

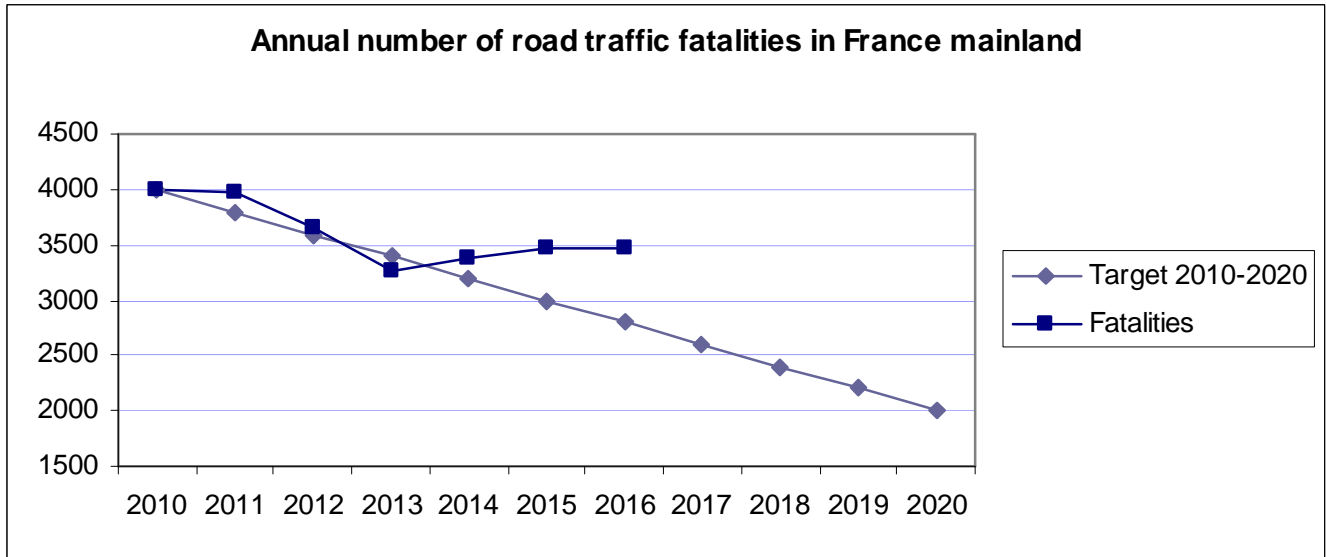
Road Safety in 2016 – Final results

Development of road traffic fatalities in France mainland :

3 477 persons were killed on the French mainland roads in 2016, representing 16 additional fatalities. The number of road fatalities is therefore quasi-stable (+0.5 %) compared with 2015 (equivalent of less than 2 days of fatalities, while the year 2016 has one more day than 2015). Hospitalized victims, injured people and injury accidents increase slightly (+2.2 %, +2.6 % and +1.6 % respectively).

| Results for the year 2016 | Injury accidents | Killed within 30 days | Injured people | incl hospitalised 24h |
|------------------------------|------------------|-----------------------|----------------|-----------------------|
| 2016 final results | 57 522 | 3 477 | 72 645 | 27 187 |
| 2015 final results | 56 603 | 3 461 | 70 802 | 26 595 |
| Difference 2016 / 2015 | 919 | 16 | 1 843 | 592 |
| Variation 2016 / 2015 | 1.6% | 0.5% | 2.6% | 2.2% |

The number of road traffic fatalities between 2010 and 2016 decreases by –12.9 %, representing 515 lives saved in 2016 compared with 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. |
|------|--------|--------|---------|--------|
| 2007 | 81 272 | 4 620 | 103 201 | 38 615 |
| 2008 | 74 487 | 4 275 | 93 798 | 34 965 |
| 2009 | 72 315 | 4 273 | 90 934 | 33 323 |
| 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 | 56 603 | 3 461 | 70 802 | 26 595 |
| 2016 | 57 522 | 3 477 | 72 645 | 27 187 |

| VARIATION | Acc. | Killed | Injured | Hosp. |
|----------------|---------|--------|---------|---------|
| 2007-2011 | 360 386 | 21 123 | 453 645 | 166 975 |
| 2012-2016 | 289 565 | 17 243 | 362 953 | 133 525 |
| Difference | 70 821 | 3 880 | 90 692 | 33 450 |
| Annual average | 14 164 | 776 | 18 138 | 6 690 |

| | | | | |
|-----------|--------|--------|--------|--------|
| 2010-2016 | -14.5% | -12.9% | -14.0% | -10.5% |
| 2011-2016 | -11.5% | -12.3% | -10.6% | -8.4% |
| 2013-2016 | 1.2% | 6.4% | 2.9% | 4.7% |
| 2015-2016 | 1.6% | 0.5% | 2.6% | 2.2% |

After two years of stronger decline than previous years (–7.8 % in 2012 and –10.8 % in 2013), road traffic fatalities experienced two years of increase (3.5 % in 2014 and 2.3 % in 2015), while the year 2016 remains unchanged. Overall, 776 lives were saved per year over the 5 years 2012-2016, compared to the 5 years 2007-2011. The downward trend seen between 2011 results and 2016 results is of the same order of most road safety indicators (–11.5 % for injury accidents, –12.3 % for fatalities, –10.6 % for injured people); only the number of hospitalized victims decreased by –8.4 %, illustrating in particular the difficulties encountered to reduce the number of road accidents involving vulnerable road users.

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Trends in 2016 per age group in France mainland :

Children and young adults aged 24 and below now represent **less than a quarter** (23 %) of road fatalities. The number of fatalities among the **18-24 age group**, which increased by +6.4 % in 2015 (+37 fatalities) as the upward trend among young motorists resumed, decreases by –3.6 % in 2016 (–22 fatalities, for a total of 597 young adults killed). Therefore 382 young adults were killed in passenger cars in 2016 compared with 532 in 2010. After a period of stagnation, even an increase, of the number of fatalities among young motorcyclists between 2010 and 2013 (150 fatalities on average per year), the sudden decline observed in 2014 stabilised in 2015 and 2016 with respectively 105, 107 and 98 fatalities. The number of fatalities among the **15-17 age group** reached the historically low level of 96 fatalities in 2016, including 35 users of powered two wheeler (compared with 84 in 2010).

Seniors aged 65 years old and over now represent **just over a quarter** of road fatalities (25.5%). This trend increases by +6.6 % in 2016. 886 seniors aged 65 years old and over were killed in 2016 (+55 fatalities). Among the 320 fatalities aged between 65 and 74 years old, 167 were motorists (11 fewer fatalities than in 2015). Among the 566 fatalities aged 75 and over, 281 were motorists (9 additional fatalities than in 2015) and 221 were pedestrians (51 additional fatalities than in 2015).

| | 0-14y/o | 15-17y/o | 18-24y/o | 25-44y/o | 45-64y/o | 65-74y/o | 75+ | Total |
|---------------------|-----------|-----------|-------------|-------------|-------------|-----------|------------|----------------------|
| Reminder 2000 | 367 4% | 354 4% | 1746 21% | 2696 31% | 1508 18% | 631 7% | 727 9% | 8 170 100% |
| 2010 | 130 3% | 161 2% | 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% |
| 2015 | 101 3% | 125 4% | 619 18% | 1024 30% | 761 22% | 312 9% | 519 15% | 3 461 100% |
| 2016 | 108 3% | 96 3% | 597 17% | 994 29% | 796 23% | 320 9% | 566 16% | 3 477 100% |
| Variation 2015-2016 | 7% | -23% | -4% | -3% | 5% | 3% | 9% | 0% |
| Variation 2013-2016 | 11% | -6% | -6% | -1% | 8% | 26% | 30% | 6% |
| Variation 2010-2016 | -17% | -40% | -28% | -20% | -7% | 21% | 13% | -13% |
| Variation 2000-2016 | -71% | -73% | -66% | -63% | -47% | -49% | -22% | -57% |

Fatalities per age group

| | 0-14y/o | 15-17y/o | 18-24y/o | 25-34y/o | 35-49y/o | 50-64y/o | 65-74y/o | 75+ | Total |
|---------------------|---------|----------|----------|----------|----------|----------|----------|------|-------|
| Reminder 2000 | 33 | 153 | 328 | 190 | 124 | 108 | 122 | 171 | 139 |
| 2010 | 11 | 72 | 155 | 91 | 62 | 49 | 53 | 90 | 64 |
| 2013 | 8 | 44 | 117 | 70 | 52 | 43 | 46 | 74 | 51 |
| 2015 | 9 | 54 | 112 | 103 | 34 | 44 | 52 | 87 | 54 |
| 2016 | 9 | 40 | 108 | 74 | 48 | 49 | 51 | 95 | 54 |
| Variation 2015-2016 | 7% | -25% | -3% | -28% | 39% | 12% | -2% | 9% | 0% |
| Variation 2013-2016 | 11% | -9% | -8% | 6% | -8% | 13% | 9% | 27% | 5% |
| Variation 2010-2016 | -19% | -44% | -30% | -19% | -23% | 0% | -4% | 6% | -15% |
| Variation 2000-2016 | -72% | -74% | -67% | -61% | -62% | -55% | -58% | -45% | -61% |

Fatalities in proportion to population (million inhabitants)

The number of fatalities in proportion to population is higher for the 18-24 age group, even if it significantly decreased since 2010 (155 fatalities were killed per million young adults in 2010, 108 in 2016). For the 15-17 age group, this rate decreases from 72 fatalities per million in 2010 to 40 in 2016, and is now lower than the national average (54 fatalities per million of inhabitants). However, this rate is particularly high for seniors aged 75 years old and over, with 95 seniors killed per million people of this age group.

Road fatalities in 2016 per categories of road users in France mainland :

Fatalities among **moped riders** shows a **clear decline in 2016**: –21.9 %; a trend that benefits young people. Fatalities among **motorcyclists** are rather stable in recent years, masking a gain among young people compensated by an increase of fatalities among users aged 45 years old and over.










Fatalities among vulnerable users of **active modes** increase: **pedestrian fatalities** rises by +19.4 %, **cyclist fatalities** by +8.7 %. The number of fatalities among pedal cyclists in 2016 is +10.2 % higher than in 2010. The number of fatalities among pedestrians in 2016 is +15.3 % higher than in 2010. The number of **fatalities among motorcyclists** in 2016 is significantly lower than in 2010 (–12.9 %) whereas the reduction in the number of fatalities among **moped riders** dropped substantially since 2010 (–51.2 %).

In 2016, fatalities among **utility vehicles users** increase by +8.3 % from 2015, but decrease by –11 % from 2010. The number of fatalities among HGV drivers is stable compared with 2015.

By contrast, fatalities among **motorists** decline by –2 % from 2015, but increase by +9.2 % in comparison with 2013. In 2016, 36 cars users' lives were saved, compared with 2015. 1 238 male motorists were killed in 2016, compared with 1 257 in 2015 (–19 fatalities, including –16 fatalities over the age of 18-24, –5 fatalities below the age 35-44, –26 fatalities over the age 55-64 and –14 fatalities below the age 65-74. Female passengers are less concerned: 215 of them were killed in 2016, compared with 243 in 2015 (–28 fatalities). The number of fatalities among motorists remains –16.9 % below the level reached in 2010, outperforming the average reduction.

The number of fatalities among **public transport passengers**, which usually amounts to less than ten per year, stands at 12 in 2016.

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| |  Pedestrians |  Pedal cyclists |  Moped users |  Motorcyclists |  Car users |  Utility vehicles |  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% |
| 2015 | 468 14% | 149 4% | 155 4% | 614 18% | 1796 52% | 120 3% | 56 2% | 43 1% | 60 2% | 3 461 100% |
| 2016 | 559 16% | 162 5% | 121 3% | 613 18% | 1760 51% | 130 4% | 55 2% | 12 0% | 65 2% | 3 477 100% |
| Variation 2015-2016 | 19.4% | 8.7% | -21.9% | -0.2% | -2.0% | 8.3% | -1.8% | -72.1% | 8.3% | 0.5% |
| Variation 2013-2016 | 20.2% | 10.2% | -23.9% | -2.9% | 9.2% | -2.3% | -3.5% | 71.4% | -67.0% | 2.0% |
| Variation 2010-2016 | 15.3% | 10.2% | -51.2% | -12.9% | -16.9% | -11.0% | -15.4% | 200.0% | -14.5% | -12.9% |
| Variation 2000-2016 | -34.1% | -40.6% | -73.7% | -35.3% | -67.1% | 62.5% | -55.6% | -40.0% | -2.1% | -57.4% |

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

Results according to the type of network :

Following a strong increase in 2015, the number of fatalities on **motorways** decreases in 2016 (–28 fatalities, or –9.4 %), but still be as high than in 2010 (+3.4 %). This trend concerns car users (–15.4 %, representing 26 fatalities). The number of injury accidents rises (+10.2 %), as well as the number of hospitalized victims to a lesser extent (+2.2 %).

The number of fatalities on **rural roads** is stable (+0.6 %, representing +13 fatalities). It is the network where the fatalities among moped riders steadily decline (–20.8 %, representing –16 fatalities). The number of injury accidents rises (+3 %), as well as the number of hospitalized victims (+4.6 %).

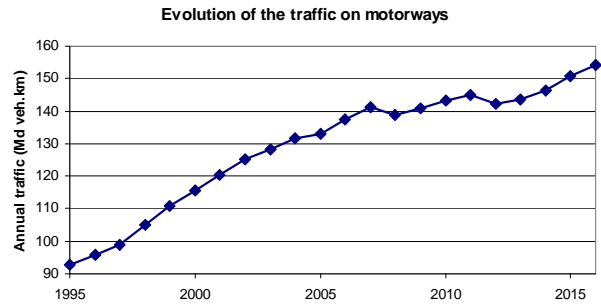
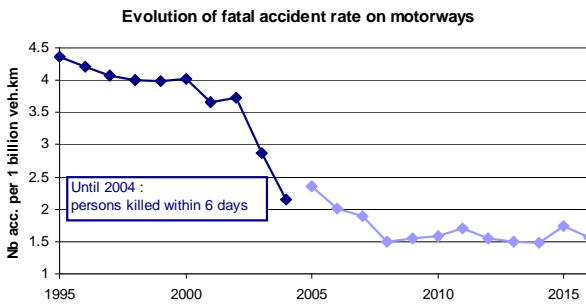
The number of fatalities on **urban roads** increases (+3.1 %), due to a strong growth of pedestrian fatalities (+24.2 %, representing +75 fatalities) and pedal cyclist fatalities (+16.7 %, representing +11 fatalities). The number of injury accidents is stable (–0.1 %).

| | Motorways | Rural roads | Urban roads | Total |
|---------------------|---------------|---------------|---------------|-----------------------------|
| 2010 | 256 6% | 2603 65% | 1133 28% | 3 992 100% |
| 2013 | 261 8% | 2077 64% | 930 28% | 3 268 100% |
| 2015 | 298 9% | 2175 63% | 988 29% | 3 461 100% |
| 2016 | 270 8% | 2188 63% | 1019 29% | 3 477 100% |
| Variation 2015-2016 | -9.4% | 0.6% | 3.1% | 0.5% |
| Variation 2013-2016 | 3.4% | 5.3% | 9.6% | 6.4% |
| Variation 2010-2016 | 5.5% | -15.9% | -10.1% | -12.9% |
| Variation 2000-2016 | -53.8% | -58.8% | -55.2% | -57.4% |

These trends follow the evolutions of mean speeds driven by passenger cars (since 2012, increasing by +3 kph to +4 kph on roads with a 110 kph speed limit, +5 kph to +6 kph on motorways with a 130 kph speed limit, stabilization in 2016 on roads with a 90 kph speed limit, and a slight decrease on roads with a 50 kph speed limit).

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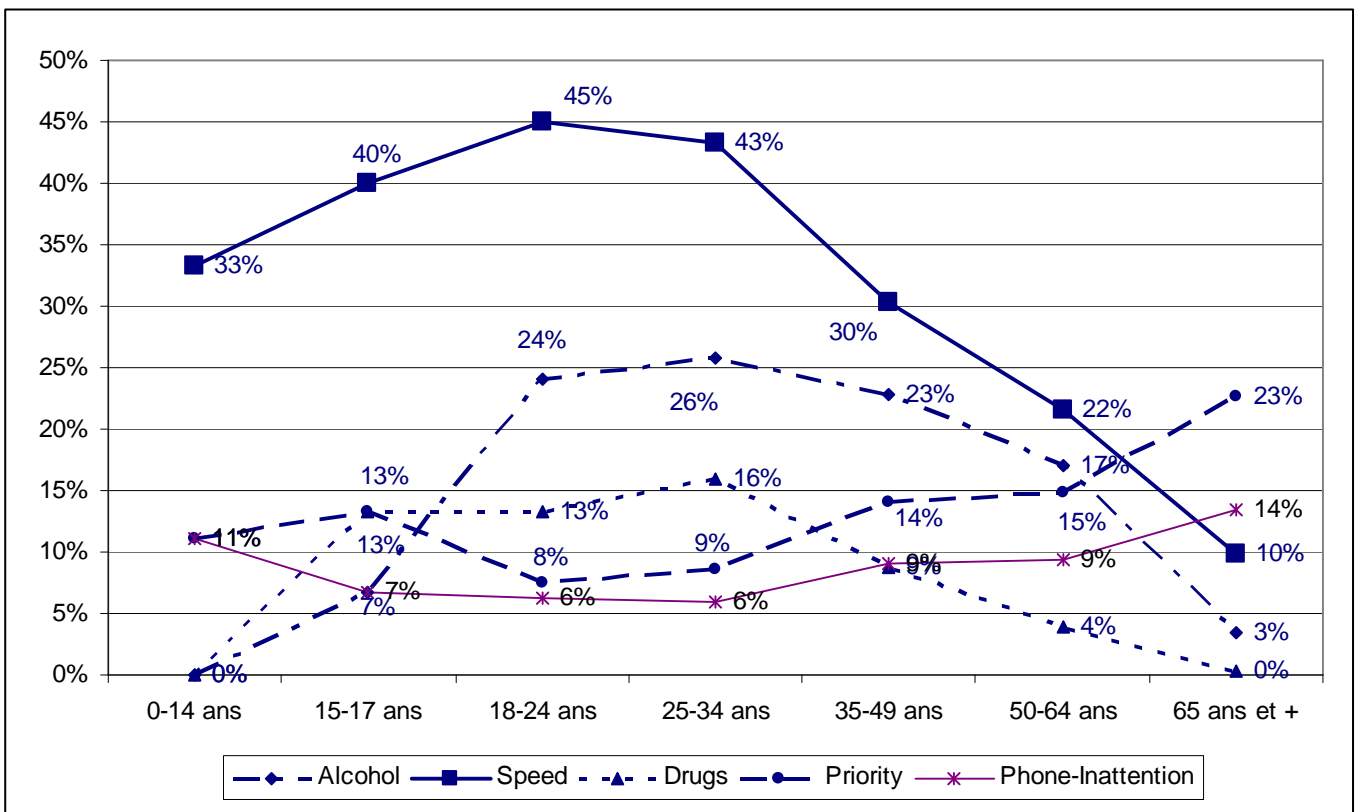
Initial information on development of travels in 2016, available for the **motorway network**, enables to put into perspective the evolution in fatalities. Apart from an increase of the number of fatalities referred to kilometers travelled in 2011 and 2015, the rate of fatal accidents is relatively stable since 2008.



Road users' behaviour :

The multi cause analysis of behavioural factors registered in the File of road users allegedly responsible for fatal crashes, APAM) confirms the importance of excessive or inappropriate speed as the main cause of fatal accidents. Alcohol also remains an important factor. The last few years, driving speeds significantly increase on motorways and dual carriageways, where the number of injury and fatal accidents also increases.

The age group analysis of APAM in for the year 2016 only (as figures for the 0-14 and 15-17 age group are statistically very low, the rate is hardly representative, whereas the number of allegedly responsible road users amounts to 600 for other age groups) presents evolving characteristics in comparison with previous years. While the speed factor is the most prevalent among youngest APAM (45 % of APAM aged 18 to 24), alcohol and the use of illegal drugs seem to reach their maximum level later (respectively 26 % and 16 % of the 25-34 age group). Lack of attention and failure to respect priorities are more pronounced among oldest APAM (respectively 14 % and 23 % of the 65 and over age group).



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Development of road traffic fatalities in (super)regions :

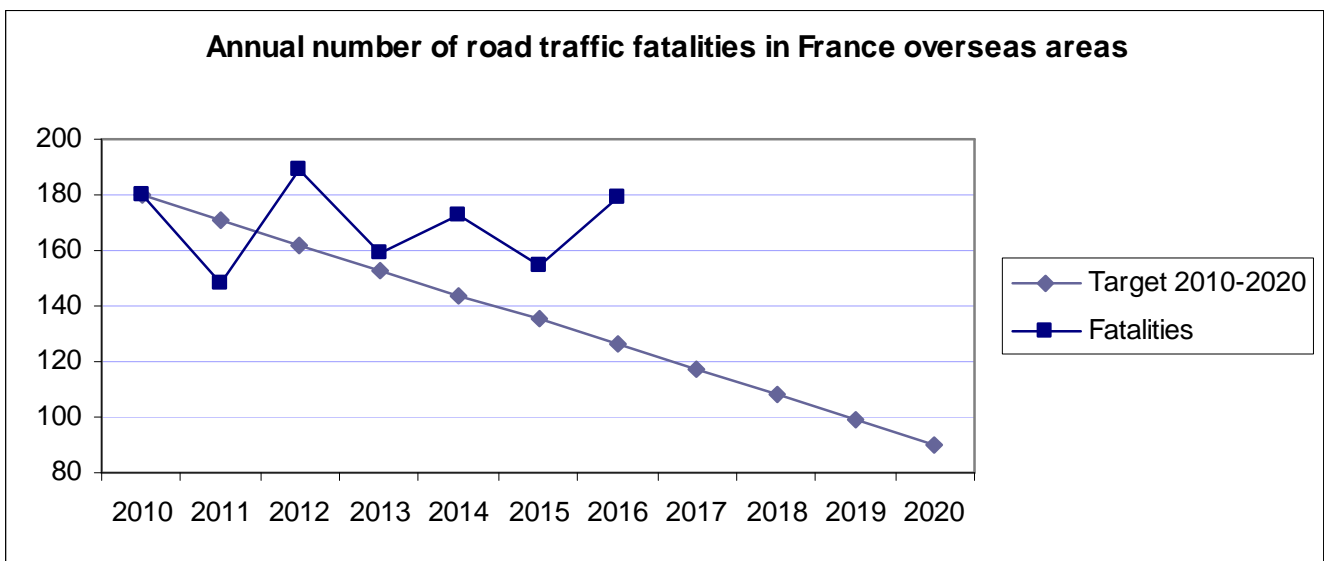
In comparison with 2015, fatalities in 2016 significantly lower in 2 regions: Aquitaine-Limousin-Poitou-Charentes and Île-de-France, and to a lesser extent Centre-Val de Loire, Languedoc-Roussillon-Midi-Pyrénées and Corse. There are 30 additional fatalities in 2016 in regions Bretagne and Bourgogne-Franche-Comté.

In comparison with 2010, fatalities increase in 2016 in Nord Pas de Calais and significantly decrease in Bretagne, Corse and Auvergne-Rhône-Alpes.

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

France overseas areas :

Fatalities in **overseas areas DOM** (Guadeloupe, Martinique, Guyane, Réunion, Mayotte) stand at 178 persons killed in 2016, an increase of +14.8 % from 2015, and a decrease of -1.7 % in comparison with 2010.

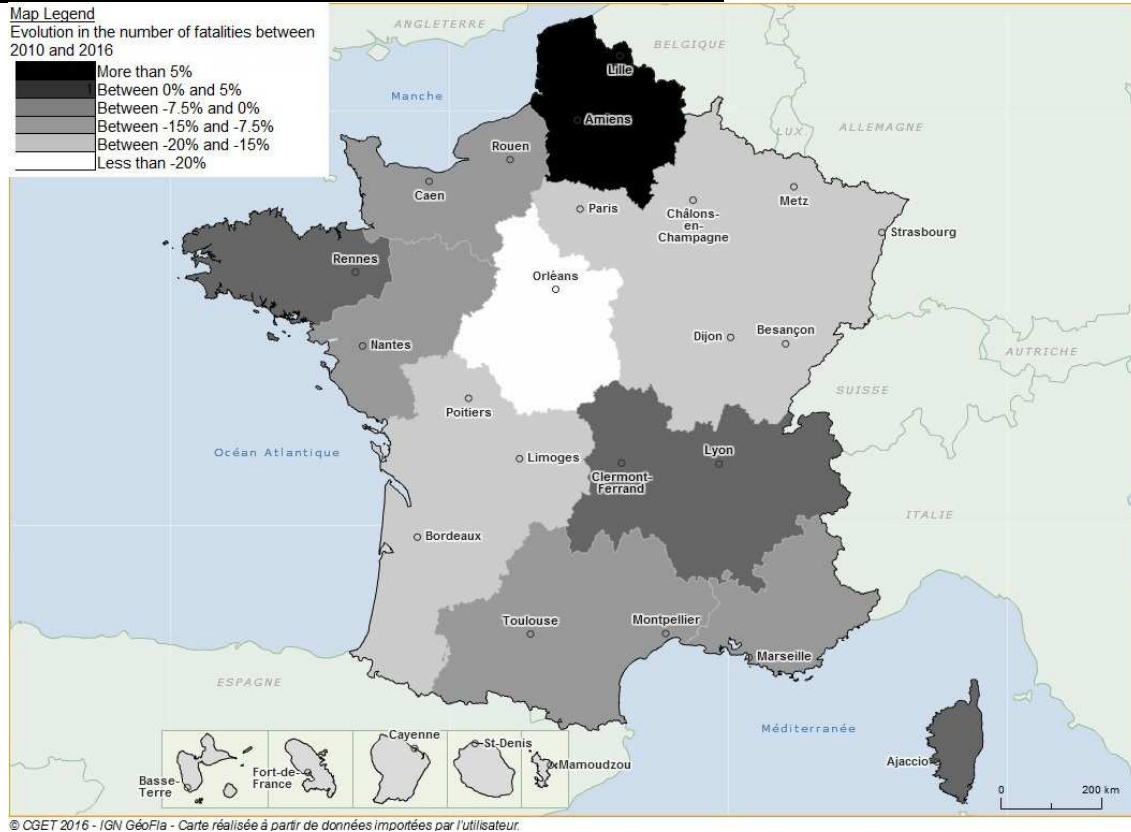


Fatalities in **overseas communities COM/POM** stand at 83 persons killed in 2016, an increase +17 % after a strong decrease in 2015. This number of fatalities is -25 % below the level observed in 2010. Nouvelle Calédonie and Polynésie are the main territories involved.

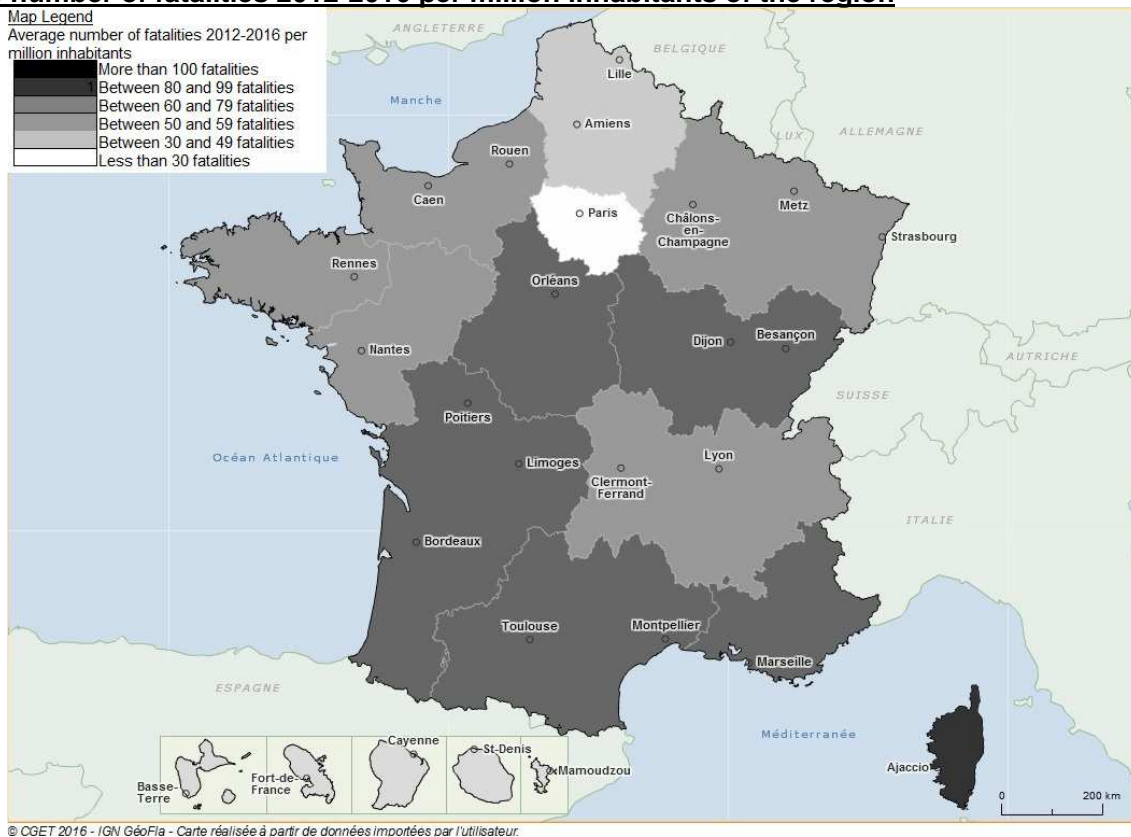
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Appendix: Road traffic fatalities in the new regions

Evolution in the number of fatalities between 2010 and 2016

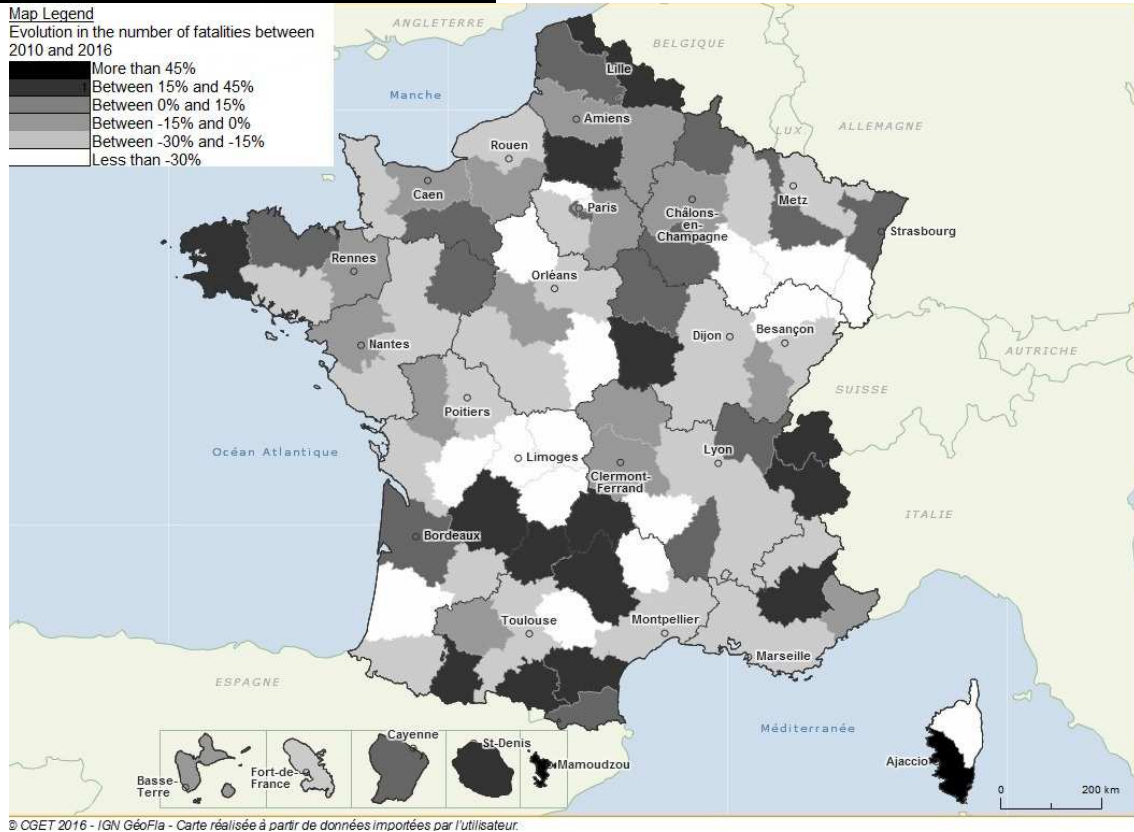


Average number of fatalities 2012-2016 per million inhabitants of the region



Appendix: Road traffic fatalities in the départements

Evolution de la mortalité entre 2010 et 2016



Average number of fatalities 2012-2016 per million inhabitants of the department

