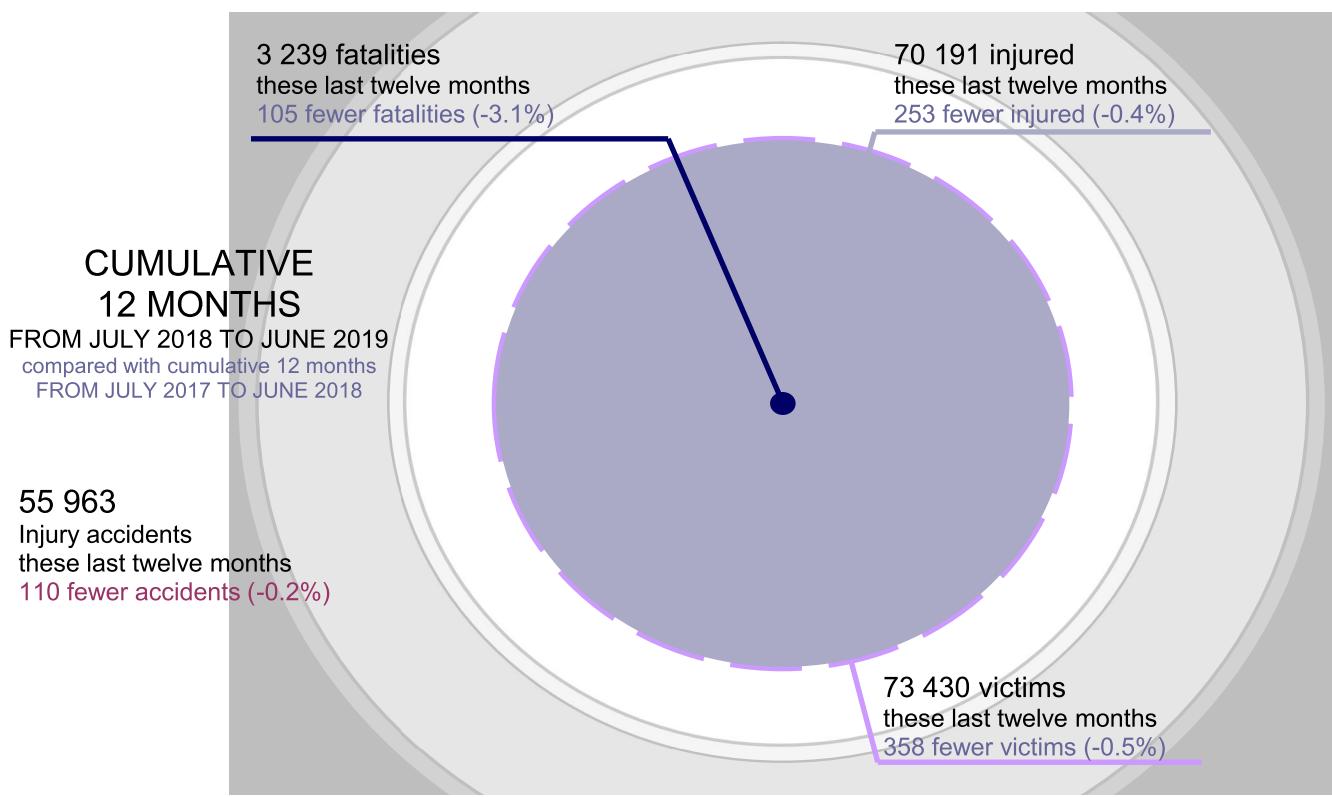
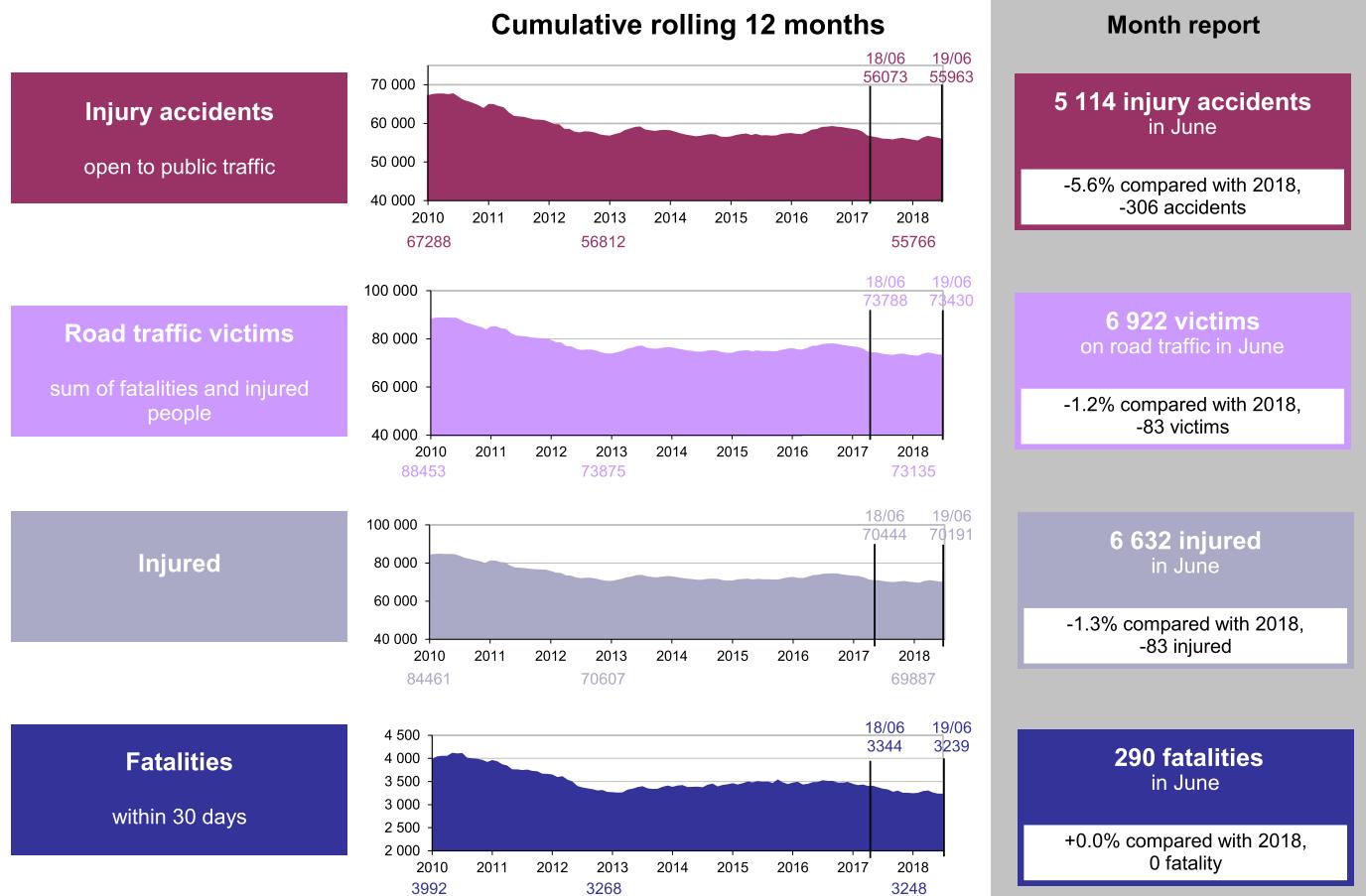
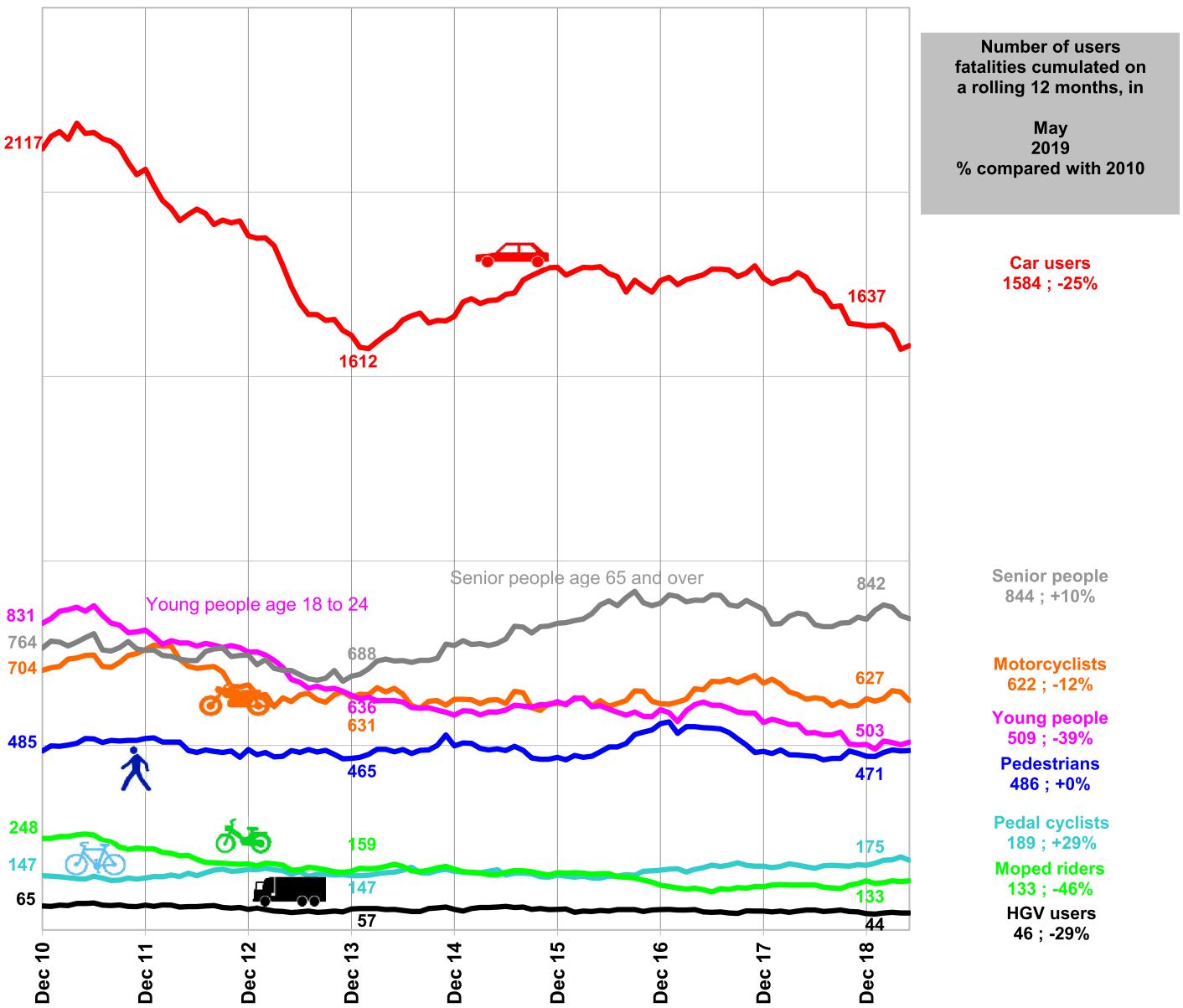


As part of the implementation of the new information system, data on hospitalised injuries are not disseminated because they are incomplete

Road traffic fatalities are stable compared to June 2018 with the same number of people killed.
Fatalities among young adults aged 18-24 rise significantly (18 additional killed in June 2019).



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



Cumulative 12 months comparaison Jun.2018-May.2019 with May.2018-Apr.2019

Fatalities among cyclists decrease this month of June 2019 compared to June 2018.

Fatalities among car users and moped riders rise this month of June 2019 compared to June 2018.

Since the beginning of the year, fatalities among young adult age 18 to 24 rise with 25 additional young adults killed.

Cumulative 12 months comparaison Jun.2018-May.2019 with Jun.2017-May.2018, with 2010 and with 2013

Compared to the situation a year ago, car users and motorcyclists fatalities decrease (-8% and -2%), evolving as follows : -24% and -13% compared with the whole year 2010.

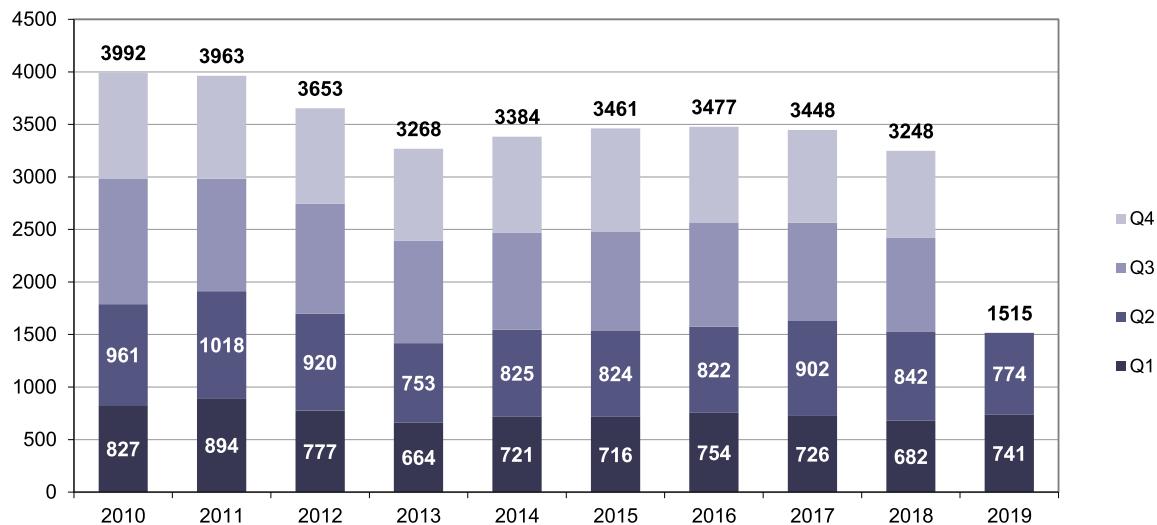
In contrast, moped riders, cyclists and pedestrian fatalities strongly rise (+12%, +11% and +2%), evolving as follows : -45%, +27% and -1% compared with the whole year 2010.

Fatalities among young people are stable (-1%), and by -36% compared to the whole year 2010, representing 303 fewer young people killed and -17% compared to the whole year 2013, representing 108 fewer young people killed.

Fatalities among senior people age 65 and over, rise (+2%) compared to the situation one year ago, but are higher than for the whole years of 2010 and 2013, (+10% and +22%), representing 77 and 153 additional senior people age 65 and over killed in the last twelve months compared with 2010 and 2013.

Road traffic fatalities variation by quarterly for each year

In the second quarter of 2019, road traffic fatalities are on the decrease : 774 people died in 2019 compared with 842 in 2018, a decrease of -8% or 68 fewer people killed. This decrease mainly concerns senior people aged 65 and over (34 fewer killed) and motorcyclists (33 fewer killed), while fatalities among car young adult age 18 to 34 rise (20 additional killed).



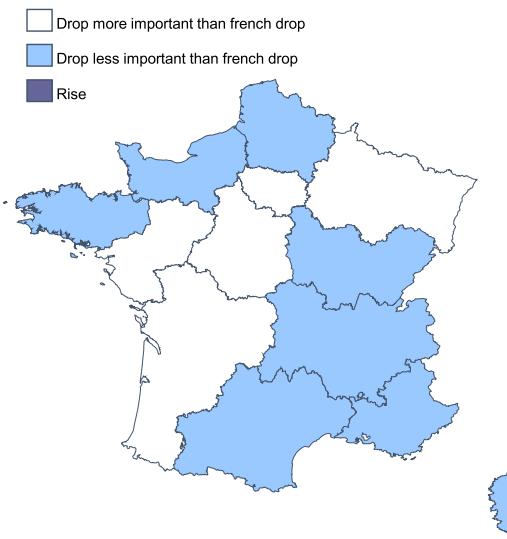
Data sources : 2010-2018 : Final data from the BAAC database
2019 : provisional estimates

Territorial report

The 6 first cumulative months - Variation 2019-2018

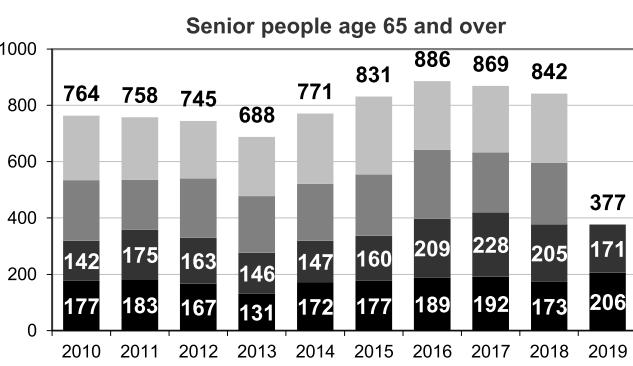
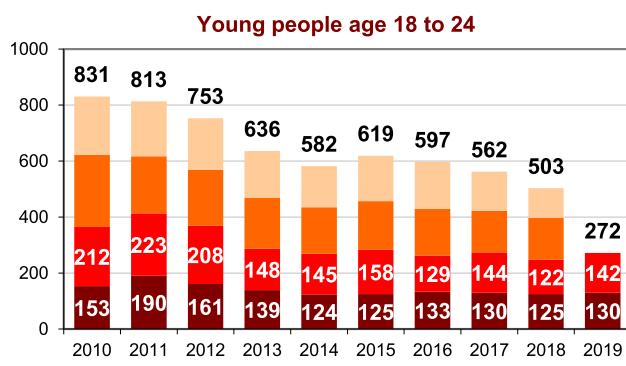
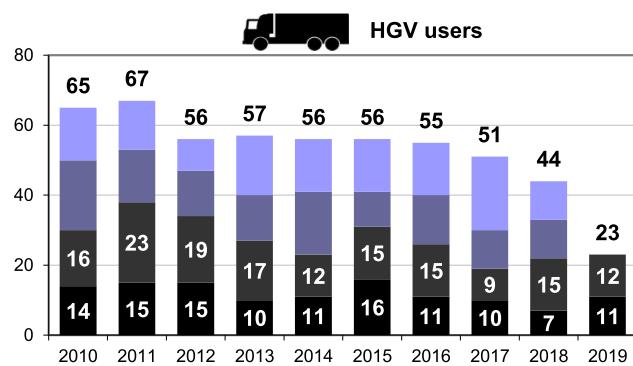
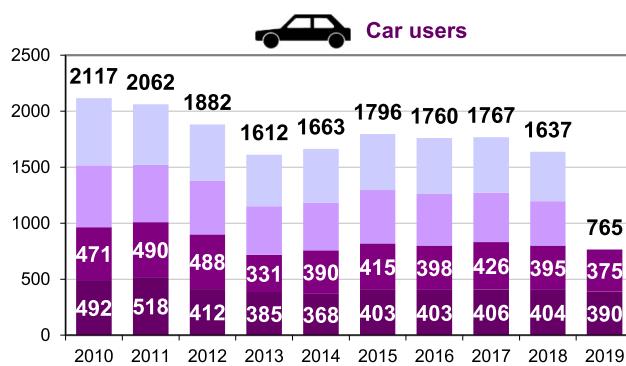
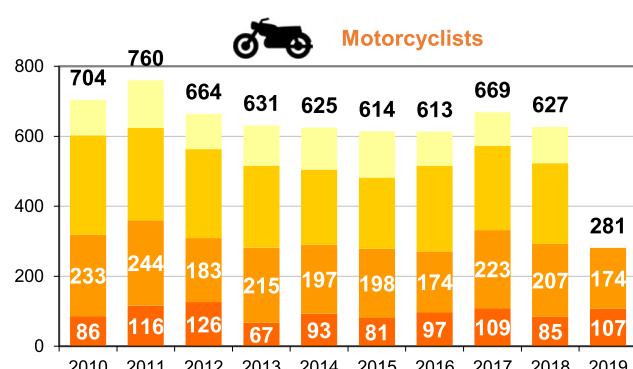
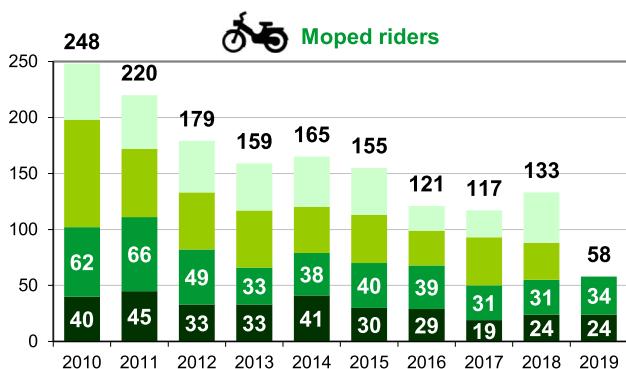
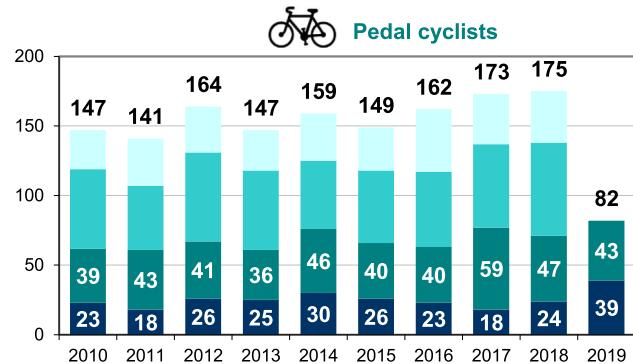
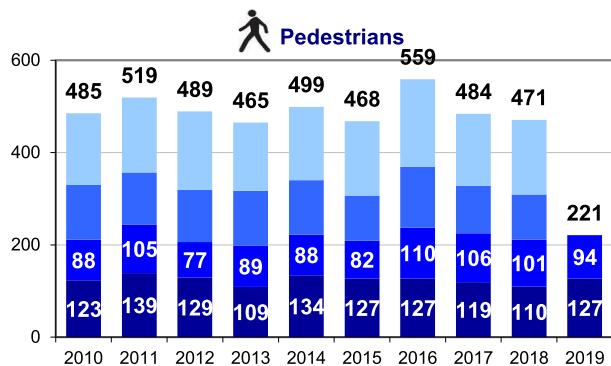


The 6 first cumulative months - Variation 2019-2010



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

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



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

Evolution of road fatalities by road environment

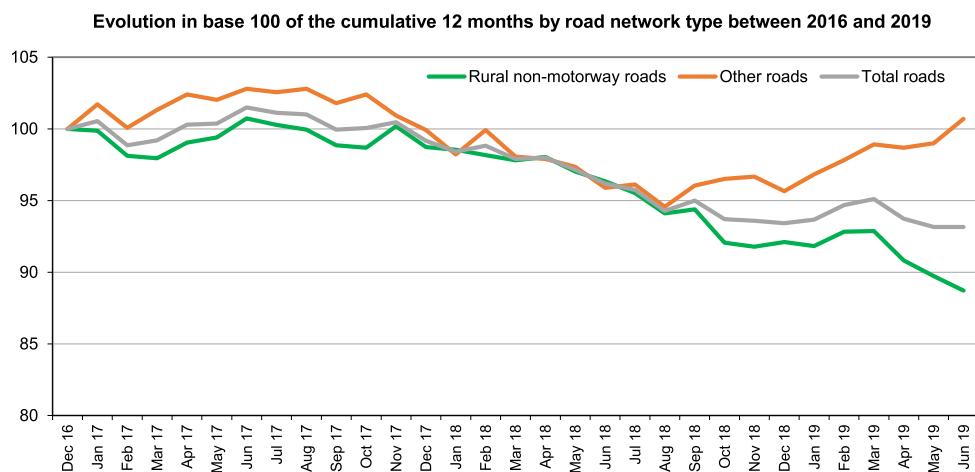
Over the first semester of 2019, it is estimated that 1515 people were killed, compared to 1541 killed over the five-year average of 2013-2017 taken as a reference. According to initial estimates, this result would be as follows:

- **motorways** fatalities are estimated at 145 deaths compared to an average of 109 over 5 years, a rise by 36 deaths;
- **rural non-motorway roads** fatalities are estimated at 882 deaths compared to an average of 963 over 5 years, a decrease by 81 deaths;
- **urban area roads** fatalities are estimated at 488 deaths compared to an average of 470 over 5 years, a rise by 18 deaths.

The spring weather in this first quarter of 2019 generated unusual travel practices for the winter, while in the second quarter the weather was more average. 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 June at the end of 2016, fatalities on roads outside urban areas decrease by -11%.



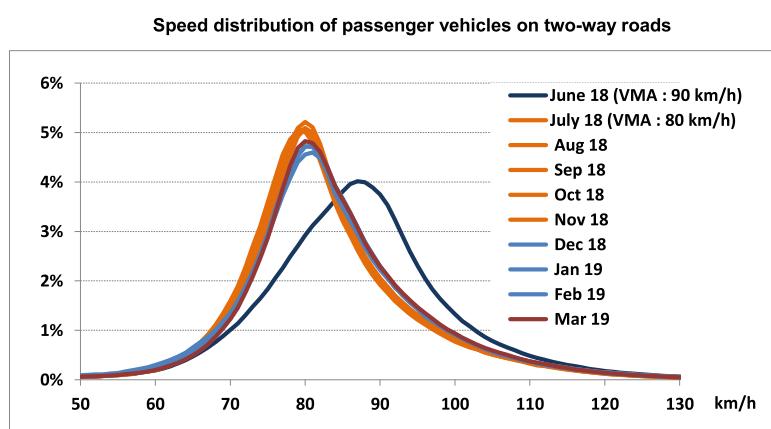
Data sources : 2010-2018 : Final data from the BAAC database
2019 : provisional estimates

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 April 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.



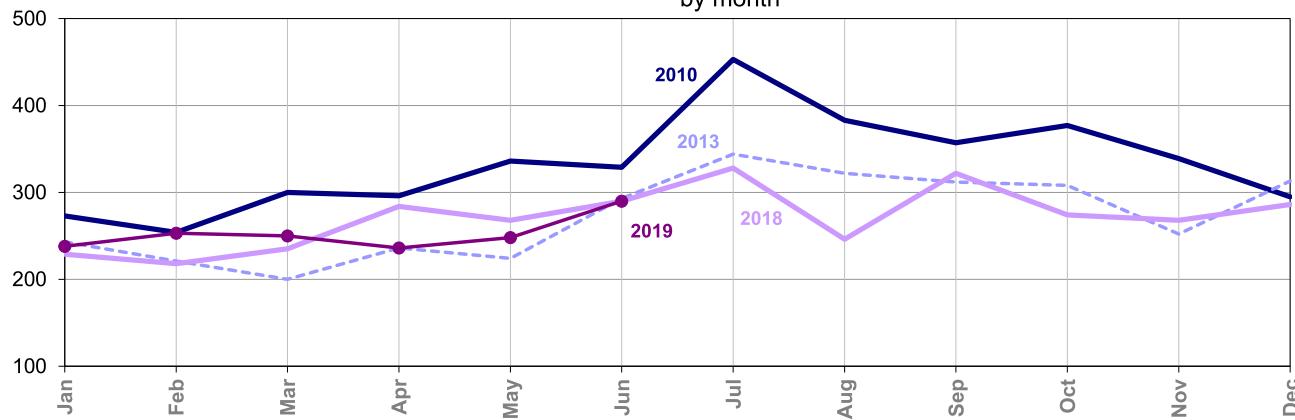
Source : CEREMA - provisional estimates
VMA : Maximum authorized speed

June				Since the beginning of the year				On a rolling 12 months				
	2019	2018	Difference	Evolution	2019	2018	Difference	Evolution	2019	2018	Difference	Evolution
Accidents	5 114	5 420	- 306	-5.6 %	26 706	26 509	+ 197	+0.7 %	55 963	56 073	- 110	-0.2 %
Victims	6 922	7 005	- 83	-1.2 %	35 034	34 739	+ 295	+0.8 %	73 430	73 788	- 358	-0.5 %
Fatalities	290	290	+ 0	+0.0 %	1 515	1 524	- 9	-0.6 %	3 239	3 344	- 105	-3.1 %
Injured	6 632	6 715	- 83	-1.2 %	33 519	33 215	+ 304	+0.9 %	70 191	70 444	- 253	-0.4 %

ONISR



Fatalities within 30 days by month

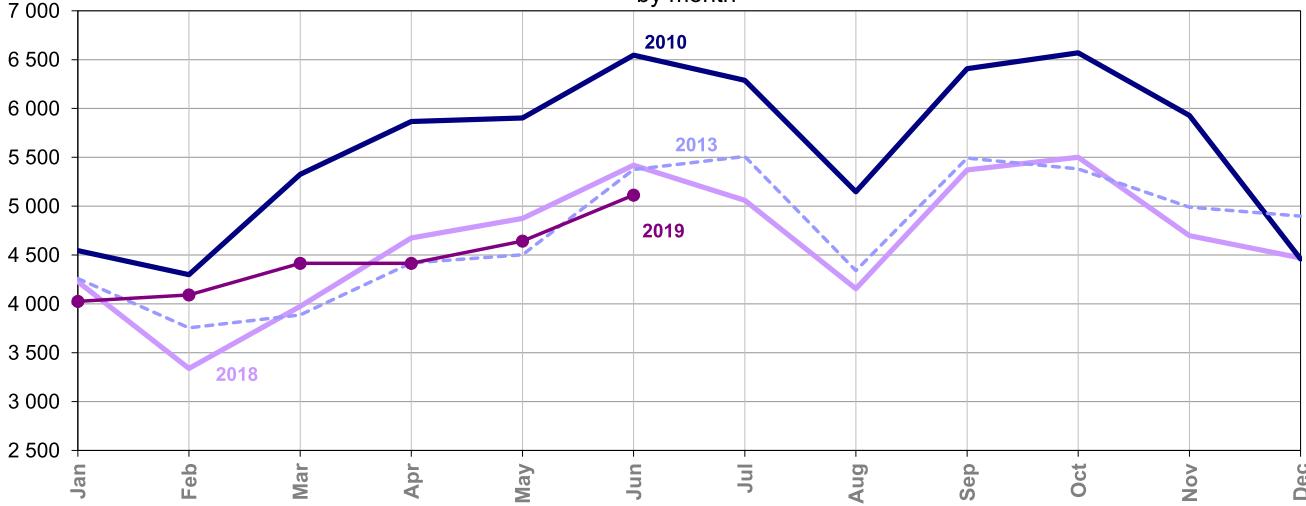


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	273	254	300	296	336	329	453	383	357	377	339	295
2011	324	269	301	360	322	336	354	370	347	351	296	333
2012	297	204	276	277	321	322	366	339	341	299	292	319
2013	243	221	200	236	224	293	344	322	312	308	252	313
2014	235	225	261	254	260	311	302	306	317	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	218	235	284	268	290	328	246	322	274	268	286
2019	238	253	250	236	248	290	348	322	322	377	339	295

ONISR



Injury accidents by month

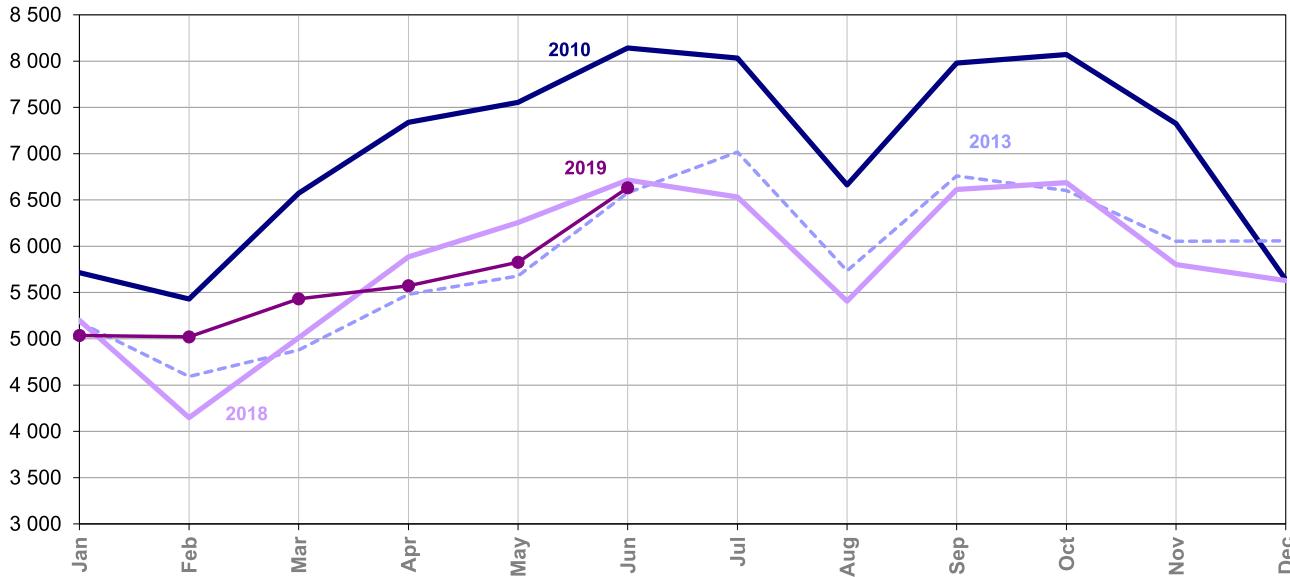


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	4 545	4 299	5 326	5 866	5 904	6 546	6 288	5 147	6 408	6 570	5 929	4 460
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	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	4 228	3 339	3 974	4 674	4 874	5 420	5 061	4 156	5 370	5 501	4 698	4 471
2019	4 026	4 091	4 416	4 415	4 644	5 114	4 644	4 644	5 370	5 501	4 698	4 471

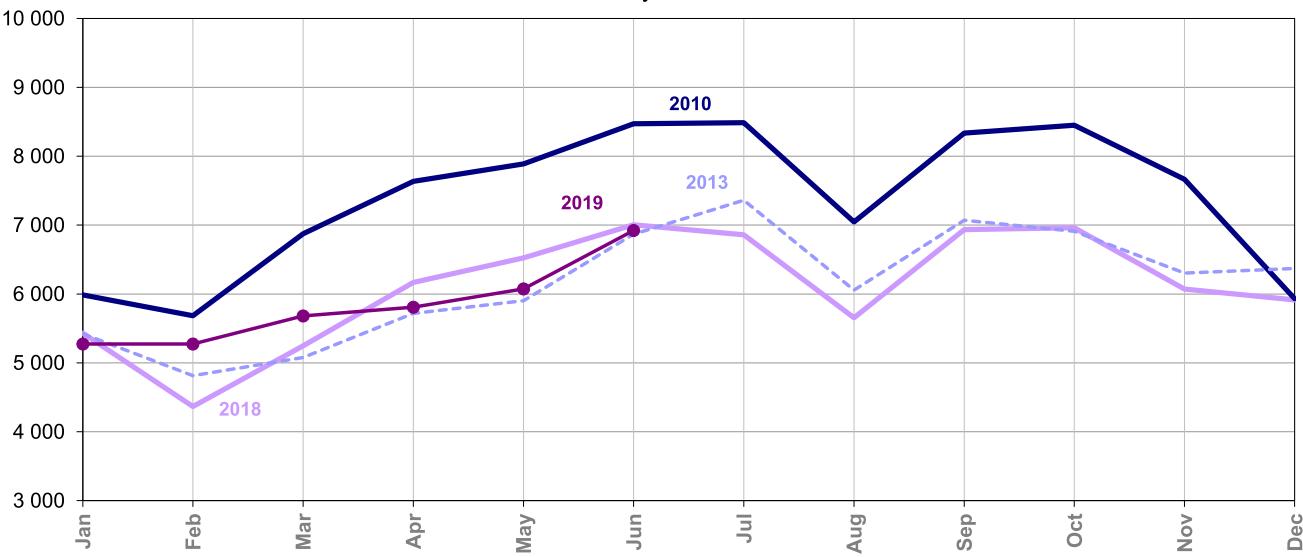
NB : In purple in the table, provisional estimates (Extrapolated data from Quick Reporting).

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	5 201	4 148	5 012	5 884	6 255	6 715	6 532	5 407	6 614	6 688	5 803	5 928
2019	5 036	5 021	5 432	5 572	5 826	6 632						5 628

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	5 430	4 366	5 247	6 168	6 523	7 005	6 860	5 653	6 936	6 962	6 071	5 914
2019	5 274	5 274	5 682	5 808	6 074	6 922						

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.

Monthly Road Safety Dashboard

JUNE 2019

French overseas territories

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

In June 2019, road traffic fatalities rise compared to June 2018, representing 10 additional people killed.

Month report

207 injury accidents
in June

-1.9% compared with 2018,
-4 accidents

315 victims
on road traffic in June

-3.9% compared with 2018,
-12 victims

270 injured
in June

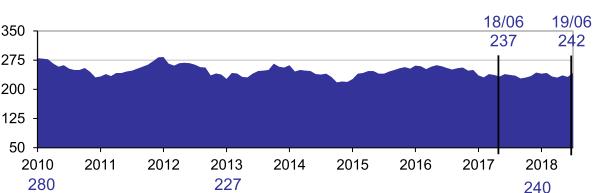
-22.0% compared with 2018,
-31 injured

23 fatalities
in June

+76.9% compared with 2018,
10 fatalities

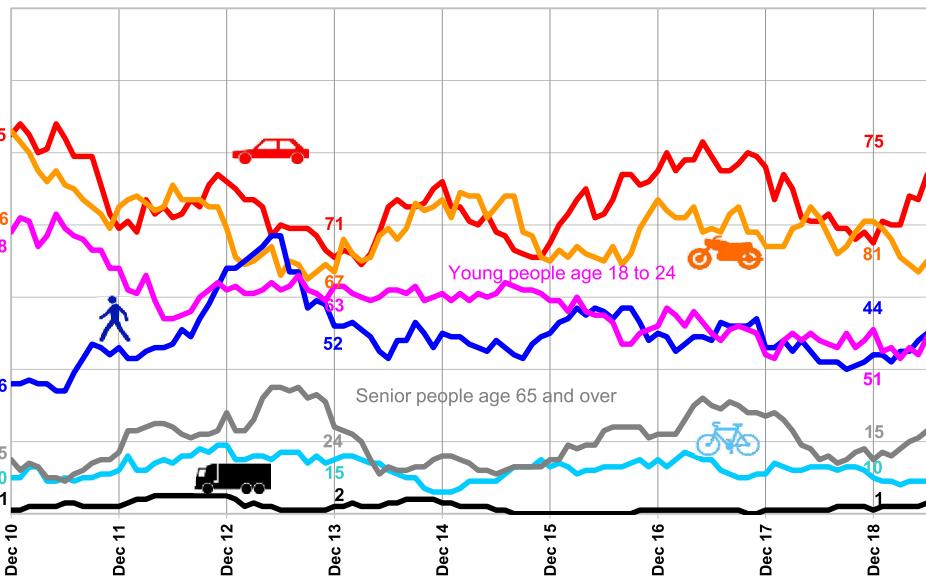
Fatalities

within 30 days



	June				Since the beginning of the year				On a rolling 12 months			
	2019	2018	Difference	Evolution	2019	2018	Difference	Evolution	2019	2018	Difference	Evolution
Accidents	207	211	- 4	-1.9 %	1 415	1 197	+ 218	+18.2 %	2 804	2 515	+ 289	+11.5 %
Victims	293	305	- 12	-3.9 %	1 890	1 625	+ 265	+16.3 %	3 871	3 528	+ 343	+9.7 %
Fatalities	23	13	+ 10	+76.9 %	118	116	+ 2	+1.7 %	242	237	+ 5	+2.1 %
Injured	270	292	- 22	-7.5 %	1 772	1 509	+ 263	+17.4 %	3 629	3 291	+ 338	+10.3 %

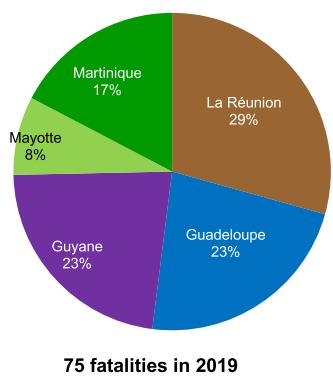
Development of the number of users fatalities cumulated on a rolling 12 months



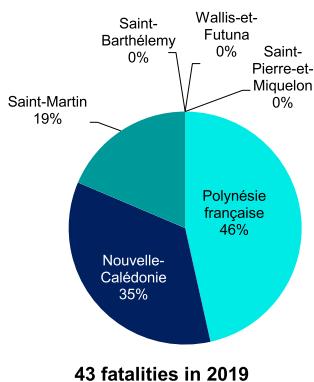
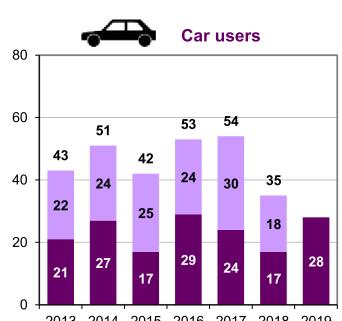
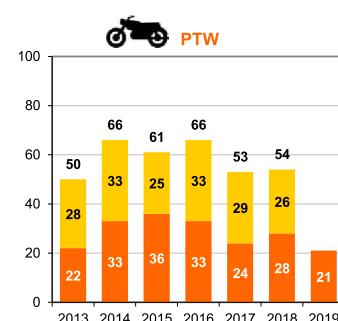
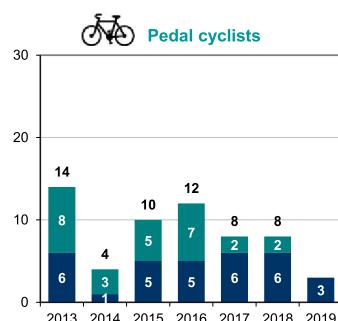
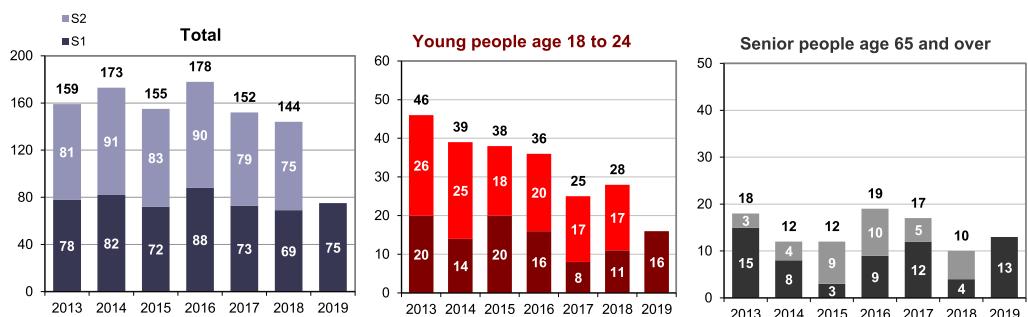
Number users fatalities cumulated on a rolling 12 months, in

June 2019
% compared with 2010

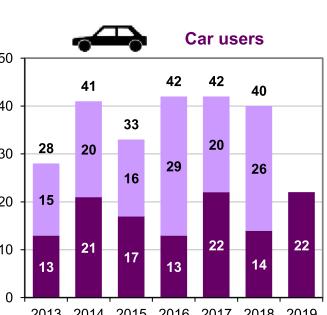
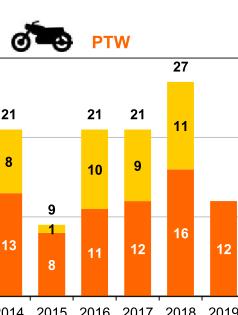
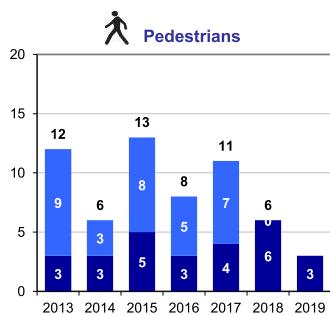
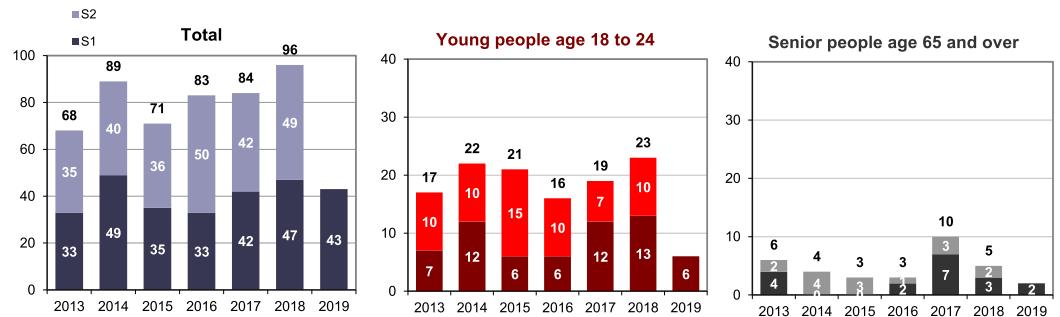
Road traffic fatalities variation by users categories by quarterly for each year



French overseas counties



French overseas local autorities and New-Caledonia



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