

French Road Safety Observatory - ONISR

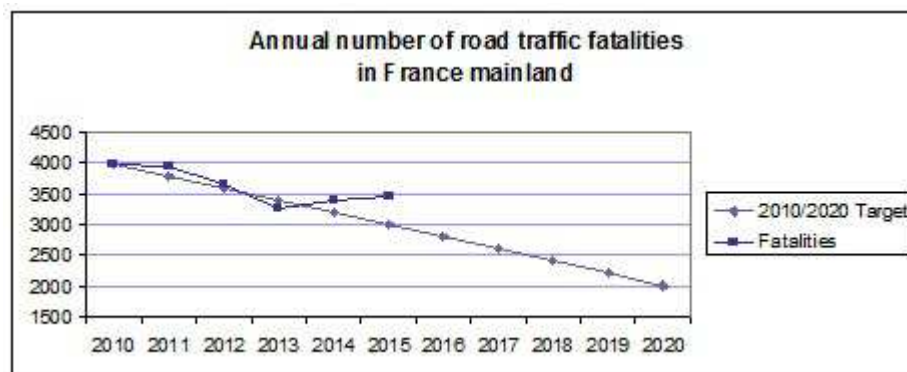
Road Safety in 2015 – Final results

Development of road traffic fatalities in France mainland :

3 461 persons were killed on the french mainland roads in 2015, representing 77 additional fatalities than in 2014. Road fatalities increase by +2,3 % from 2014. Injury accidents, injured people, including hospitalized victims were down slightly (-2,7 %, -3,1 % and -0,2 % respectively).

Results for the year 2015	Injury accidents	Killed within 30 days	Injured people	incl hospitalised 24h
2015 final results	56 603	3 461	70 802	26 595
2014 final results	58 191	3 384	73 048	26 635
Difference 2015 / 2014	-1 588	77	-2 246	-40
Variation 2015 / 2014	-2,7%	2,3%	-3,1%	-0,2%

The development of road traffic fatalities between 2010 and 2015 decreases by -13,3 %, representing 531 saved lives in 2015 compared to 2010.



Since 2010, the number of hospitalized victims declined by a decrease of the same order as fatalities (-12,5 % and -13,3 % respectively), whereas the number of injury accidents and injured people recorded a stronger decrease (-16,5 % and -16,2 % respectively).

	Acc.	Killed	Injured	Hosp.
2010	67 288	3 992	84 461	30 393
2011	65 024	3 963	81 251	29 679
2012	60 437	3 653	75 851	27 142
2013	56 812	3 268	70 607	25 966
2014	58 191	3 384	73 048	26 635
2015	56 191	3 461	70 802	26 595

Variation	Acc.	Killed	Injured	Hosp.
2010-2015	-16,5%	-13,3%	-16,2%	-12,5%
2011-2015	-13,6%	-12,7%	-12,9%	-10,4%
2012-2015	-7,0%	-5,3%	-6,7%	-2,0%
2013-2015	-1,1%	5,9%	0,3%	2,4%
2014-2015	-3,4%	2,3%	-3,1%	-1,8%

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Trend in 2015 per age group in France mainland :

Fatalities among **people aged 18 to 24**, which declined by –8,5 % in 2014 (54 fewer people killed) due to the significant decline of young motorcyclists fatalities, increase by +6,4 % in 2015 (37 additional people killed, representing a total of 619 young people killed). While the increase of fatalities among young car users was contained to 3 additional people killed between 2013 and 2014, 27 additional young people were killed in 2015 compared to 2014 (representing 408 young people killed in passengers cars in 2015, compared with 381 in 2014). After the significant decline of young motorcyclists fatalities in 2014, a stabilisation can be observed in 2015 with 107 motorcyclists fatalities (compared with 105 in 2014 and 148 in 2010) as well as a drop in the number of injured people (–7,2 %).

The number of fatalities among **people aged 65 and over** was strongly impacted by the Puisseguin accident where 35 in 41 coach passengers killed were in this age group.

831 people aged 65 and over were killed in 2015, representing an increase of +7,8 % (60 additional people killed). Among the 312 people killed aged between 65 and 74 year olds, 178 were car users (+45 than in 2014). Among the 519 people killed aged 75 and over, 272 were car users (+32 than in 2014).

	0-14 Years	15-17 years	18-24 years	25-44 years	45-64 years	65 - 74 years	75 years and over	Total
2010	130 3%	161 4%	831 21%	1249 31%	856 21%	264 7%	500 13%	3 992 100%
2013	97 3%	102 3%	636 19%	1005 31%	740 23%	254 8%	434 13%	3 268 100%
2014	112 3%	116 4%	582 18%	1041 32%	761 23%	283 9%	488 15%	3 384 100%
2015	101 3%	125 4%	619 19%	1024 31%	761 23%	312 10%	519 16%	3 461 100%
Variation 2014-2015	-9,8%	7,8%	6,4%	-1,6%	0,0%	10,2%	6,4%	2,3%
Variation 2013-2015	4,1%	22,5%	-2,7%	1,9%	2,8%	22,8%	19,6%	5,9%
Variation 2010-2015	-22,3%	-22,4%	-25,5%	-18,0%	-11,1%	18,2%	3,8%	-13,3%
Variation 2000-2015	-72,5%	-64,7%	-64,5%	-62,0%	-49,5%	-50,6%	-28,6%	-57,6%

Road fatalities in 2015 per categories of road users in France mainland :

Fatalities among **vulnerable road users** show a **clear decline in 2015** : –1,8 % for **motorcyclists**, –6,3 % for **cyclists**, –6,2 % for **pedestrians** and –6,1 % for **moped users**. However **cyclist** fatalities in 2015 are still higher than in 2010 (+1,4%) and **pedestrian** fatalities in 2015 are only slightly down (–3,5 %) compared to 2010. **Motorcyclist** fatalities 2015 are lower than that of 2010 (–12,8 %) whereas **moped user** fatalities significantly decline since 2010 (–37,5 %).

Fatalities among **users of utility vehicles** in 2015 strongly decline (–16,1 % compared to 2014 and –23,1 % compared to 2010). The decline of fatalities among **users of HGVs** is equivalent to that of 2014.

However, fatalities among **car users** in 2015 show an increase of +8 % from 2014 and of +11,4 % from 2013. In 2015, 133 additional car users were killed compared to 2014. 1015 male car users were killed in 2015 compared with 927 in 2014 (+88 people killed). Among them, 15 additional people killed were aged 18 to 24, 19 additional people killed were aged 35 to 44, 18 additional people killed were aged 55 to 64 and 40 additional people killed were aged 65 to 74.

Female passengers are also more affected : 243 were killed in 2015 compared with 199 in 2014 (+44 people killed). Among them, 46 were aged 18 to 24, compared with 29 in 2014, 70 were aged 75 and over, compared with 52 in 2014.

Fatalities among car users remain however –15,2% lower than in 2010 and outperform the average.

The number of fatalities among **users of public transports**, usually representing less than 10 people a year, includes in 2015 the 41 passengers killed in the Puisseguin accident with a HGV in October in Gironde (the driver of the HGV and his son are counted as fatalities among HGV users).

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	Pedestrians	Pedalcyclist	Moped user	Motorcyclists	Car users	Utility Vehicle	HGV users	Public transport	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%
2014	499 15%	159 5%	165 5%	625 18%	1663 49%	143 4%	56 2%	9 0%	65 2%	3 384 100%
2015	468 14%	149 4%	155 4%	614 18%	1796 52%	120 3%	56 2%	43 1%	60 2%	3 461 100%
Variation 2014-2015	-6,2%	-6,3%	-6,1%	-1,8%	8,0%	-16,1%	0,0%		-7,7%	2,3%
Variation 2013-2015	0,6%	1,4%	-2,5%	-2,7%	11,4%	-9,8%	-1,8%		5,3%	5,9%
Variation 2010-2015	-3,5%	1,4%	-37,5%	-12,8%	-15,2%	-17,8%	-13,8%		-21,1%	-13,3%
Variation 2000-2015	-44,8%	-45,3%	-66,4%	-35,2%	-66,4%		-54,8%			-57,7%

Category 'Other' includes: utility vehicles, buggies or tricycles, quads or special vehicles

Results according to the type of network :

Fatalities on **motorways** are rising very considerably in 2015 in comparison with 2014 (+23,1 %, +56 people killed) and with 2010 (+16,4 %). This represents an increase in the number of fatalities among car users and motorcyclists (+30 % and +54 %, +39 and +14 people killed respectively). Injury accidents increase significantly (+6,9%) whereas hospitalized victims decrease (-12,2%).

Fatalities on **rural roads** are slightly up (+1,2 %, +25 people killed), including the Puisseguin accident where 43 people were killed. On this network, fatalities among moped users and motorcyclists actually decrease (-12,5 % and -6,7%, -11 and -26 people killed). Fatalities among car users increase by +5,1 % (+65 people killed). Injury accidents increase sharply (+7,3%), and hospitalized victims slowly increase (+3,5 %).

Fatalities on **urban roads** are stable (-0,4%), with a significant decline in pedestrian fatalities (-9,3%, representing 32 fewer people killed), and an increase in fatalities among car users (+11,6%, +29 people killed). Injury accidents decrease (-7,4%).

	Motorways	Rural roads	Urban roads	Total
2010	256 6%	2603 65%	1133 28%	3 992 100%
2012	242 7%	2385 65%	1026 28%	3 653 100%
2013	261 8%	2077 64%	930 28%	3 268 100%
2014	242 7%	2150 64%	992 29%	3 384 100%
2015	298 9%	2175 63%	988 29%	3 461 100%
Variation 2014-2015	23,1%	1,2%	-0,4%	2,3%
Variation 2013-2015	14,2%	4,7%	6,2%	5,9%
Variation 2010-2015	16,4%	-16,4%	-12,8%	-13,3%
Variation 2000-2015	-49,0%	-59,0%	-56,6%	-57,6%

These trends are in line with the developments observed concerning average speeds driven by passengers cars (since 2012 : increase by +2 km/h on roads with a 110km/h speed limit, increase by +4 km/h on motorways with a 130km/h speed limit, stabilisation in 2015 on roads with a 90km/h speed limit and a slight upturn on roads with a 50km/h speed limit).

Road users' behaviour

Excessive or inappropriate speed remains the main cause of fatal accidents, in a very light retreat in 2015 compared to 2014, but this trend conceals a marked disparity between road networks. Driving speeds significantly are up on motorways and on dual carriageways, where the number of injury and fatal accidents also increases.

Alcohol increases by 1.5 point as a main factor of crash accidents, thus regaining the level it had 3 years ago.

A tendency for increased use of illegal drugs in 2014 continues in 2015 with an increase of 1.5 point.

It is estimated that 30% of fatalities occurred in an accident where at least one driver was over the alcohol limit, and 23 % while at least one of the drivers was tested positive for illegal drugs use. However alcohol is often associated with drugs : among the drivers tested positive for drugs after being involved in a fatal accident, half were over the legal alcohol limit.

Development of road traffic fatalities in (super)regions :

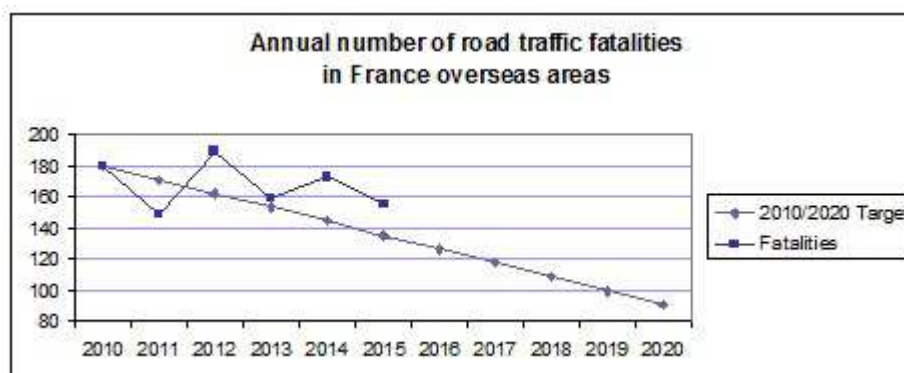
In comparison with 2014, the number of fatalities significantly decreases in 2015 in 4 regions : Alsace-Champagne Ardennes-Lorraine, Bourgogne-Franche Comté, Bretagne and, to a lesser extent, PACA. There are at least 40 additional persons killed in 2015 in Aquitaine-Poitou Charente-Limousin, Auvergne-Rhône Alpes, and Nord Pas de Calais-Picardie.

In comparison with 2010, the number of fatalities increases in 2015 in Nord Pas de Calais-Picardie and declines slightly in Corse, Aquitaine-Limousin-Poitou-Charentes, and Ile de France.

Beyond annual development , or comparison with 2010 the reference year, the most dangerous regions (far above the national average) for young people aged 18 to 24 (fatalities compared to the population aged 18 to 24 in the region) are, on average over three years : Bourgogne-Franche Comté, Centre-Val de Loire, Pays de la Loire, PACA, and Corse.

France overseas areas :

Fatalities in **overseas areas DOM** (Guadeloupe, Martinique, Guyane, Réunion, Mayotte) stand at 155 persons killed in 2015, a decrease of 10,4 % from 2014, and a decrease of -14,4 % in comparison with 2010.



Fatalities in **overseas communities COM/POM** stand at 71 persons killed in 2015, a decrease of 20 % after a strong increase in 2014. Nouvelle Calédonie and Polynésie are the main territories involved.