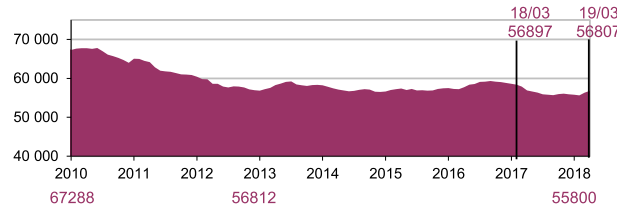


As part of the implementation of the new information system, data on hospitalised injuries are not disseminated because they are incomplete

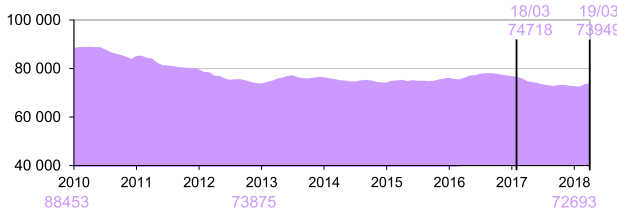
Road traffic fatalities rise compared to March 2018 with 17 additional people killed, in urban area.
 Cyclist fatalities are the highest in March of the last 10 years, with an estimated 18 fatalities.

Cumulative rolling 12 months

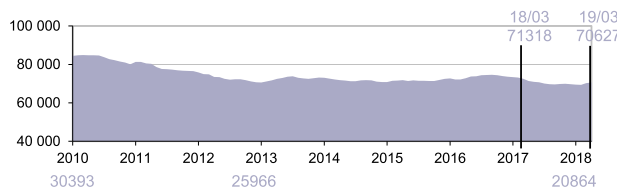
Injury accidents
 open to public traffic



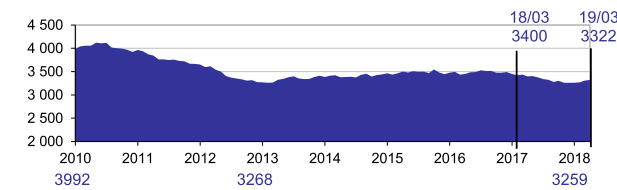
Road traffic victims
 sum of fatalities and injured people



Injured



Fatalities
 within 30 days



Month report

4 416 injury accidents
 in March

+11.1% compared with 2018,
 442 accidents

5 682 victims
 on road traffic in March

+8.5% compared with 2018,
 444 victims

5 432 injured
 in March

+7.9% compared with 2018,
 427 injured

250 fatalities
 in March

+7.3% compared with 2018,
 17 fatalities

**CUMULATIVE
 12 MONTHS**
 FROM APRIL 2018 TO MARCH 2019
 compared with cumulative 12 months
 FROM APRIL 2017 TO MARCH 2018

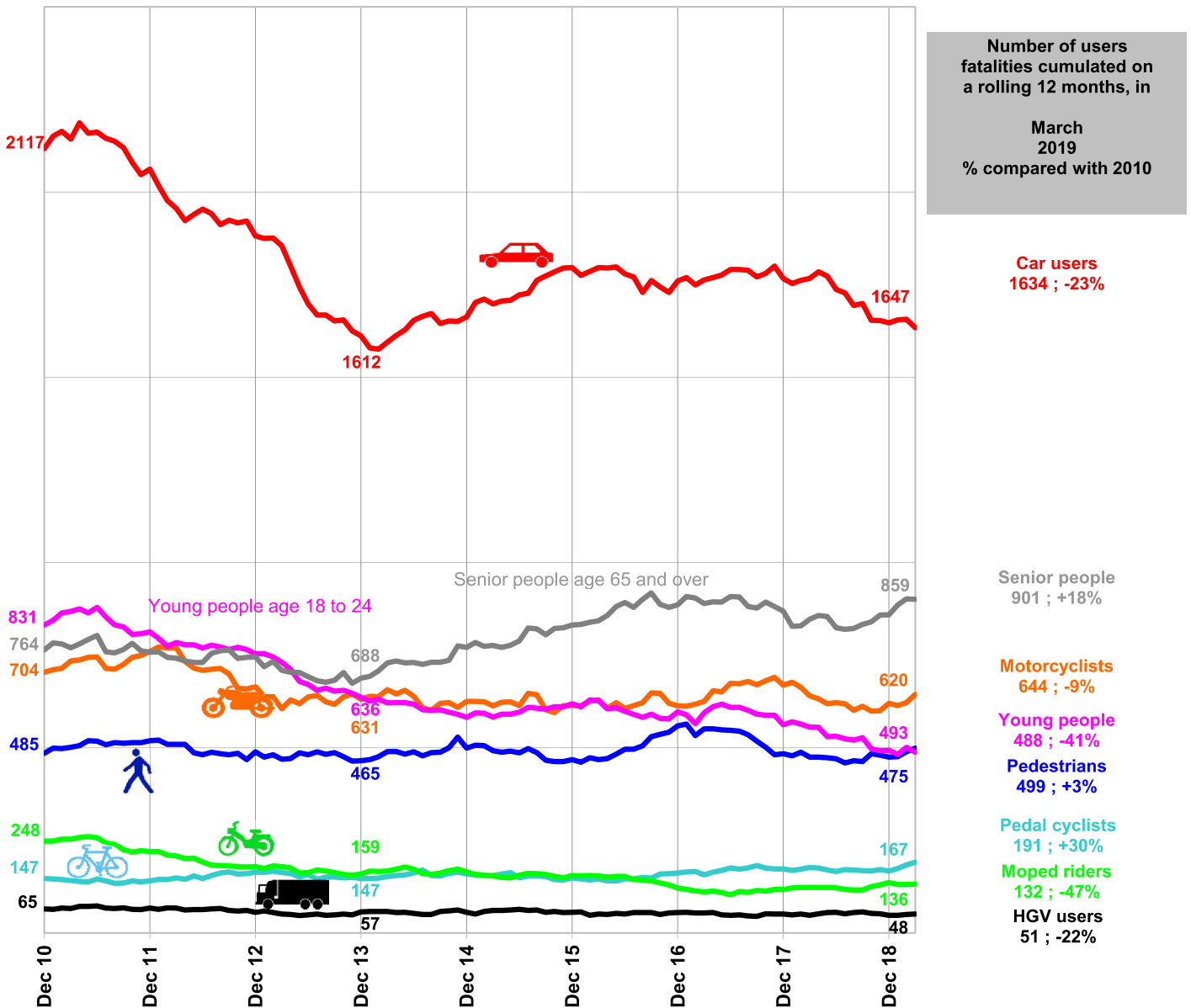
56 807
 Injury accidents
 these last twelve months
 90 fewer accidents (-0.2%)

3 322 fatalities
 these last twelve months
 78 fewer fatalities (-2.3%)

70 627 injured
 these last twelve months
 691 fewer injured (-1.0%)

73 949 victims
 these last twelve months
 769 fewer victims (-1.0%)

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



Cumulative 12 months comparaison apr.2018-mar.2019 with mar.2018-feb.2019

Only fatalities among car users decrease this month of March 2019 compared to March 2018.
 Fatalities among cyclists and motorcyclists rise this month of March 2019 compared to March 2018.

Cumulative 12 months comparaison apr.2018-mar.2019 with apr.2017-mar.2018, with 2010 and with 2013

Compared to the situation a year ago, only car users fatalities decrease (-8%), evolving as -23% compared with the whole year 2010.
 In contrast, cyclists, moped riders and pedestrian fatalities strongly rise (+8%, 7% and 5%), evolving as follows : +30%, -47% and +3% compared with the whole year 2010.

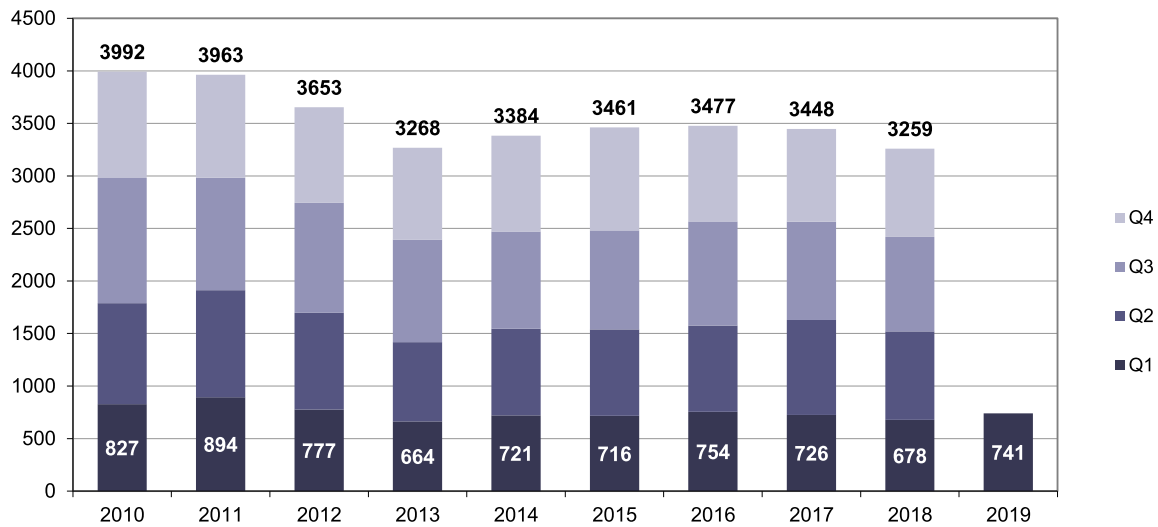
Fatalities among young people strongly decrease by -12%, and by -41% compared to the whole year 2010, representing 343 fewer young people killed and -23% compared to the whole year 2013, representing 148 fewer young people killed.

Fatalities among senior people age 65 and over, rise by +6% compared to the situation one year ago, but are higher than for the whole years of 2010 and 2013, (+18% and 31%), representing 137 and 213 additional senior people age 65 and over killed in the last twelve months compared with 2010 and 2013.

Road traffic fatalities variation by quaterly for each year

In the first quarter of 2019, road traffic fatalities are on the rise: 741 people died in 2019 compared with 678 in 2018, a rise of +9.3% or 63 additional people killed.

This rise mainly concerns senior people aged 65 and over (42 additional killed) and pedestrians, cyclists and motorcyclists (24 additional killed respectively), while car users fatalities are lower (13 fewer killed).

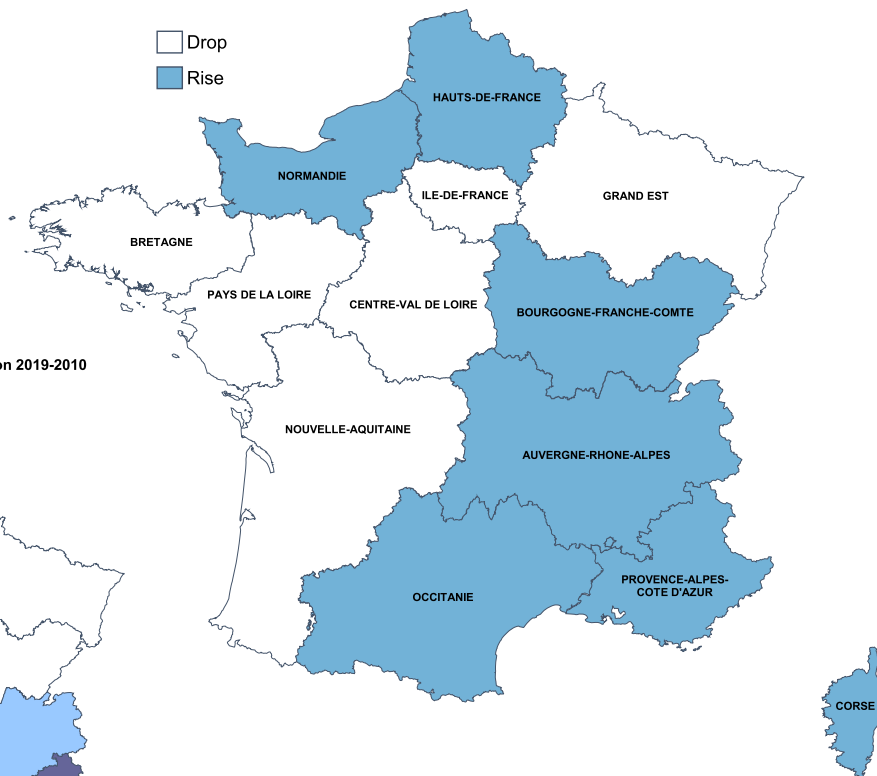


Data sources : 2010-2017 : Final data from the BAAC database
2018-2019 : provisional estimates

Territorial report

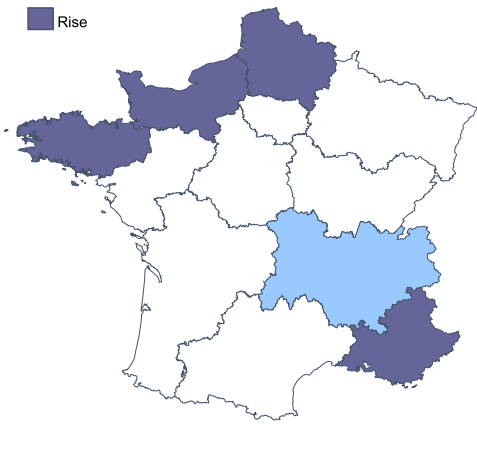
The 3 first cumulative months - Variation 2019-2018

Drop
Rise



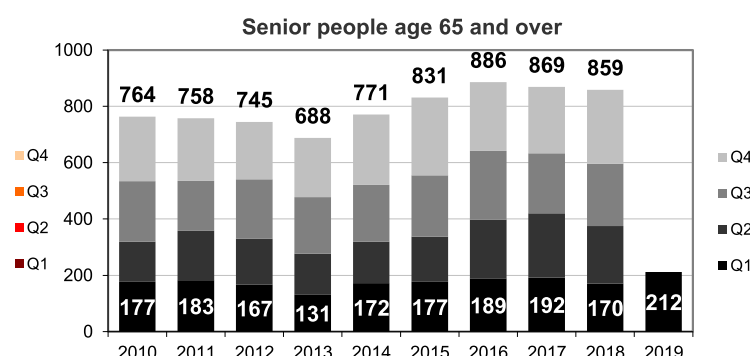
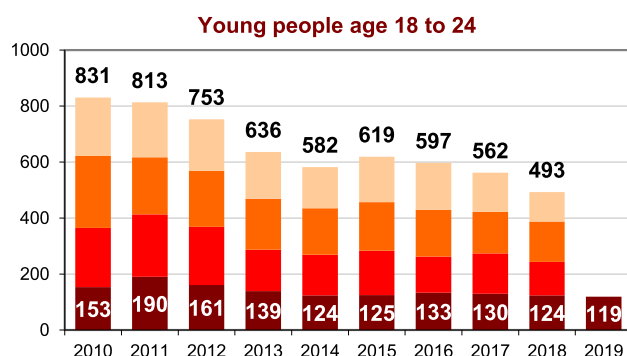
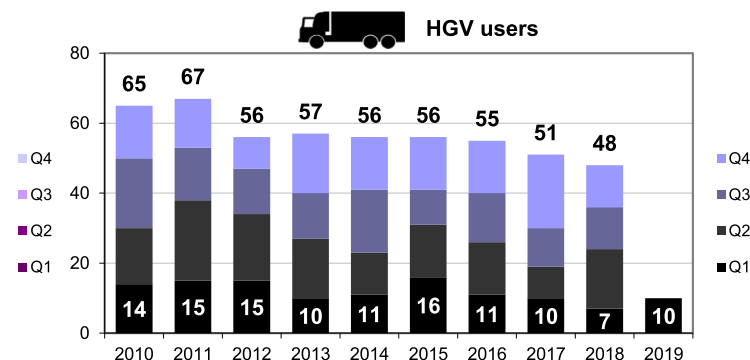
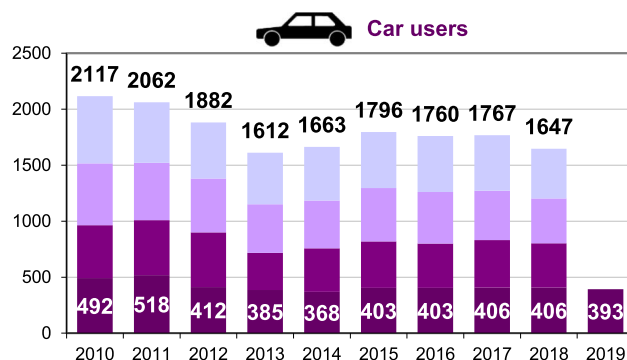
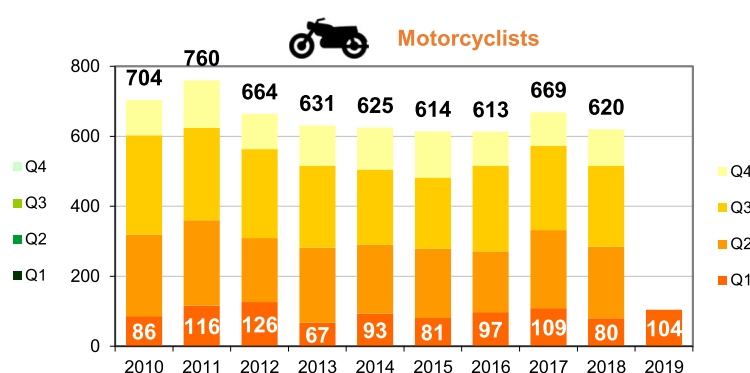
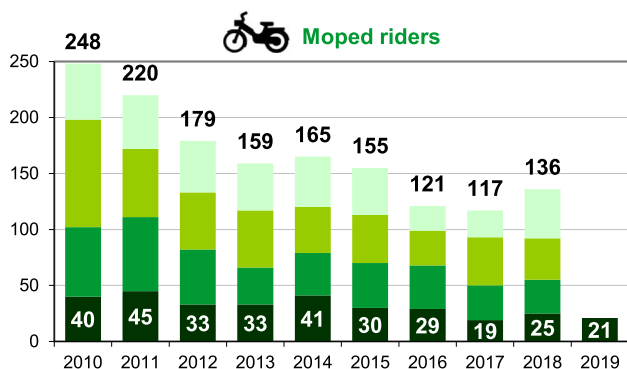
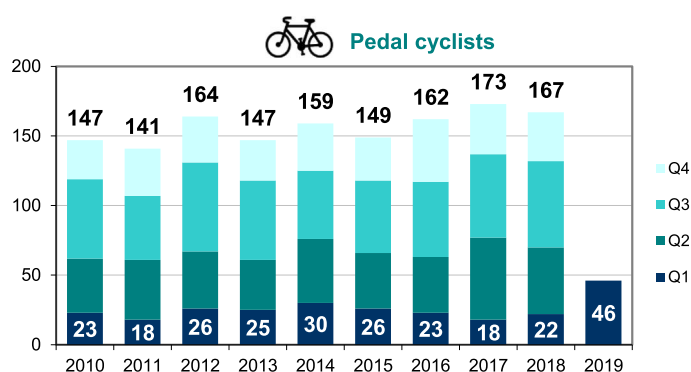
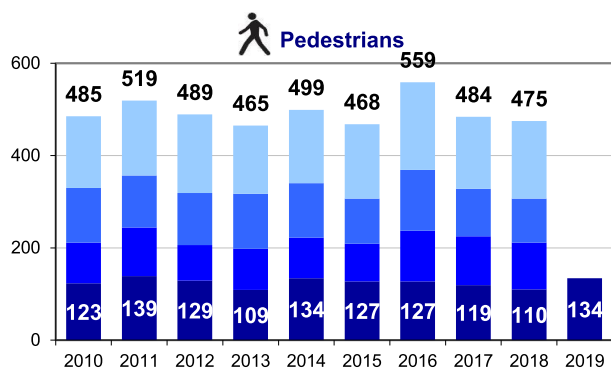
The 3 first cumulative months - Variation 2019-2010

Drop more important than french drop
Drop less important than french drop
Rise



Data sources : 2010-2017 : Final data from the BAAC database
2018-2019 : provisional estimates

Road traffic fatalities variation by user categories by quarter for each year



Data sources : 2010-2017 : Final data from the BAAC database
2018-2019 : provisional estimates

Evolution of road fatalities by road environment

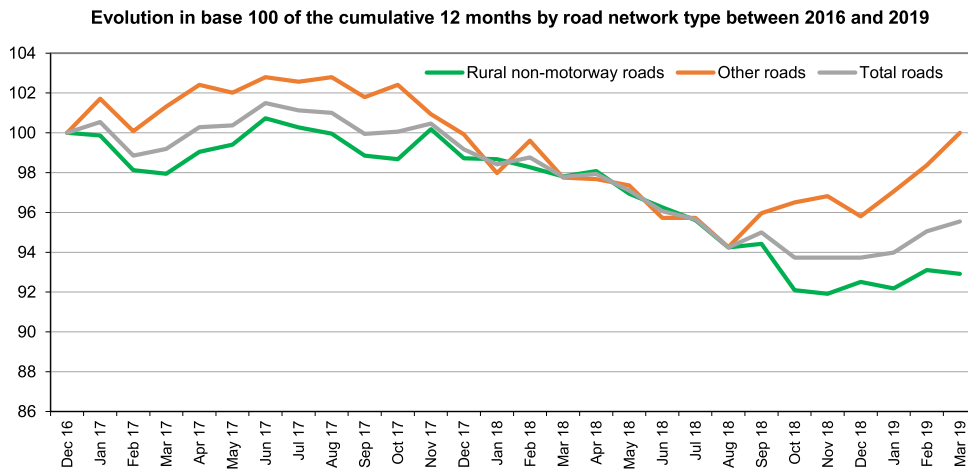
Over the first quarter of 2019, it is estimated that 741 people were killed, compared to 716 killed over the five-year average of 2013-2017 taken as a reference. According to initial estimates, this result would be as follows:

- **motorways** fatalities are estimated at 77 deaths compared to an average of 51 over 5 years, a rise by 26 deaths;
- **rural non-motorway roads** fatalities are estimated at 423 deaths compared to an average of 446 over 5 years, a decrease by 23 deaths;
- **urban area roads** fatalities are estimated at 241 deaths compared to an average of 211 over 5 years, a rise by 30 deaths.

The spring weather in this first quarter of 2019 generated unusual travel practices for the winter. Like two particularly mild winters (2011 and 2016), road deaths in the first quarter reflect the rise in travel. However, the observed impact is smaller because the impact on roads outside urban areas is mitigated by the change in speed limit to 80 km/h.

Fatalities trend by mid-year since late 2016

The graph below shows the comparative evolution between fatalities on roads outside urban areas (in green), 90% of which are composed of those recorded on two-way roads limited to 80 km/h since the 1st July 2018, and fatalities on other road networks (motorways and roads/streets in urban areas, in orange). While fatalities on these networks returned to the level of fatalities at the end of March at the end of 2016, fatalities on roads outside urban areas decrease by -7%.



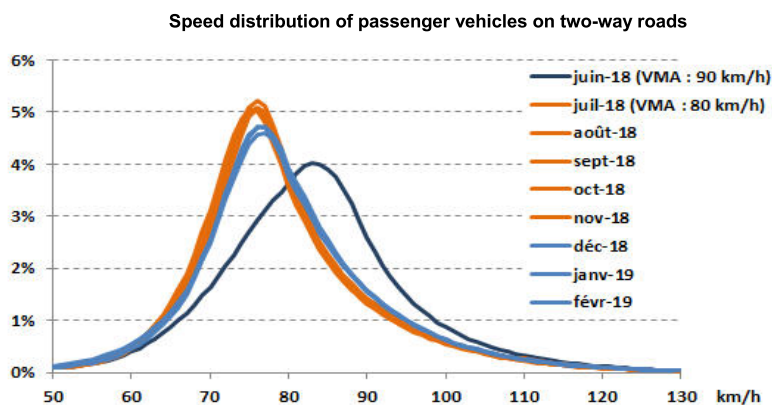
Data sources : 2010-2017 : Final data from the BAAC database
2018-2019 : provisional estimates

Speeds observed on roads outside urban areas (specific Cerema observatory)

The 50 monitoring points spread over the territory are located on sections of roads without special constraints (far from radars, bends, in unconstrained traffic) in order to observe the speeds freely practiced by users.

While the speed distribution curve had changed sharply between June and July, it remained stable between July and November. On the other hand, between December and February it shifted to the right (slight rise in average speed). However, the 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 slackening of behaviour observed since December 2018 seems to have been limited on the network outside built-up areas to areas close to the destroyed radars.

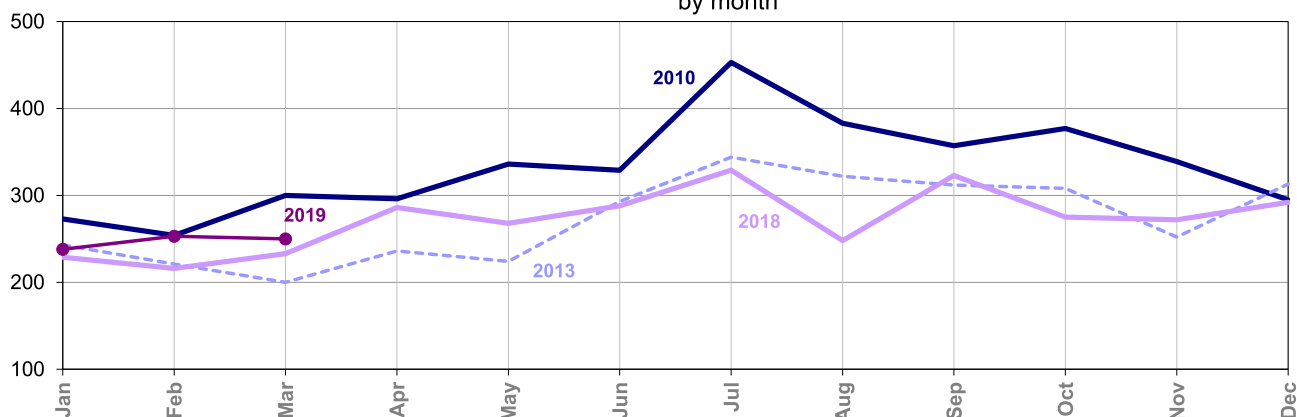


Source : CEREMA - provisional estimates
VMA : Maximum authorized speed

	March				Since the beginning of the year				On a rolling 12 months			
	2019	2018	Difference	Evolution	2019	2018	Difference	Evolution	2019	2018	Difference	Evolution
Accidents	4 416	3 974	+ 442	+11.1 %	12 533	11 526	+1 007	+8.7 %	56 807	56 897	- 90	-0.2 %
Victims	5 682	5 238	+ 444	+8.5 %	16 230	14 974	+1 256	+8.4 %	73 949	74 718	- 769	-1.0 %
Fatalities	250	233	+ 17	+7.3 %	741	678	+ 63	+9.3 %	3 322	3 400	- 78	-2.3 %
Injured	5 432	5 005	+ 427	+8.5 %	15 489	14 296	+1 193	+8.3 %	70 627	71 318	- 691	-1.0 %



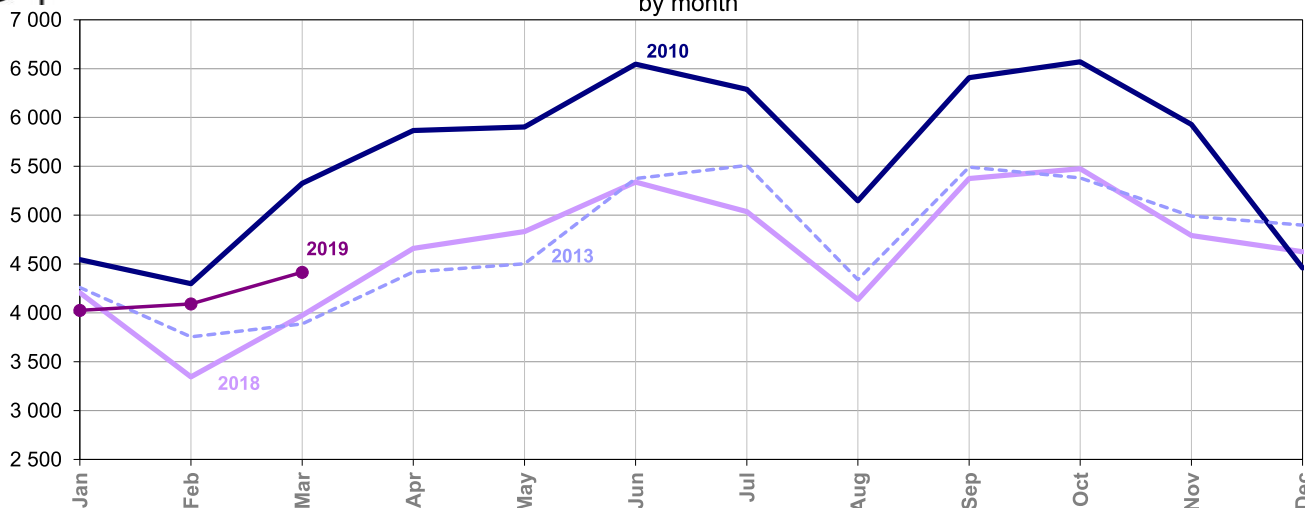
Fatalities within 30 days by month



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	273	254	300	296	336	329	453	383	357	377	339	295
2011	324	269	301	360	322	336	354	370	347	351	296	333
2012	297	204	276	277	321	322	366	339	341	299	292	319
2013	243	221	200	236	224	293	344	322	312	308	252	313
2014	235	225	261	254	260	311	302	306	317	347	280	286
2015	262	235	219	258	267	299	353	332	257	378	296	305
2016	236	263	255	243	294	285	356	301	334	315	258	337
2017	255	204	267	281	297	324	343	297	297	319	272	292
2018	229	216	233	286	268	288	329	248	323	275	272	292
2019	238	253	250									



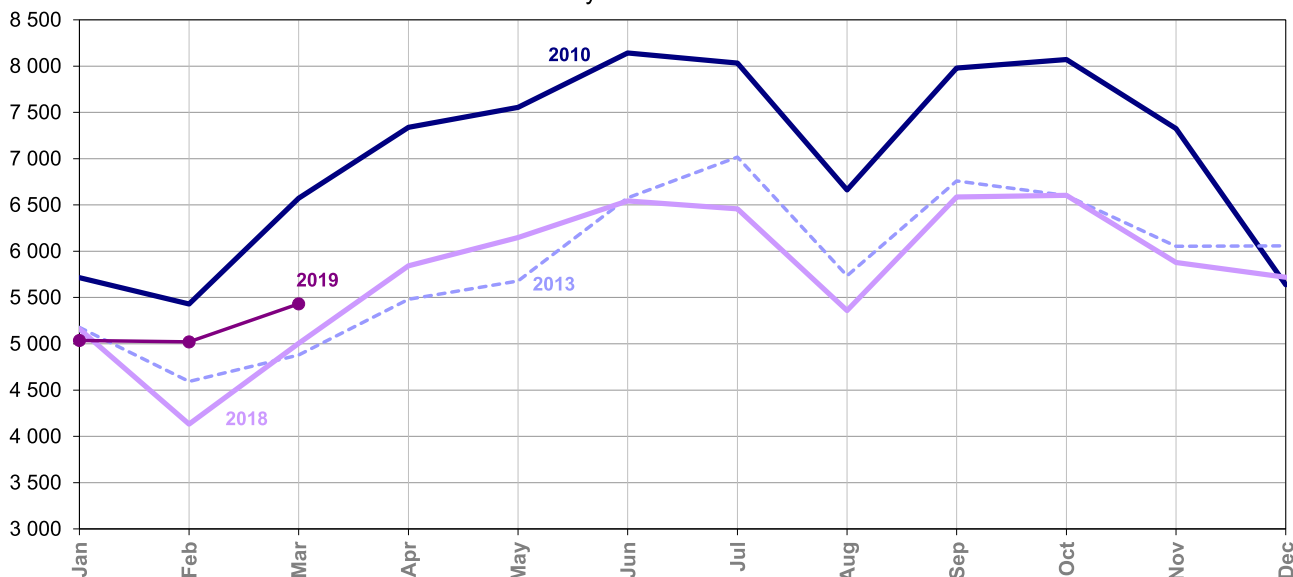
Injury accidents by month



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	4 545	4 299	5 326	5 866	5 904	6 546	6 288	5 147	6 408	6 570	5 929	4 460
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	4 420	4 503	5 376	5 509	4 341	5 493	5 381	4 989	4 899
2014	4 649	4 091	4 609	4 825	4 958	5 435	4 769	4 100	5 324	5 627	5 055	4 749
2015	4 277	3 709	4 273	4 637	4 741	5 528	5 041	4 279	5 200	5 085	4 998	4 835
2016	4 655	3 958	4 414	4 293	4 967	5 182	5 080	4 166	5 255	5 451	5 201	4 900
2017	4 420	3 876	4 946	4 948	5 112	5 747	5 148	4 291	5 088	5 351	4 987	4 699
2018	4 207	3 345	3 974	4 659	4 833	5 339	5 037	4 136	5 375	5 476	4 793	4 626
2019	4 026	4 091	4 416									

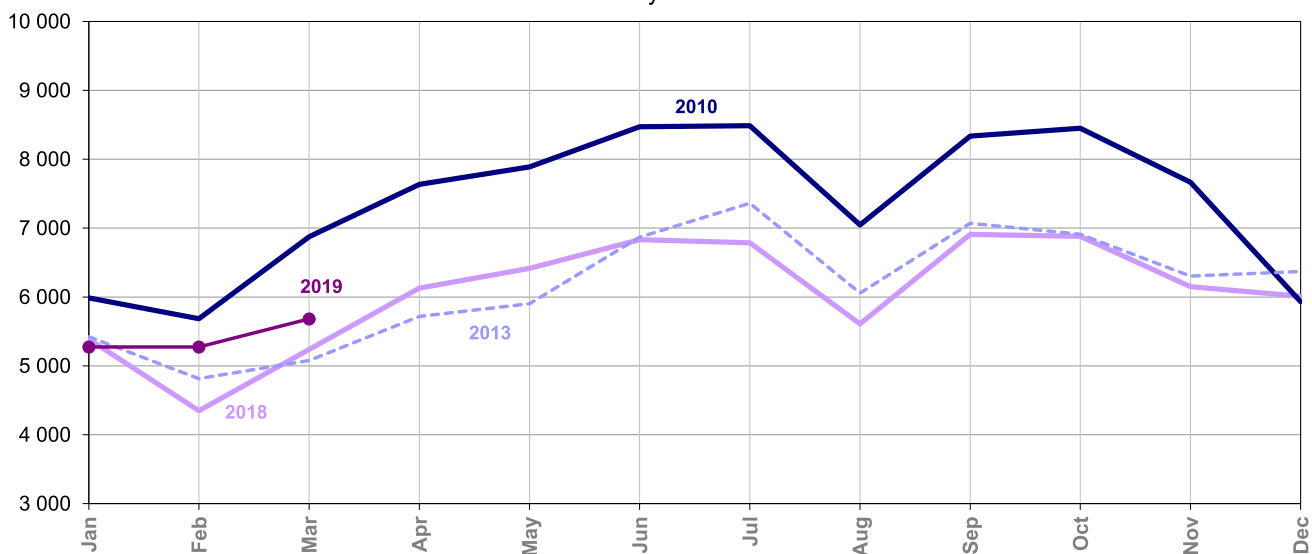
NB : In purple in the table, provisional estimates (Extrapolated data from Quick Reporting).
In blue, quasi definitive data.
In black, final data from the BAAC database.

Injured by month



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	5 715	5 430	6 573	7 338	7 554	8 142	8 034	6 663	7 978	8 072	7 325	5 637
2011	6 025	5 478	6 553	7 256	7 519	7 165	7 036	6 101	7 346	7 474	6 440	6 858
2012	6 095	4 705	6 244	5 602	6 593	6 981	6 792	5 759	7 134	7 355	6 419	6 172
2013	5 178	4 593	4 878	5 481	5 678	6 576	7 017	5 735	6 759	6 602	6 053	6 057
2014	5 720	5 091	5 697	5 953	6 316	6 850	6 146	5 433	6 608	6 933	6 312	5 989
2015	5 260	4 685	5 296	5 771	5 968	6 857	6 545	5 570	6 534	6 285	6 022	6 009
2016	5 915	4 839	5 459	5 354	6 273	6 627	6 622	5 463	6 530	6 855	6 527	6 181
2017	5 419	4 787	6 156	6 233	6 367	7 193	6 795	5 523	6 295	6 497	6 192	5 927
2018	5 159	4 132	5 005	5 843	6 148	6 543	6 457	5 360	6 586	6 604	5 879	5 718
2019	5 036	5 021	5 432									

Total victims (killed + injured) by month



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	5 988	5 684	6 873	7 634	7 890	8 471	8 487	7 046	8 335	8 449	7 664	5 932
2011	6 349	5 747	6 854	7 616	7 841	7 501	7 390	6 471	7 693	7 825	6 736	7 191
2012	6 392	4 909	6 520	5 879	6 914	7 303	7 158	6 098	7 475	7 654	6 711	6 491
2013	5 421	4 814	5 078	5 717	5 902	6 869	7 361	6 057	7 071	6 910	6 305	6 370
2014	5 955	5 316	5 958	6 207	6 576	7 161	6 448	5 739	6 925	7 280	6 592	6 275
2015	5 522	4 920	5 515	6 029	6 235	7 156	6 898	5 902	6 791	6 663	6 318	6 314
2016	6 151	5 102	5 714	5 597	6 567	6 912	6 978	5 764	6 864	7 170	6 785	6 518
2017	5 674	4 991	6 423	6 514	6 664	7 517	7 138	5 820	6 592	6 816	6 464	6 219
2018	5 388	4 348	5 238	6 129	6 416	6 831	6 786	5 608	6 909	6 879	6 151	6 010
2019	5 274	5 274	5 682									

NB : In purple in the table, provisional estimates (Extrapolated data from Quick Reporting).

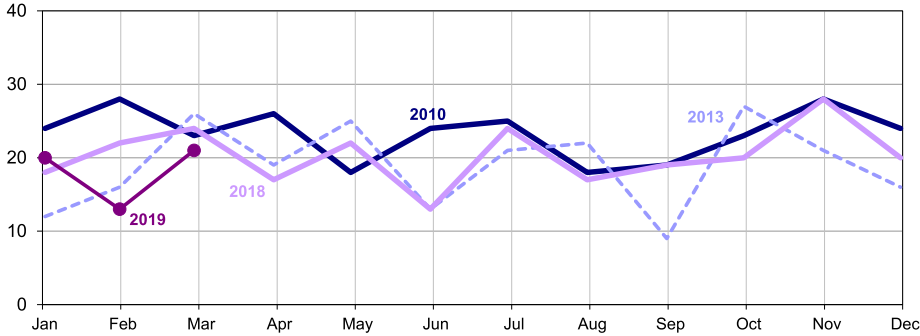
In blue, quasi definitive data.

In black, final data from the BAAC database.

As part of the implementation of the new information system, data on hospitalised injuries are not disseminated because they are incomplete

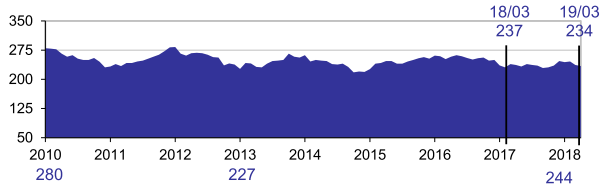
In March 2019, road traffic fatalities decrease compared to March 2018, representing 3 fewer people killed.

Fatalities within 30 days by month



Cumulative fatalities rolling 12 months

Fatalities
 within 30 days



Month report

256 injury accidents
 in March
 +18.5% compared with 2018,
 40 accidents

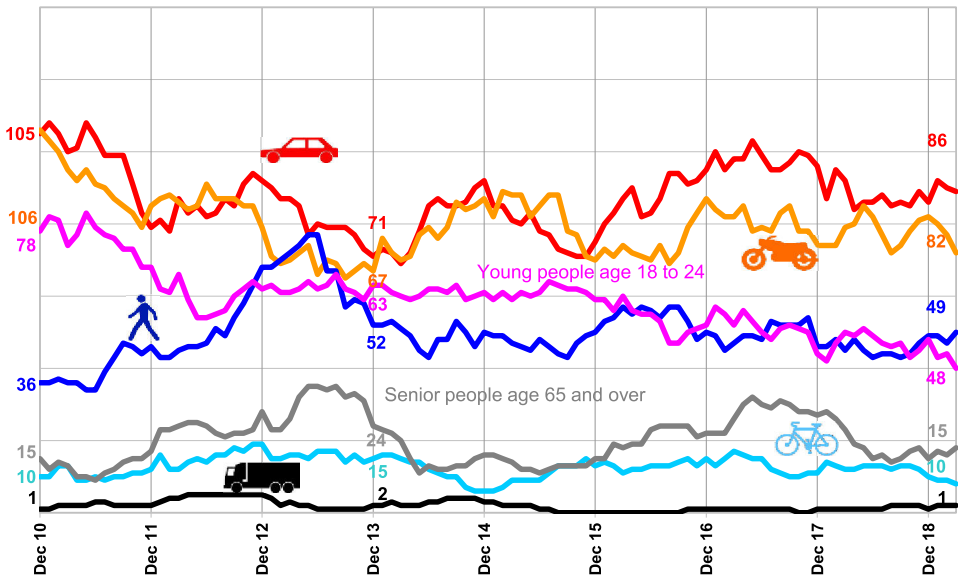
284 victims
 on road traffic in March
 +29.6% compared with 2018,
 85 victims

351 injured
 in March
 -2.5% compared with 2018,
 -3 injured

21 fatalities
 in March
 -12.5% compared with 2018,
 -3 fatalities

	March				Since the beginning of the year				On a rolling 12 months			
	2019	2018	Difference	Evolution	2019	2018	Difference	Evolution	2019	2018	Difference	Evolution
Accidents	256	216	+ 40	+18.5 %	725	532	+ 193	+36.3 %	2 756	2 479	+ 277	+11.2 %
Victims	372	287	+ 85	+29.6 %	968	693	+ 275	+39.7 %	3 872	3 467	+ 405	+11.7 %
Fatalities	21	24	- 3	-12.5 %	54	64	- 10	-15.6 %	234	237	- 3	-1.3 %
Injured	351	263	+ 88	+33.5 %	914	629	+ 285	+45.3 %	3 638	3 230	+ 408	+12.6 %

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

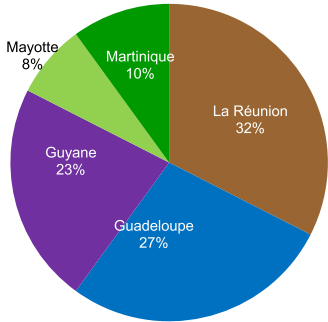


Number users fatalities cumulated on a rolling 12 months, in
 March 2019
 % compared with 2010

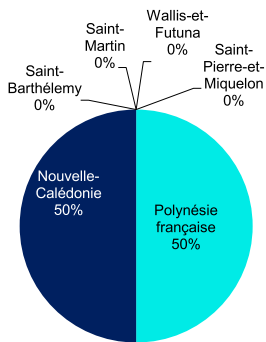
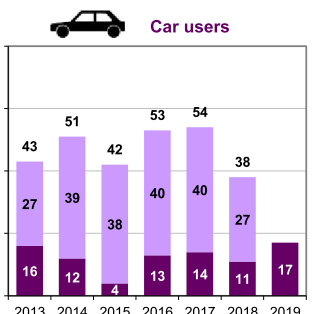
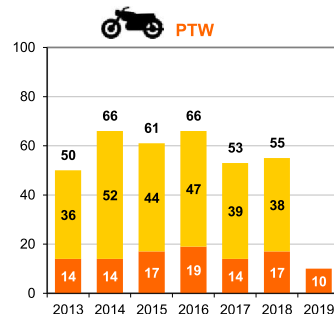
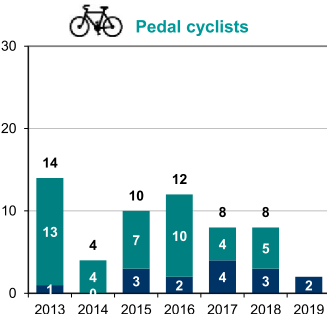
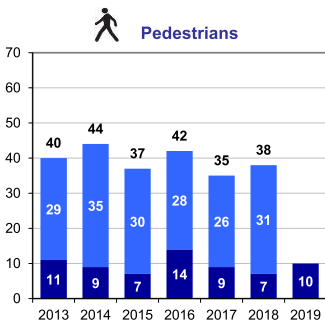
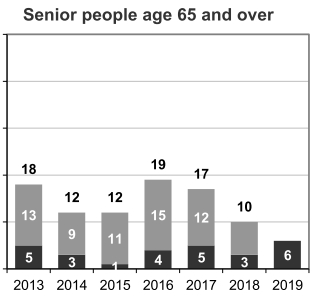
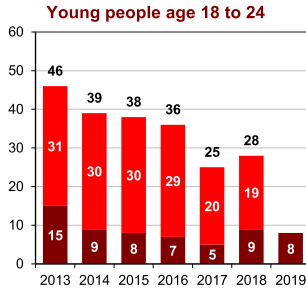
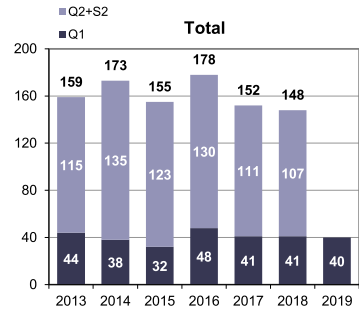
- Car users**
89 ; -15%
- PTW**
72 ; -32%
- Pedestrians**
50 ; +39%
- Young people**
40 ; -49%
- Senior people**
18 ; +20%
- Pedal cyclists**
8 ; -20%
- HGV Users**
2 ; +100%

Road traffic fatalities variation by users categories by quarterly for each year

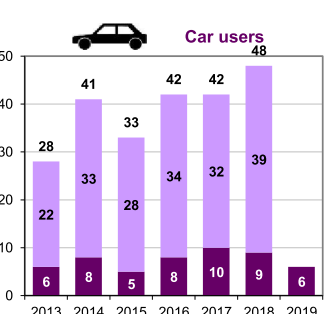
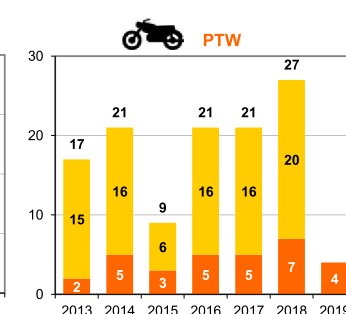
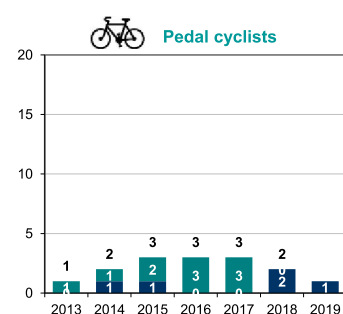
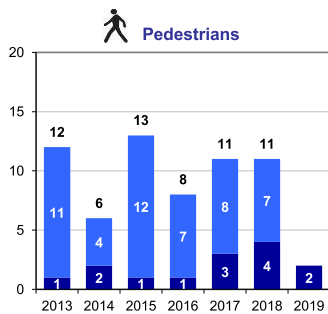
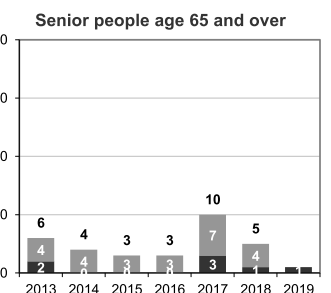
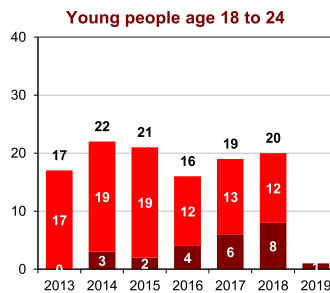
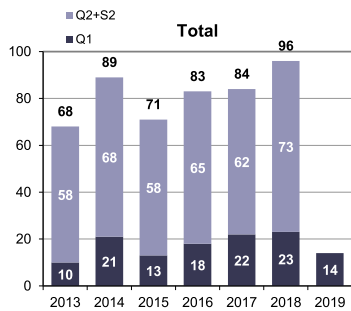
French overseas counties



40 fatalities in 2019



14 fatalities in 2019



Data sources : 2010-2017 : Final data from the BAAC database
2018-2019 : provisional estimation