road traffic accident database BAAC 2000-2017 and estimates 2018 based on BAAC and quick reporting from polices forces.

The « other users » category usually accounts for utility vehicles (70%), vehicles without the need of a driving licence (15%), quads (5%) and public transport (10%).

Car users fatalities 2018 have **decreased** (-7 %).

Motorcyclist fatalities have **decreased** (-4 %), which represent **32 fewer people killed**.

Pedal cyclists fatalities have **slightly decreased** (6 fewer people killed, but 20 more than in 2010).

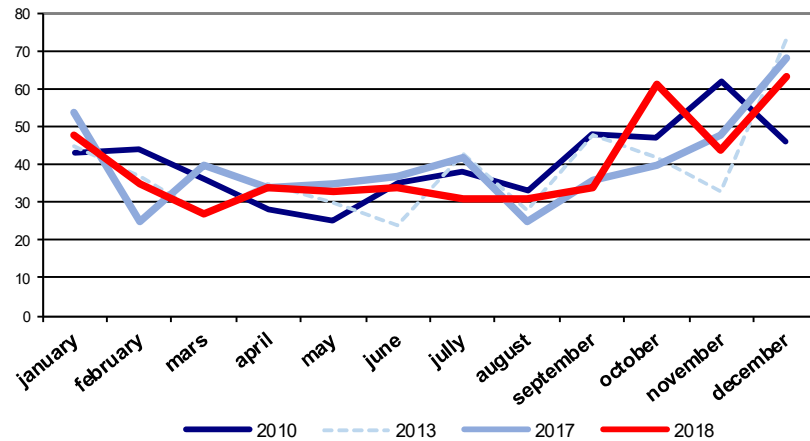
Pedestrians fatalities have **decreased** again but there are still 10 more people killed than in 2013.

Pedestrian and motorcyclist fatalities in France mainland

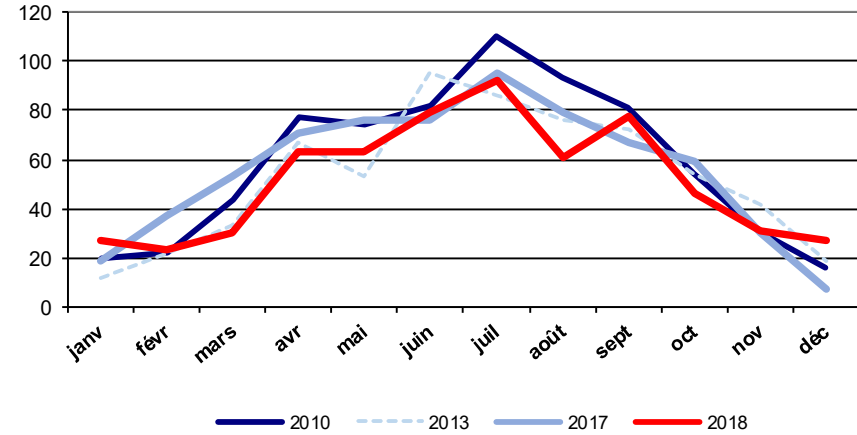
Pedestrians fatalities were numerous this year in October, and comparatively fewer than usual in the autumn.

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

Pedestrian fatalities per month



Motorcyclist fatalities per month

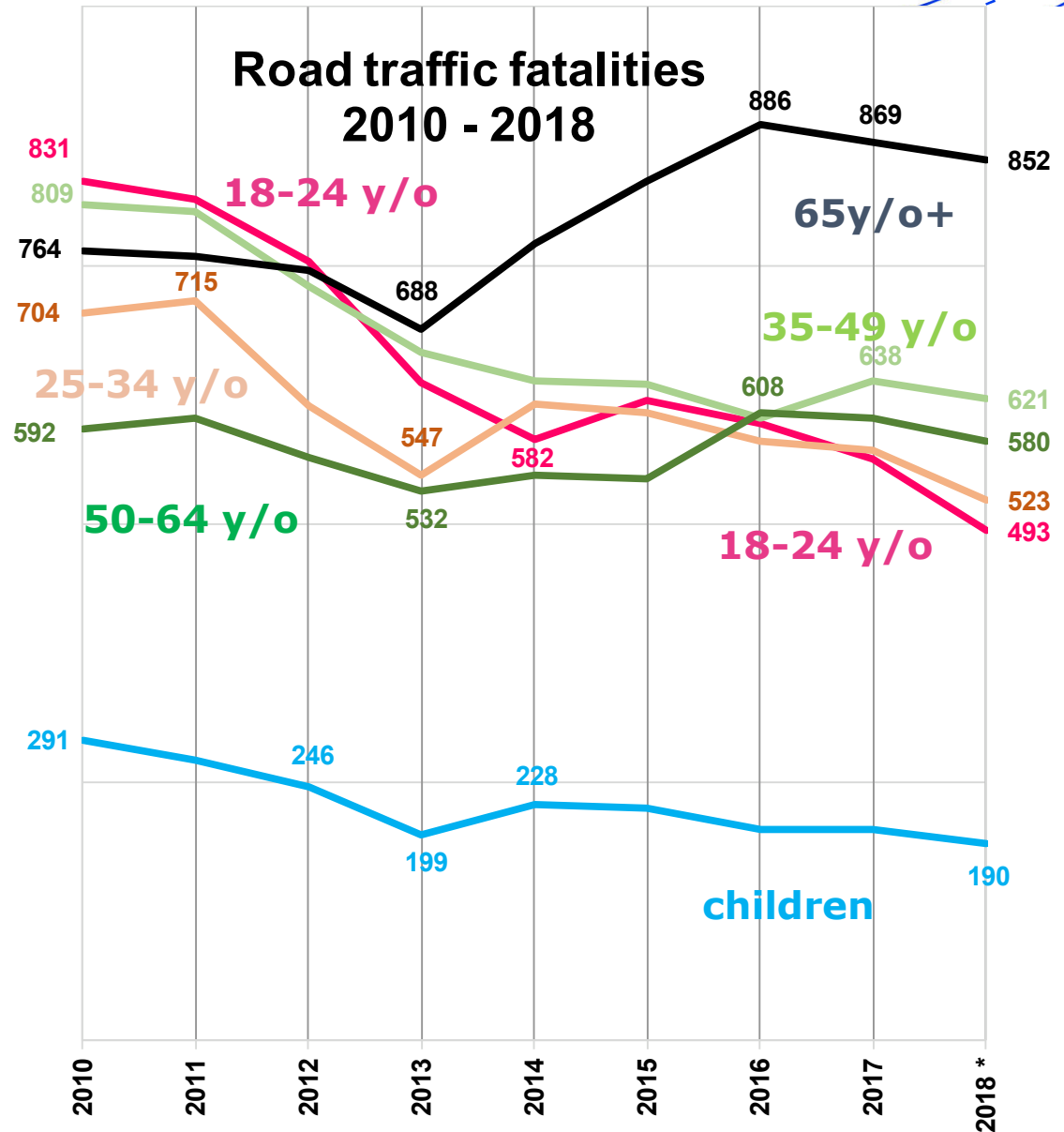


Fatalities are fewer in 2018 compared to 2013 for:

- **18-24 years old: -22 %**, 143 fewer fatalities in 2018 compared to 2013
- **35-49 years old: -7 %**, 45 fewer fatalities in 2018 compared to 2013.
- **25-34 years old: -4 %**, 24 fewer fatalities in 2018 compared to 2013.
- **0-17 years old: -5 %**, 9 fewer fatalities in 2018 compared to 2013.

With a marked increase:

- **Seniors, 65 years old and over : +24%**, 164 more fatalities in 2018 compared to 2013.
- **50-64 years old: +9%**, 48 more fatalities in 2018 compared to 2013.



Fatalities decrease in 2018 for all age groups.

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

Fatalities **under the age of 25 years old have decreased strongly since 2010 (439 fewer killed),**

Fatalities for **people age 50 y/o and over** are however higher than in 2013 (and even 2010 for 65 y/o and over) due to the ageing population.

Fewer than 50 fatalities per million inhabitants in 2018

	0-17y/o	18-24y/o	25-34y/o	35-49y/o	50-64y/o	65y/o+	Total
2010	21	151	91	62	49	72	64
2013	14	119	70	52	43	61	51
2017	15	108	74	51	48	67	53
2018 prov	13	91	68	50	46	64	49
Variation 2017-2018	-10 %	-15 %	-8 %	-2 %	-4 %	-6 %	-6,9%
Variation 2013-2018	-8 %	-23 %	-2 %	-4 %	8 %	4 %	-3,7%
Variation 2010-2018	-38 %	-40 %	-25 %	-19 %	-5 %	-12 %	-22,3%

The fatality rate per age group shows a **risk increase for 50 years old and over**, but despite a significant improvement for **young adults (18-24 and 25-34 years old)**, they **still remain the most affected**.

Presumed authors of fatal accidents – as multi-causes over 51 months in metropolitan France

Speed: 29% of cases

Priority issue: 12% of cases

Dangerous overtaking:
4% of cases

Wrong-way driving: 2% of cases

Lane change: 3% of cases

No safe distance with
previous vehicle: 1% of cases

Inattention: 9% of cases

Phone: 1% of cases

Alcohol: 19% of cases

Illegal drugs: 9% of cases

Sickness: 5% of cases

Sleepiness: 3% of cases

Obstacles on lane: 1% of cases

Vehicle factors: 1% of cases

Other causes: 11% of cases

Unknown causes: 10% of cases



Presumed authors of fatal accidents – in different causes over 51 months in France mainland

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

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

Priority issue, as the third cause for fatal accidents, slightly decreases this year compared with 2017. However, this third factor is over-represented in urban areas with 1 in 6 fatal accidents.

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

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

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

*Source : Presumed authors of fatal accidents
2017-2018 in metropolitan France*

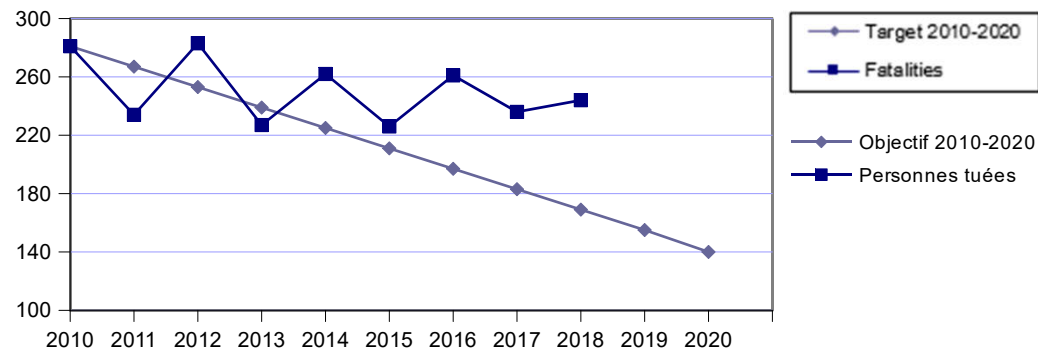
Road traffic fatalities Overseas

244 persons died on roads overseas in 2018 :

- 148 fatalities in overseas counties (for 159 in 2013 and 180 in 2010)
- 96 fatalities in overseas local authorities or in New Caledonia (for 68 in 2013 and 100 in 2010).

It's an increase of +3,4 % compared to 2017, and a -13,2 % decrease compared to 2010.

Annual number of road traffic fatalities in France overseas areas

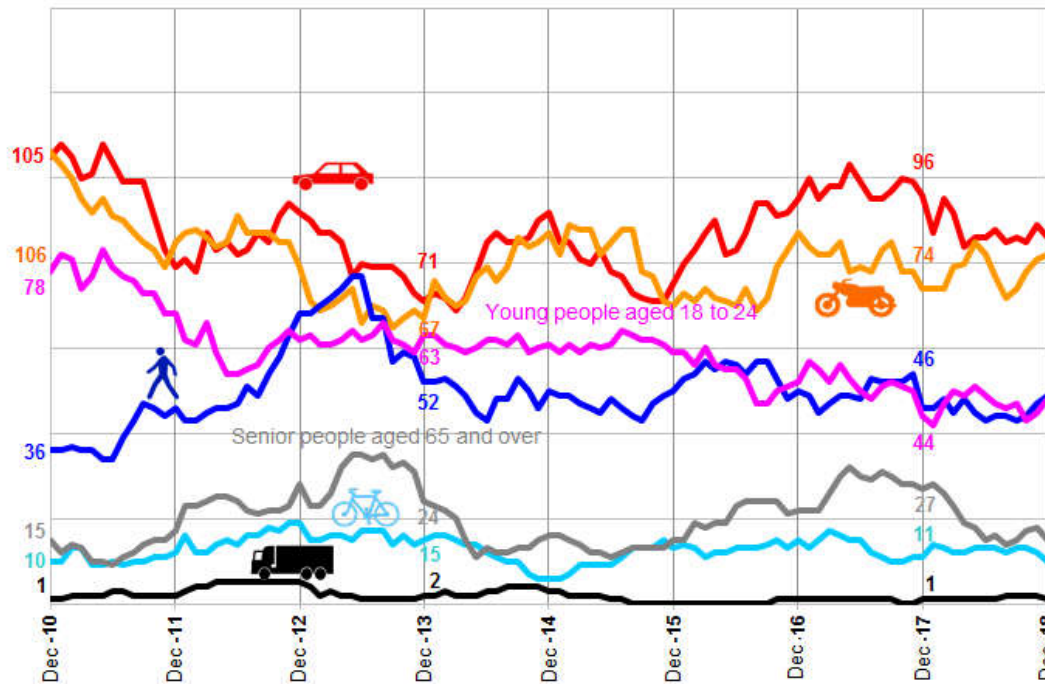


Fatalities among **young adults age 18-24 y/o** show a slight increase in 2018 with 48 fatalities (+4 compared to 2017). 78 fatalities were recorded in 2010.

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

Road traffic fatalities Overseas

Development of the number of users fatalities cumulated on a rolling 12 months



Number of users fatalities cumulated on a rolling 12 months, in

December 2018
% compared with 2010

Car users
86 ; -18%

2 WM
82 ; -23%

Pedestrians
49 ; +36%

Young people
48 ; -38%

Senior people
15 ; +0%

Pedal cyclists
10 ; +0%

HGV users
1 ; +0%

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

Powered two wheelers fatalities are still significant with 82 fatalities in 2018, a third of overseas fatalities. Compared to 2017, **moped rider** fatalities remain stable in 2018, but **motorcyclist** fatalities have increased by +13%.

Road traffic fatalities Overseas

Failure to wear a helmet concerns half of PTW fatalities.

Speed and **alcohol** remain the first two causes of fatal accidents (each a third of cases) but are more systematically present in overseas compared to France mainland.

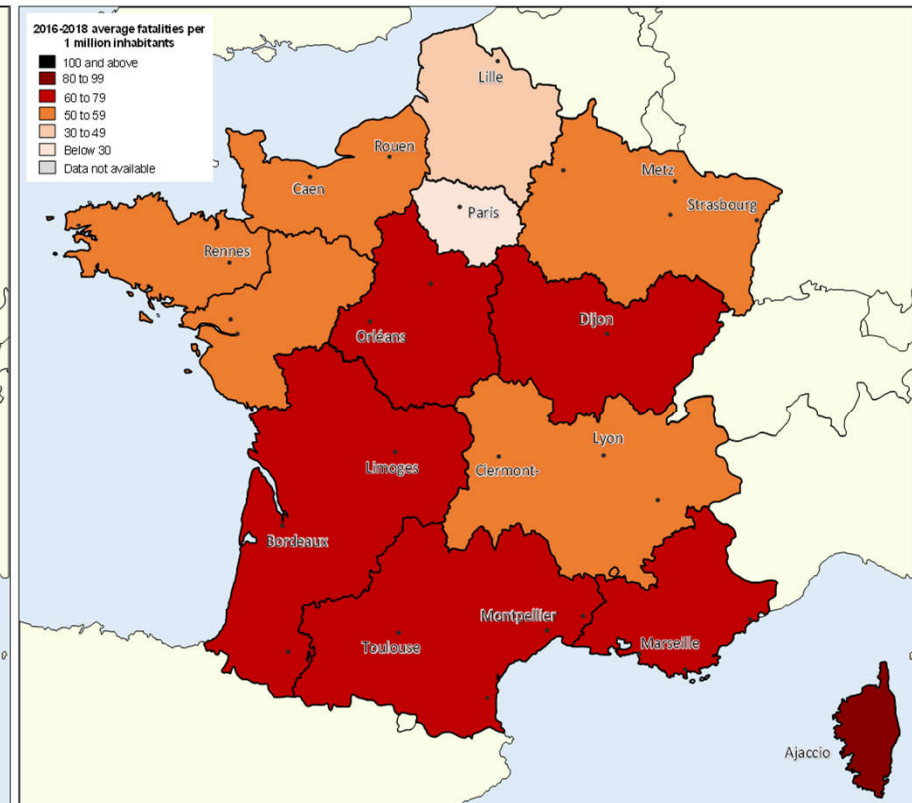
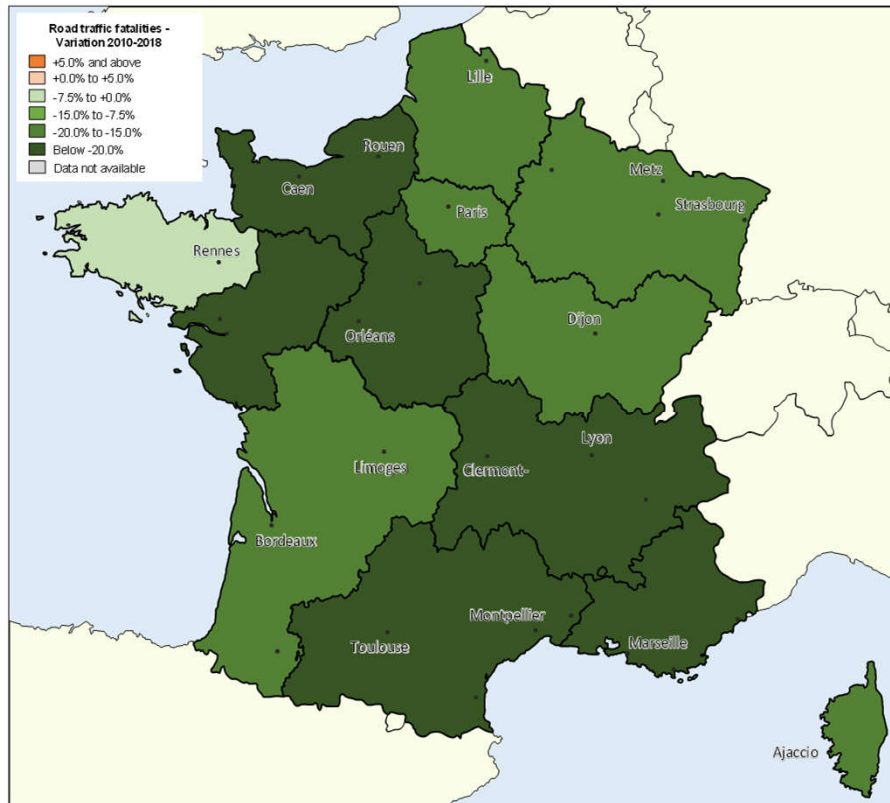
Priority issue is less frequently mentioned overseas, except on local roads in urban areas in a similar way as France mainland.

Illegal drugs and lane change in urban areas are more present overseas than in France mainland (respectively 11 % and 12%).

APPENDIX : Road fatalities in rural areas

Road traffic fatalities between
2010 and 2018

Average fatalities 2016-2018 per
million inhabitants in rural area



Data sources : 2010-2017 : Final data from BAAC database, 2018 : provisional estimations

Data sources : 2010-2017 : Final data from BAAC database, 2018 : provisional estimations

Road traffic fatalities in metropolitan France's regions

Compared to 2017, the 2018 fatalities seem rising in 3 regions : Nouvelle Aquitaine, Grand Est and Bretagne. In contrast, fatalities are significantly fewer in 4 regions : Provence Alpes Côte d'Azur, Hauts de France, Bourgogne Franche Comté and Normandie.

Between 20 and 30 additional fatalities should be recorded in 2018 in Nouvelle Aquitaine, more than 10 additional fatalities in Grand Est and between 0 and 5 additional fatalities in Bretagne. Nouvelle Aquitaine, Grand Est and Bretagne already count on a 5-year average 62, 51 and 54 fatalities per million inhabitants, while the national average is 49.

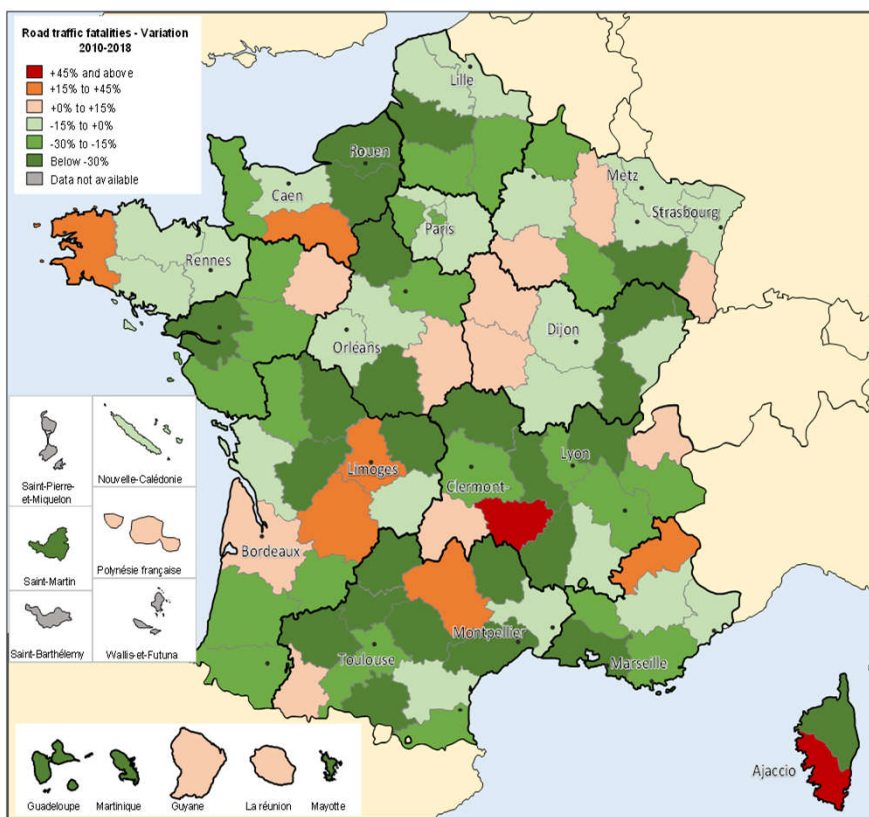
Compared to 2010, road fatalities should be in decrease in 2018 for all regions, -1 % in Bretagne, and until -26% in Occitanie. This region shows however a number of road fatalities superior to the national average, and even higher for young adults (beyond 129 young persons killed per million of young inhabitants in the region).

Beyond any annual development or comparison with 2010 the reference year, the regions with the most fatalities (above the national average) for **young adults age 18-24 y/o** (fatalities per million young inhabitants of their region) are on 5-year average : Corse, Bourgogne Franche Comté, Centre Val de Loire and Ile de France, with more than 170 fatalities per million young inhabitants.

The share represented by **motorised two-wheeler** fatalities raise to 35% in Provence Alpes Côte d'Azur, 35% in Corse et 30% in Ile de France region, while the national average is 23%.

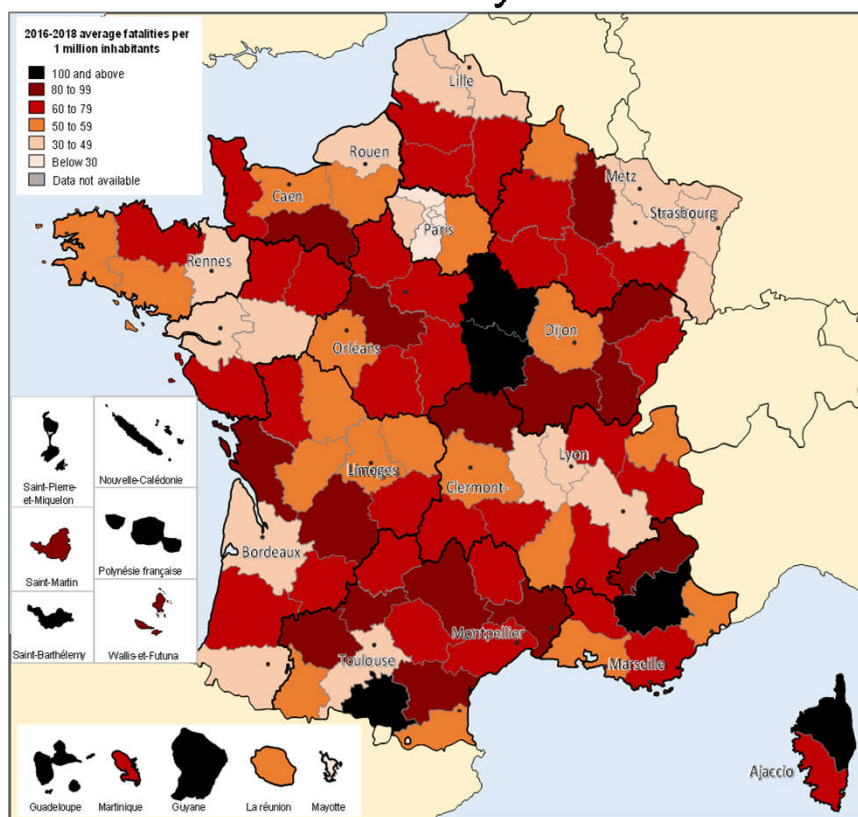
APPENDIX : Road fatalities in the departments and territories

Road traffic fatalities between 2010 and 2018



Data sources : 2010-2017 : Final data from BAAC database, 2018 : provisional estimations

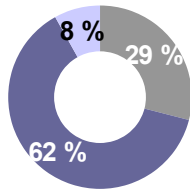
Average fatalities 2016-2018 per million inhabitants of department or territory



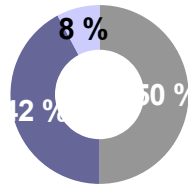
Data sources : 2010-2017 : Final data from BAAC database, 2018 : provisional estimations

Road users – stakes

Fatalities



Hospitalised 24h



■ Urban areas ■ Non-urban areas ■ Motorway



70% seriously injured persons are vulnerable users (without bodywork) : motorcyclists, moped users, pedal cyclists and pedestrians.



The motorised two-wheeler (motorcyclists et moped users represent 43% seriously injured persons, 23% persons killed, and less than 2% of motorised traffic.

3 fatalities out of 4 or seriously injured are men



**15-29 years old :
1/3 seriously injured persons
22% persons killed**



1 fatalities out of 5 is so in an accident involving a novice driver.

12 % persons killed in accident involving a HGV.

