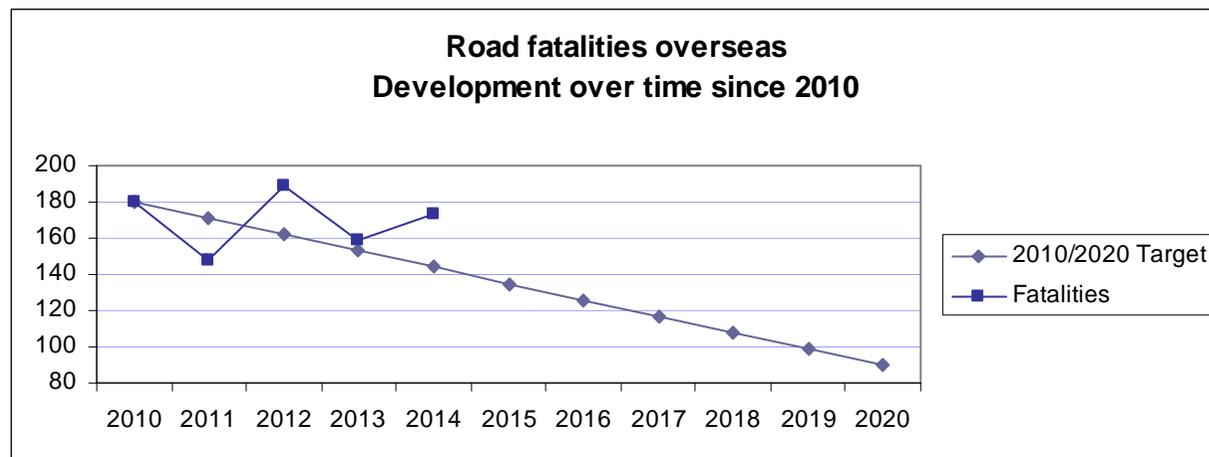


Road Safety in 2014

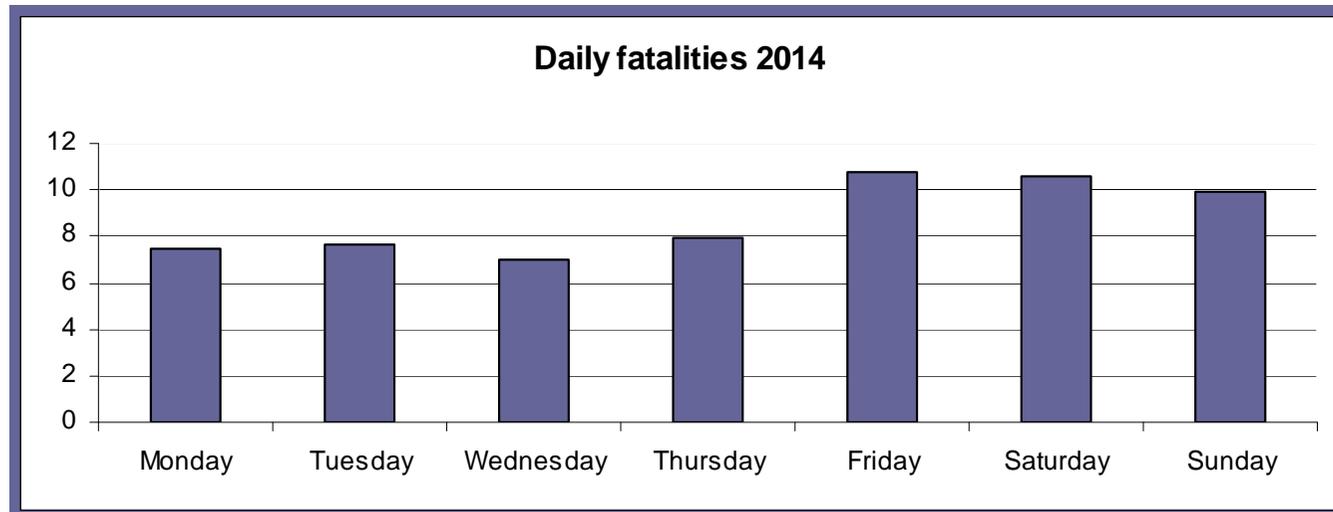
Summary report



General data 2014 – France mainland

Road fatalities increase by 3,5% between 2013 and 2014, representing 116 additional fatalities

Road Safety Results 2014	Road Traffic Accidents	Killed within 30 days	Injured	incl hospitalised
Year 2014	58 191	3 384	73 048	26 635
Year 2013	56 812	3 268	70 607	25 966
Difference 2014 / 2013	1 379	116	2 441	669
Variation 2014 / 2013	2.4%	3.5%	3.5%	2.6%



General data 2014 – road users

	 Pedestrian	 Cyclist	 Moped	 Biker	 Car	 Utility	 HGV	 Other	Total
2014	499 15%	159 5%	165 5%	625 18%	1663 49%	143 4%	56 2%	74 2%	3 384 100%
Variation 2013-2014	7%	8%	4%	-1%	3%	8%	-2%	16%	4%
Variation 2010-2014	3%	8%	-33%	-11%	-21%	-2%	-14%	-8%	-15%
Variation 2000-2014	-41%	-42%	-64%	-34%	-69%		-55%		-59%

51 additional car users killed : +3% killed than in 2013.

34 additional pedestrians killed : +7% killed than in 2013, +3% than in 2010.

12 additional cyclists killed : +8% killed than in 2013, +8% than in 2010.

10 additional utility van users killed : +8% killed than in 2013.

6 additional moped users killed and 6 bikers lives saved compared to 2013.

General data 2014 – collisions

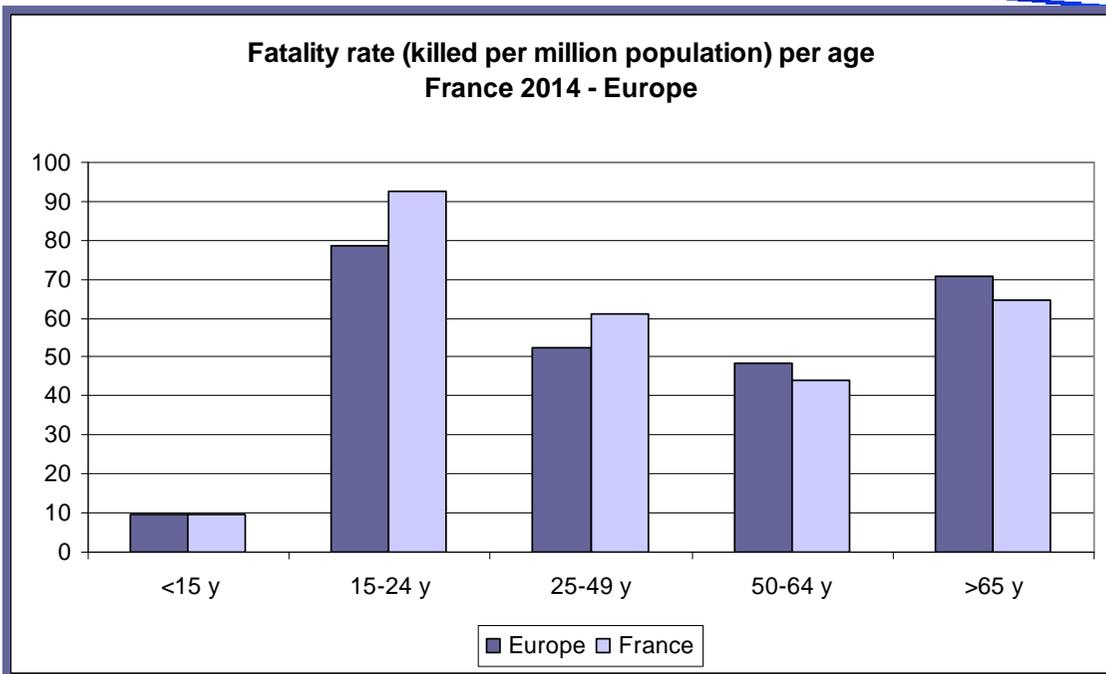
France main
land 2014

Users killed



	Pedestrian	Cyclist	Moped	Bike	Car	Utility	Bus	Other	<i>Total</i>
x Alone		19	53	238	779	68	27	39	1223
Collision with									
Pedestrian		0	0	1	2	0	1	0	4
Cyclist	2	2	0	0	1	0	0	0	5
Moped	7	2	0	1	0	0	0	0	10
Bike	22	2	2	18	4	0	0	2	50
Car	292	81	68	228	426	19	7	16	1137
Utility	41	10	13	42	59	12	4	4	185
Bus	78	23	14	46	202	25	9	2	399
Other	25	8	5	9	19	1	0	0	67
Multicollision	32	12	10	42	171	18	17	2	304
<i>Total</i>	499	159	165	625	1663	143	65	65	3384

Comparing France with Europe – per age group



Europe 2014 : 51 killed per million inhabitants.

France 2014 : 53 killed per million inhabitants.

54 lives saved in the 18-24 age group : including 44 motorcyclists, which balances the heavy increase in the other age groups

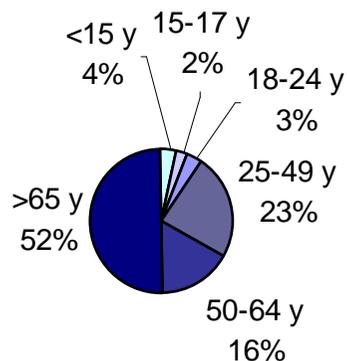
	Killed 2014*	Difference 2013-14	variation Killed 2013-14	variation Hospital 2013-14
0-14 ans	112	15	15%	5%
15-17ans	116	14	14%	3%
18-24 ans	582	-54	-8%	1%
25-44 ans	1 041	36	4%	0%
45-64 ans	761	21	3%	4%
65-75 ans	283	29	11%	6%
75 ans et +	488	54	12%	6%

* 3 384 killed in total, incl 1 of unknown age
** 26 635 hospitalised, incl 7 of unknown age

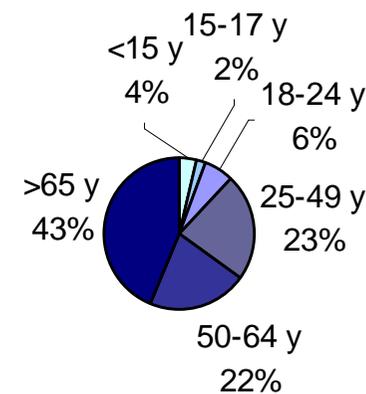
83 additional fatalities in the 65+ age group

Comparing France with Europe— pedestrian safety

**Pedestrian fatalities per age group in France
2014**



Pedestrian fatalities per age group in Europe

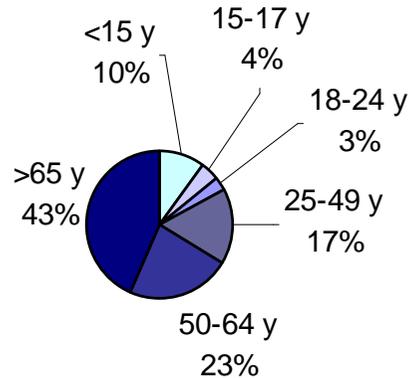


People age **65+**

are over-represented in
France among pedestrian
fatalities

Comparing France with Europe— cyclist safety

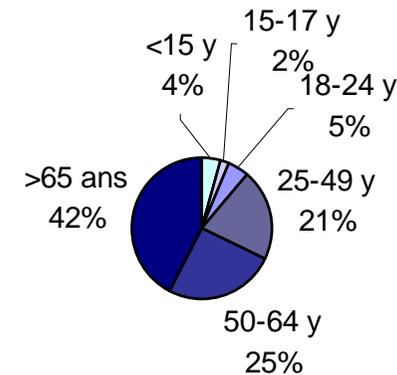
Cyclist fatalities per age group in France 2014



65+ cyclists are over-represented within cyclists fatalities in France and Europe, just as seen with pedestrians

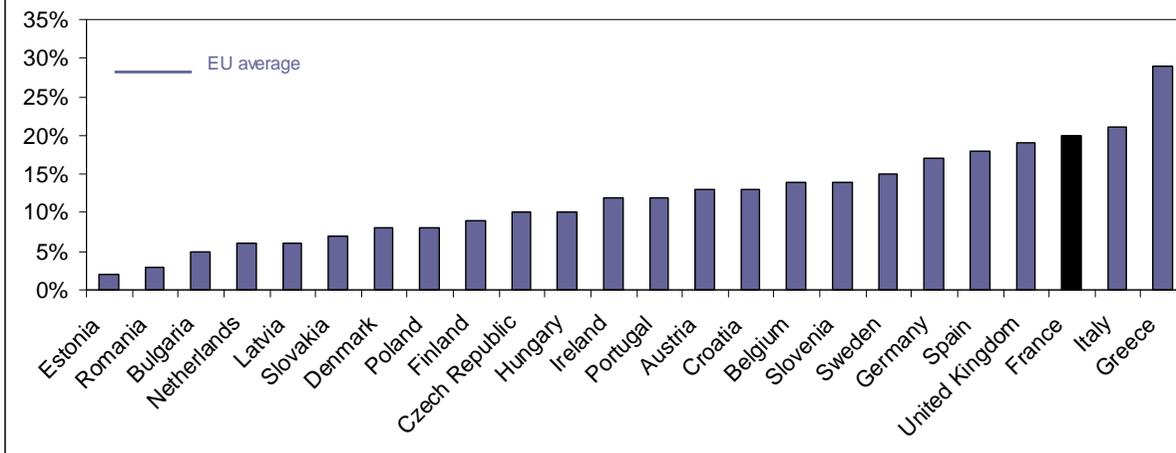
In 2014, **children under 15** are over-represented within cyclists fatalities compared to our neighbours

Cyclist fatalities per age group in Europe

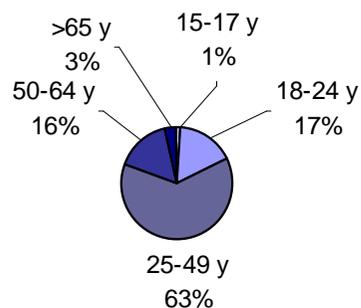


Comparing France with Europe— motorcyclist safety

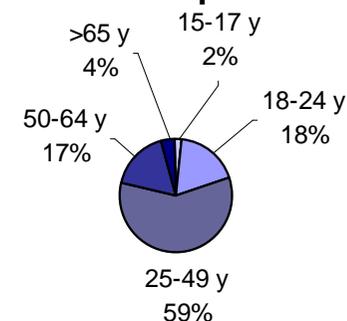
Share of motorcyclists among road fatalities, per country



Motorcyclist fatalities per age group in France 2014

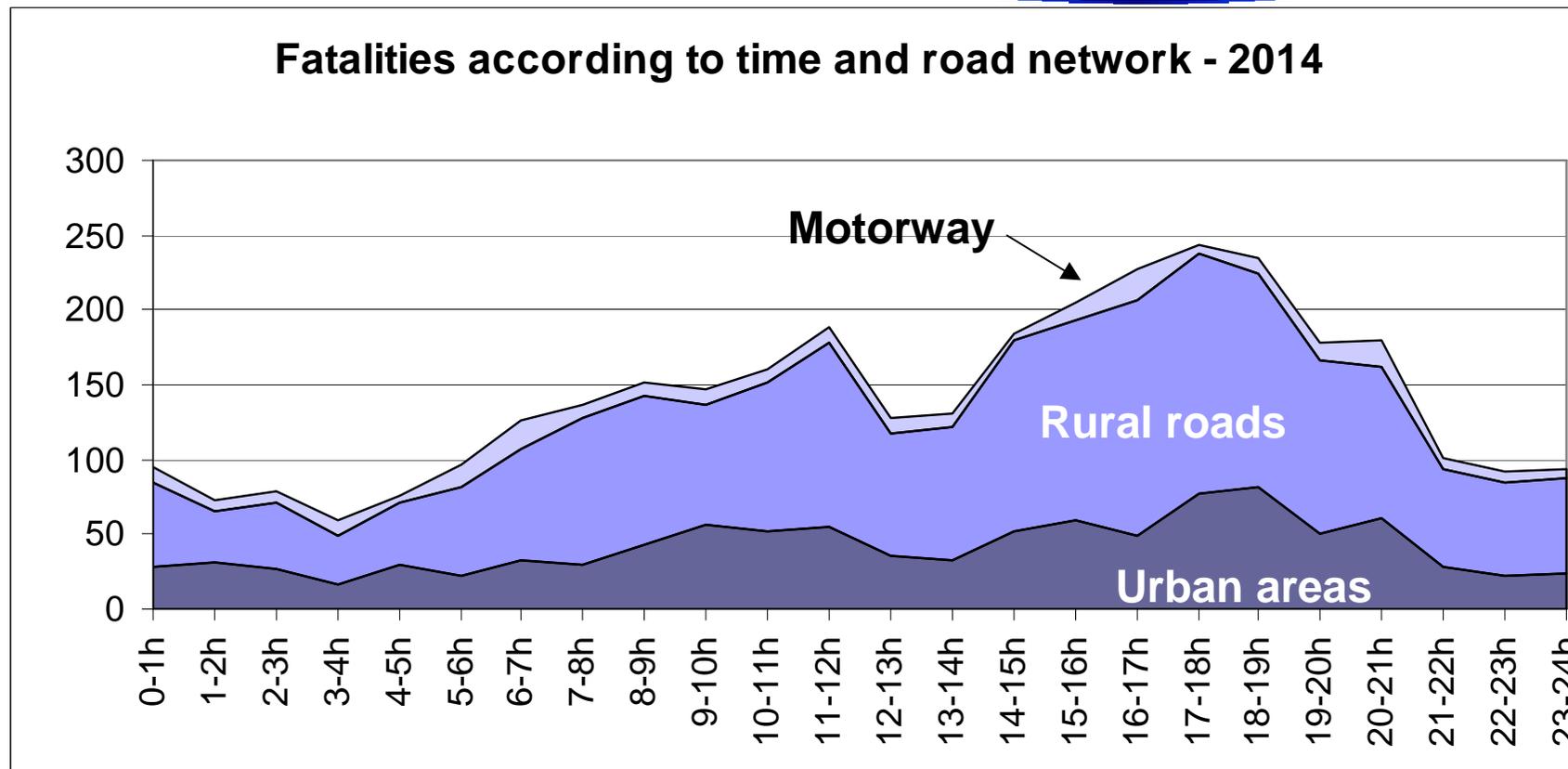


Motorcyclist fatalities per age group in Europe



In France, the age group 25-49 is over-represented in motorcyclists fatalities

Road fatalities : when and where ?

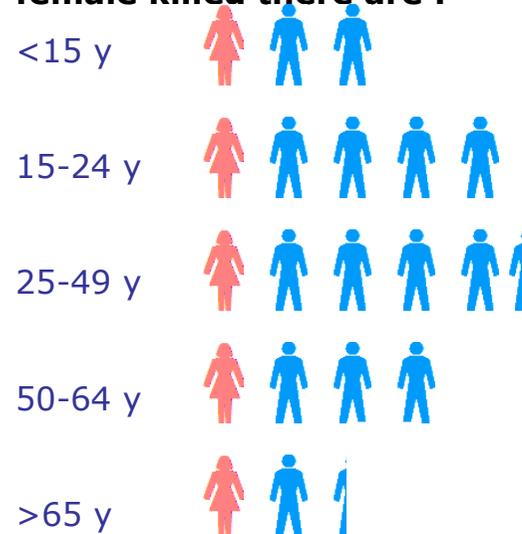


64% of fatalities happen on rural roads, 7% on motorways and 29% in urban areas. In 2014, the number of fatalities only decrease on motorways, but this does not allow to compensate the very slow decrease observed on this network since 2010.

44 pedestrians were killed in 2014 on motorways, for just 23 in 2013

3 384 fatalities, 35 000 seriously injured M.AIS3+

According to the age group, for 1 female killed there are :



3/4 of fatalities and 3/4 of M.AIS3+ are male



70% of the seriously injured are vulnerable road users : motorcyclists, moped users, cyclists and pedestrians

Powered 2 wheelers (motorcyclists et moped users) represent 43% of M.AIS3+, 23% of fatalities, for less than 2% of the motorised traffic

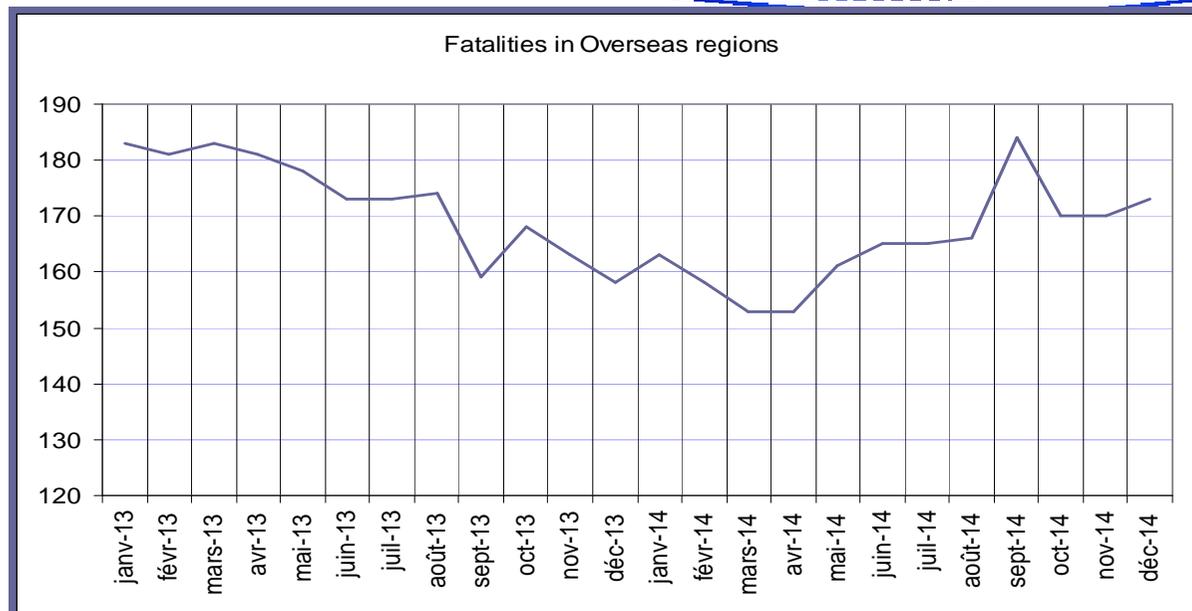
1 killed out of 4,5 is so in an accident involving a novice driver

The age group 15-29 represent 1/3 of M.AIS3+ and 22 % of fatalities

14 % des personnes tuées le sont dans un accident impliquant un poids lourd.

Each year, 14 000 M.AIS3+ are under 30 years old

Road safety results 2014 in oversea areas



173 personnes were killed in the 5 oversea regions (DOM) :

- a +9,5 % increase compared to 2013
- a -6 % decrease compared to 2010.

Oversea communities (**COM**) results :

17 killed in Polynésie Française, half than in 2010

- 66 killed in Nouvelle Calédonie, slightly more than in 2010.

Road safety results 2014 in oversea areas – key factors

More than 50 fatalities per year :

Nouvelle Calédonie : **speed - alcohol**, personal and utility cars, **young people**, seat belt not fastened, no license

Guadeloupe : alcohol, **P2W + helmet, young**

La Réunion : alcohol, P2W, night

Around 30 killed per year :

Martinique : **alcohol, P2W+helmet**, young

Guyane : alcohol, P2W + **helmet**, young

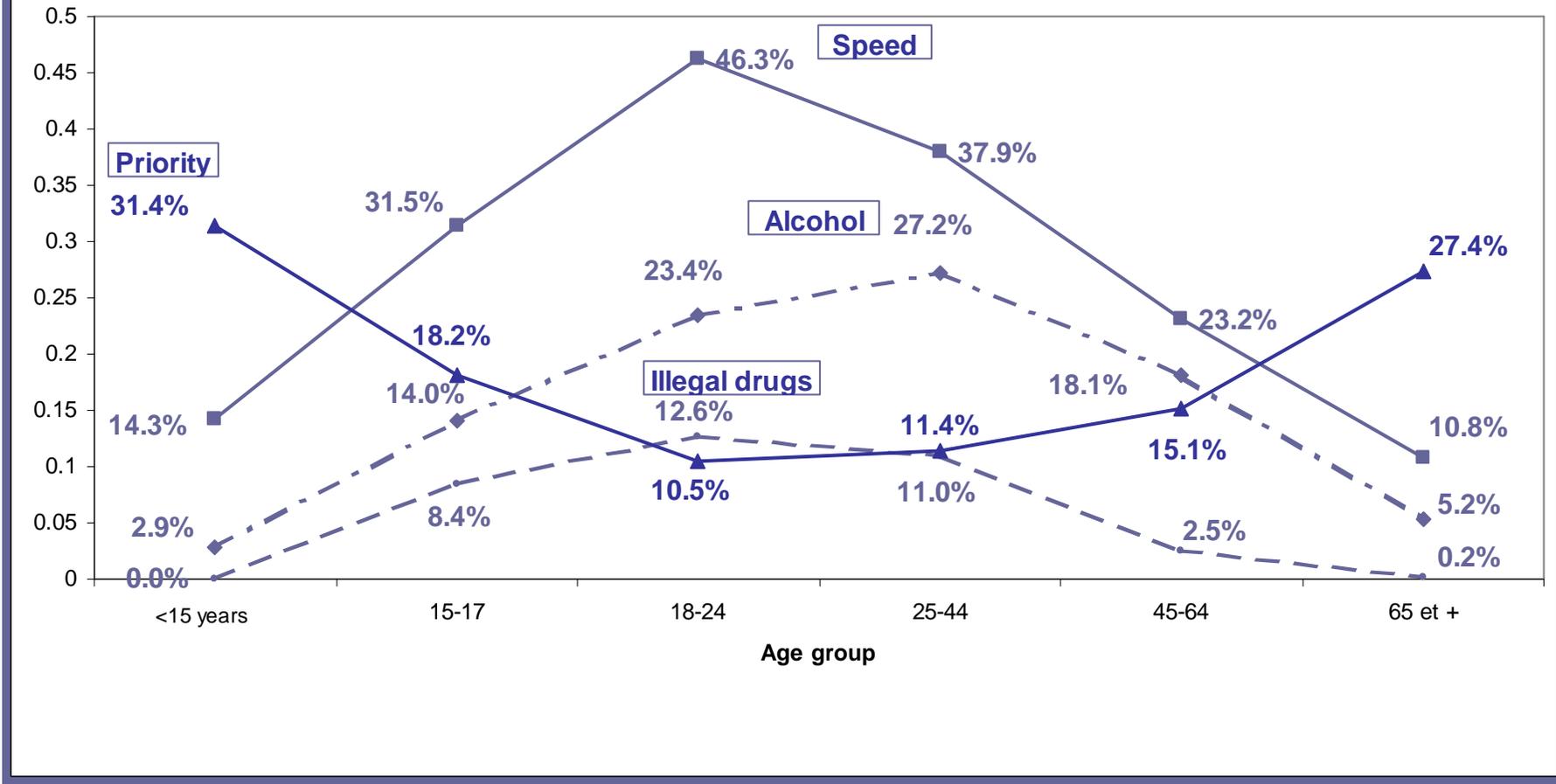
Polynésie Française : **alcohol, P2W**

Overall, population is **younger** than in France main land.

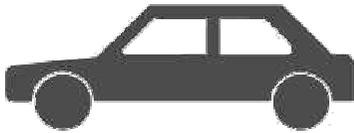
Powered 2 wheelers are often **moped users**.

Road user behaviour responsible for fatal crashes

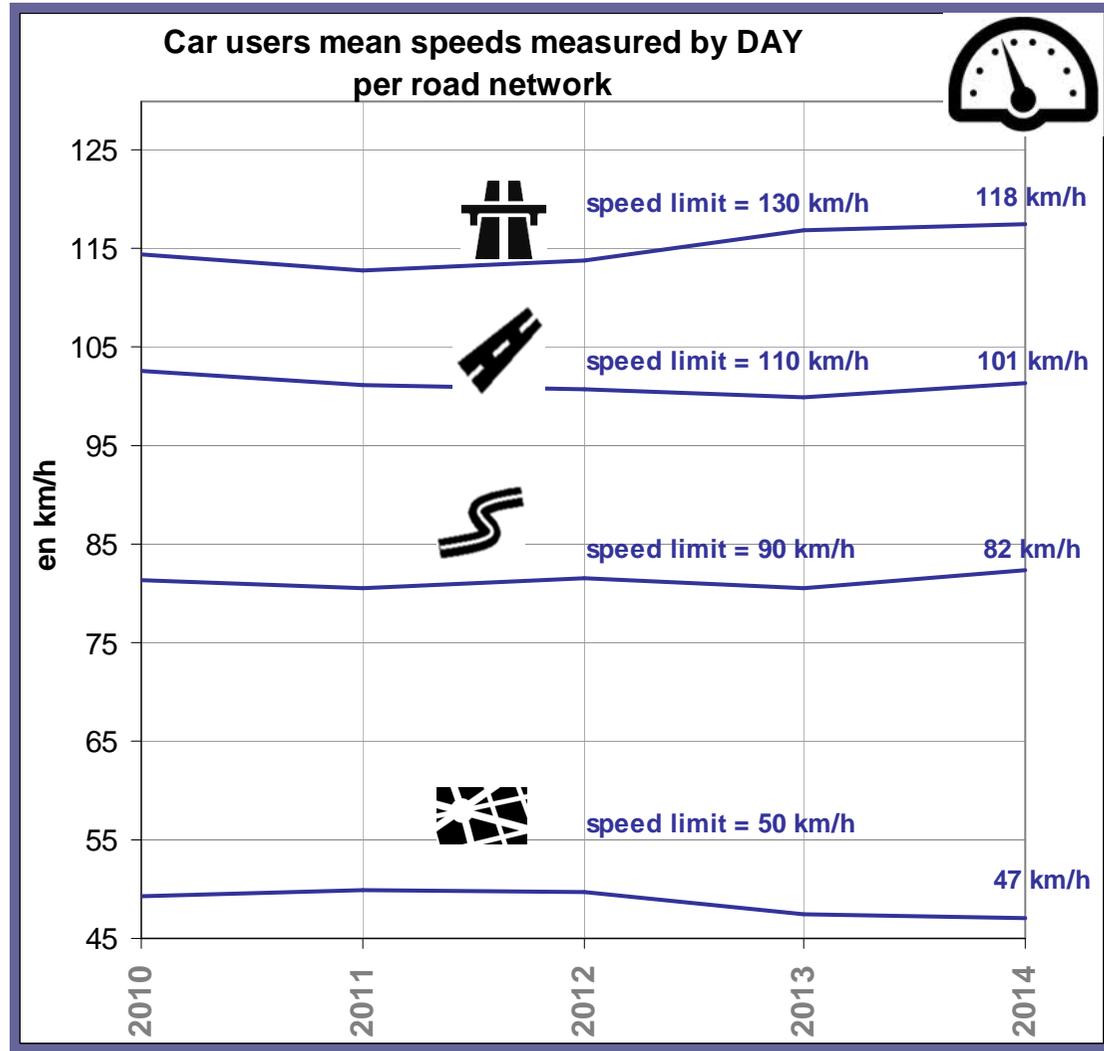
Main causes for fatal crashes (multiple factors) per age group for the allegedly responsible person - 2012-2014 period



Measured mean speeds in 2014



Measured car mean speeds in 2014 **increase on rural roads and motorways**



Road user behaviour in fatal crashes

28 % are killed in an accident with at least 1 driver alcohol impaired



9 % K in an accident with fatigue or sickness involved ZZZZZZZzz...

23 % K in an accident with 1 driver impaired with illegal drugs



Not wearing their seat belts :



21 % of car users killed

27% of utility van users killed



37% of HGV users killed



Not wearing a helmet :



12 % of moped users killed

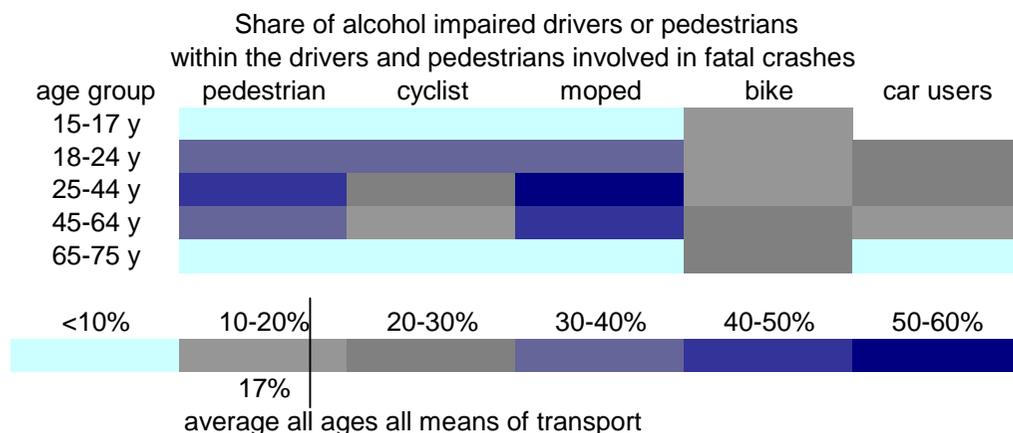


3% of motorcyclists killed

When drivers and pedestrians drink

28% of **fatalities** happen in an accident in which at least one driver or pedestrian was alcohol impaired (>0,5g/l)

17% of **drivers or pedestrians** that are involved in **fatal accidents** are alcohol impaired (>0,5g/l)

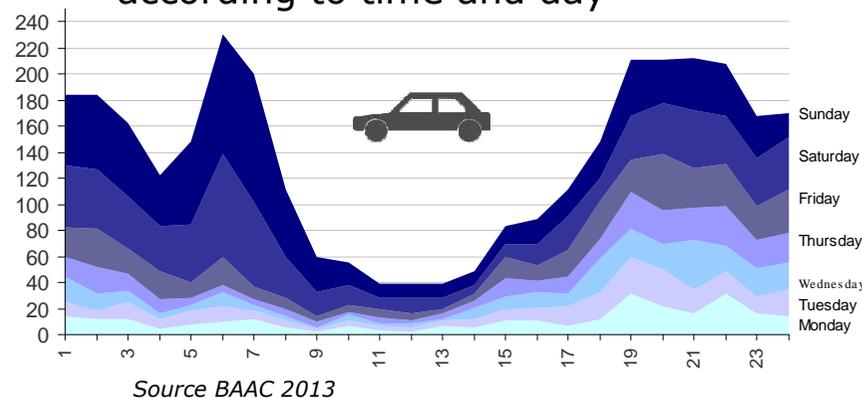


In fatal crashes, are alcohol impaired :

- **1 moped user out of 3**
- **1 motorcyclist out of 6**
- **1 car driver out of 6**
- **1 pedestrian out of 7**



Injury accidents :
Nb of alcohol impaired car users,
according to time and day



Traffic offences and demerit point system

Traffic crimes increased by 17,6% compared to 2013

+23% for leaving the scene of accident, +13% alcohol, +44% illegal drugs

Offences increased by 1,1% (mostly due to speeding offences)

Fewer points (-7%) were taken away in 2014. However : more points taken for speeding < 20 km/h on rural roads (+3,6 %) and illegal drugs (+9,1 %)

Points taken according to offence

- 7,4 millions : **speeding**
- 2 millions : **priority rules**
- 1 million : **hand held phone**
- 0,9 million : **alcohol**
- 1,6 million : **traffic rules**
- 400 000 : **no seat belt**
- 100 000 : **illegal drugs**

Driving licences cancelled :

77 288 (- 9,3 %), incl 14 663 from novice drivers (-12,5 %)

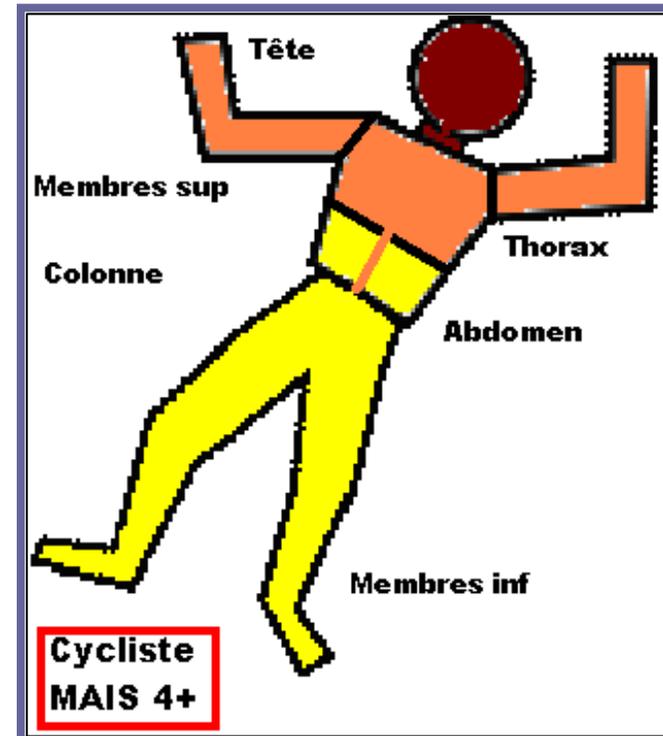
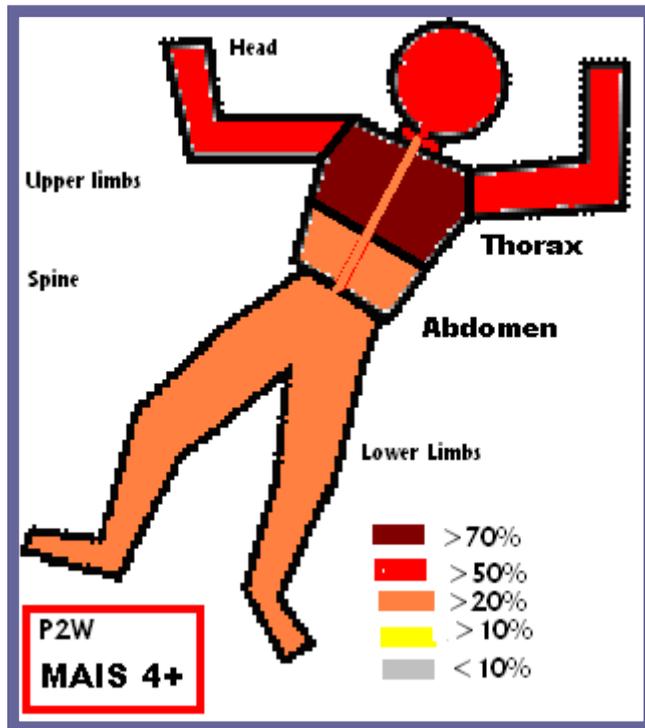
Points returns en 2014 :

-decrease by -8,8% for 12 points returned after 2/3 years without any traffic offence

-Decrease by -7,5% for « 1 point returned » after 6 months without any traffic offence

IFSTTAR estimates that 35 000 people are M.AIS3+ injured each year
15 000 powered two wheelers, 10 000 car users,

5 000 cyclists, 4 000 pedestrians



Website ONISR :

type « ONISR » on any search engine