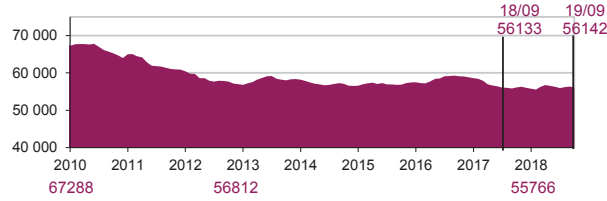


As part of the implementation of the new information system, data on hospitalised injuries are not disseminated because they are incomplete

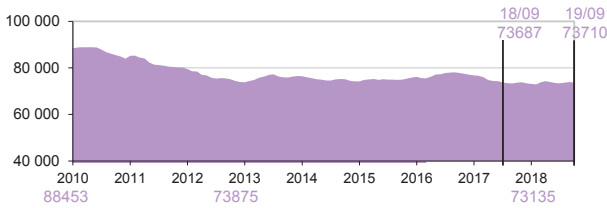
Road traffic fatalities decrease compared to September 2018 with 9 fewer people killed.  
 This decrease, on all road networks, is mainly for car users, while young adults fatalities increase.

**Cumulative rolling 12 months**

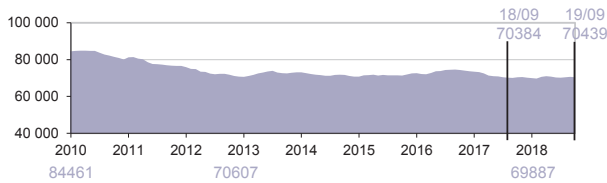
**Injury accidents**  
 open to public traffic



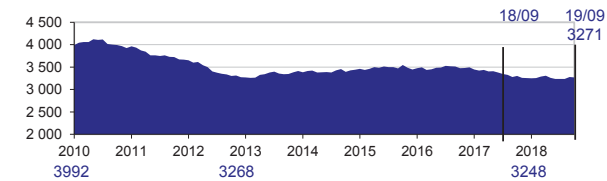
**Road traffic victims**  
 sum of fatalities and injured people



**Injured**



**Fatalities**  
 within 30 days



**Month report**

**5 169 injury accidents**  
 in September

-3.7% compared with 2018,  
 -201 accidents

**6 703 victims**  
 on road traffic in September

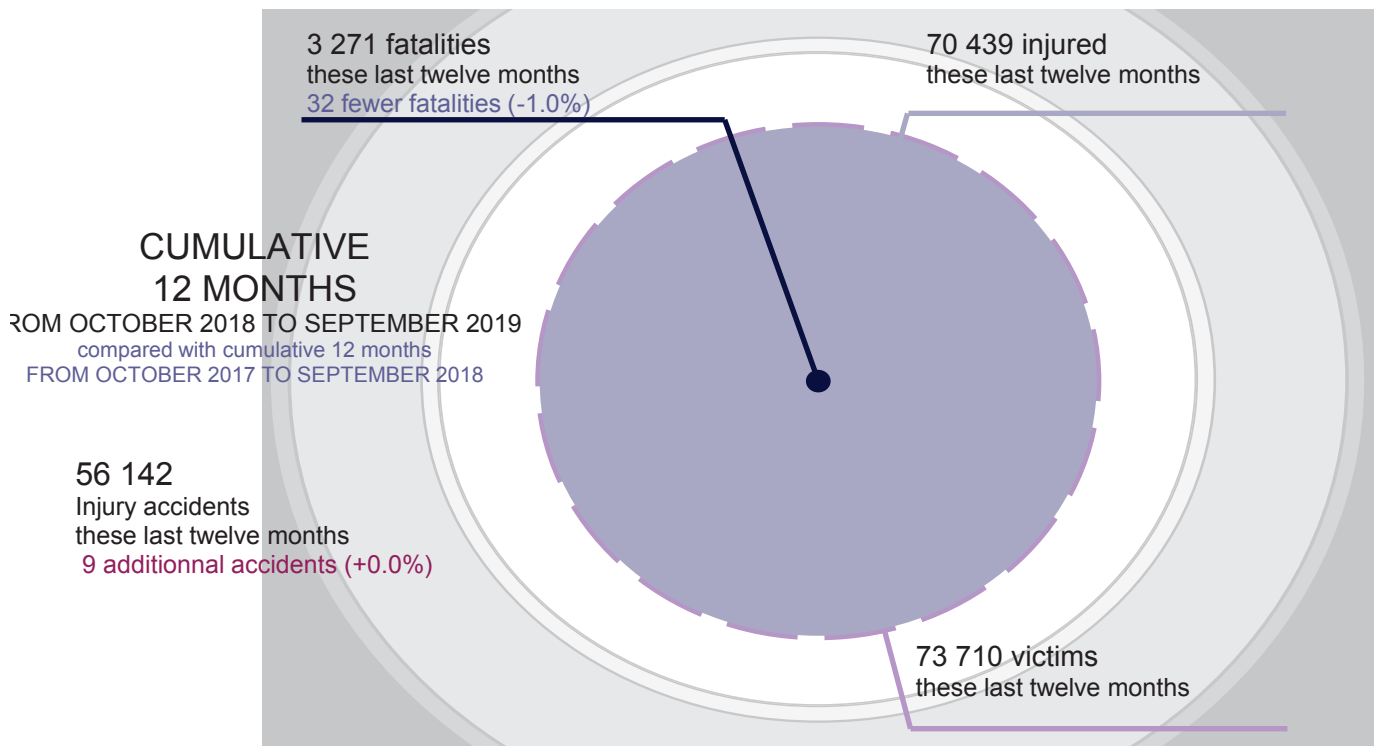
-3.4% compared with 2018,  
 -233 victims

**6 390 injured**  
 in September

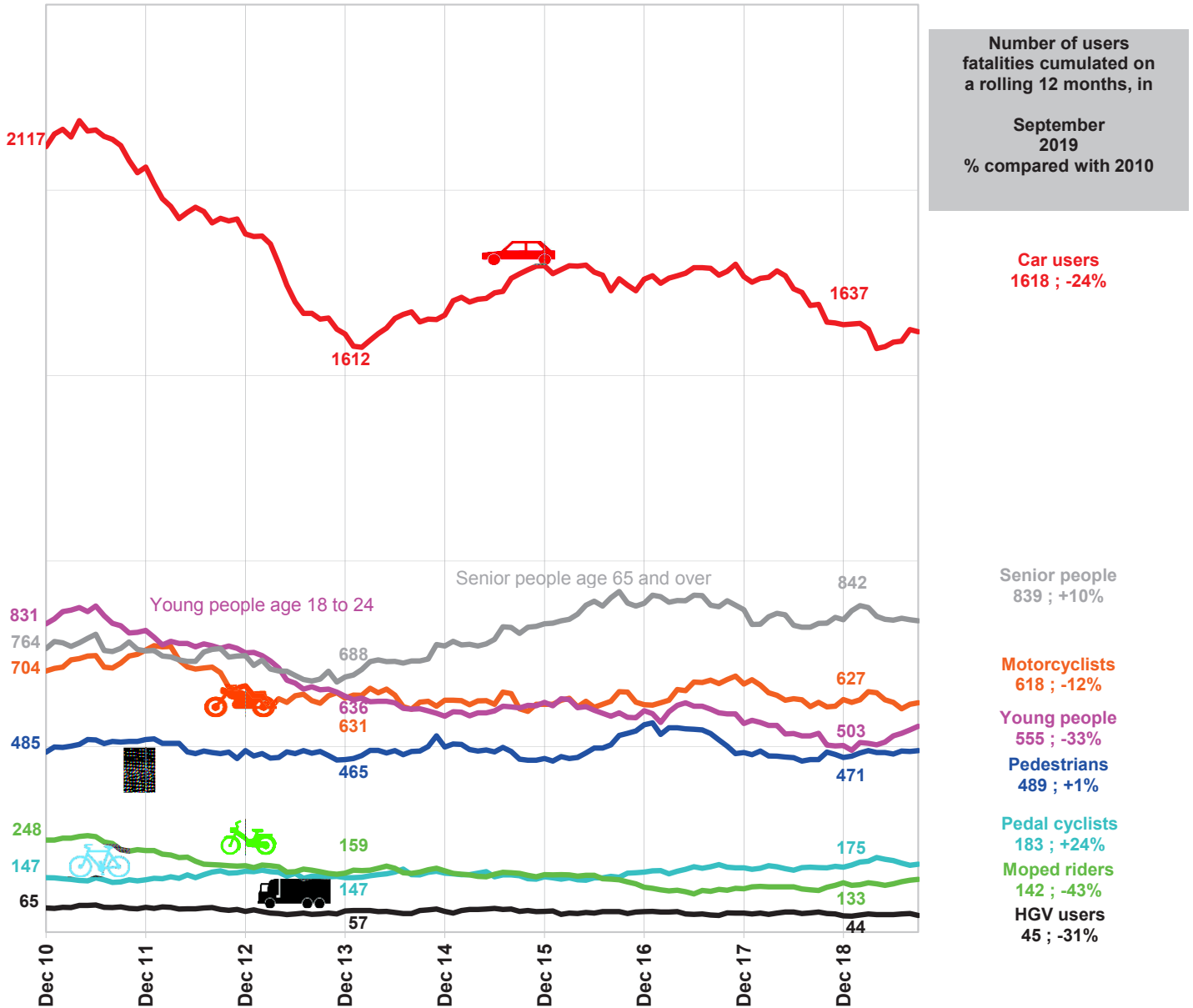
-3.5% compared with 2018,  
 -224 injured

**313 fatalities**  
 in September

-2.8% compared with 2018,  
 -9 fatalities



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



### Cumulative 12 months comparison Oct.2018-Sep.2019 with Sep.2018-Aug.2019

Fatalities among car users decrease this month of September 2019 compared to September 2018. Fatalities of other users rise slightly in September 2019. Fatalities among young people aged 18-24 are on the rise in September 2019, with 10 more deaths than in September 2010

### Cumulative 12 months comparison Oct.2018-Sep.2019 with Oct.2017-Sep.2018, with 2010 and with 2013

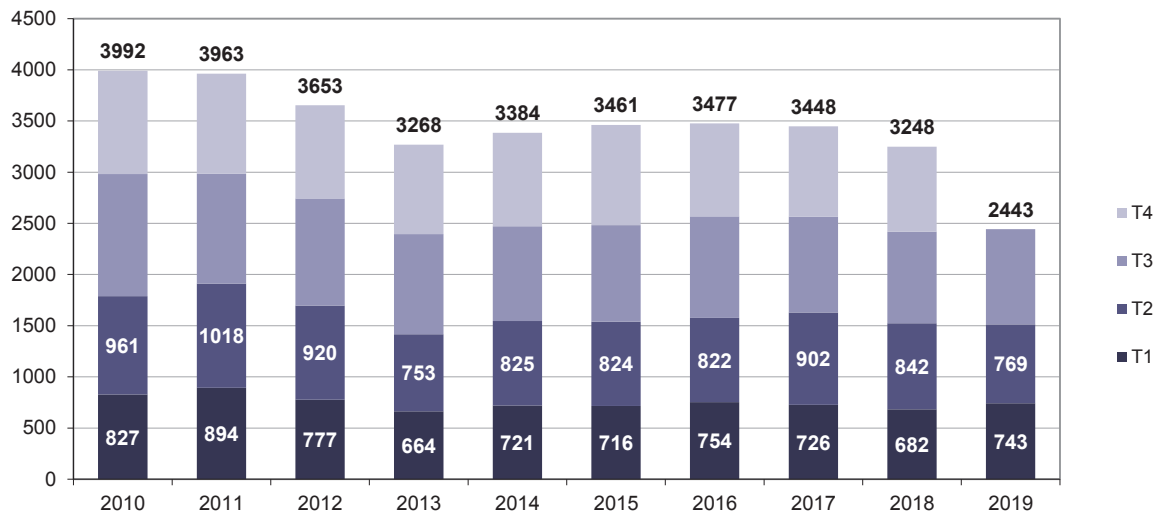
Compared to the situation a year ago, car users fatalities decrease (-4%), and stand at -24% compared to 2010. Fatalities among motorcyclists are stable and stand at -12% compared with the whole year 2010. Moped, users cyclists and pedestrian fatalities increase (+24%, +5% and +5% respectively) and stand at -43%, +24% and +1% respectively compared to 2010.

Compared to last year, young adult fatalities are up (+4%), but down from 2010 (-33%, or 276 young people killed less) and from 2013 (-13%, or 81 young people killed less).

Fatalities among seniors aged 65 or over increase (+1%) compared to the situation a year ago and by +10% (+75 fatalities) compared to 2010 and +22% (+151 fatalities) compared to 2013.

## Road traffic fatalities variation by quaterly for each year

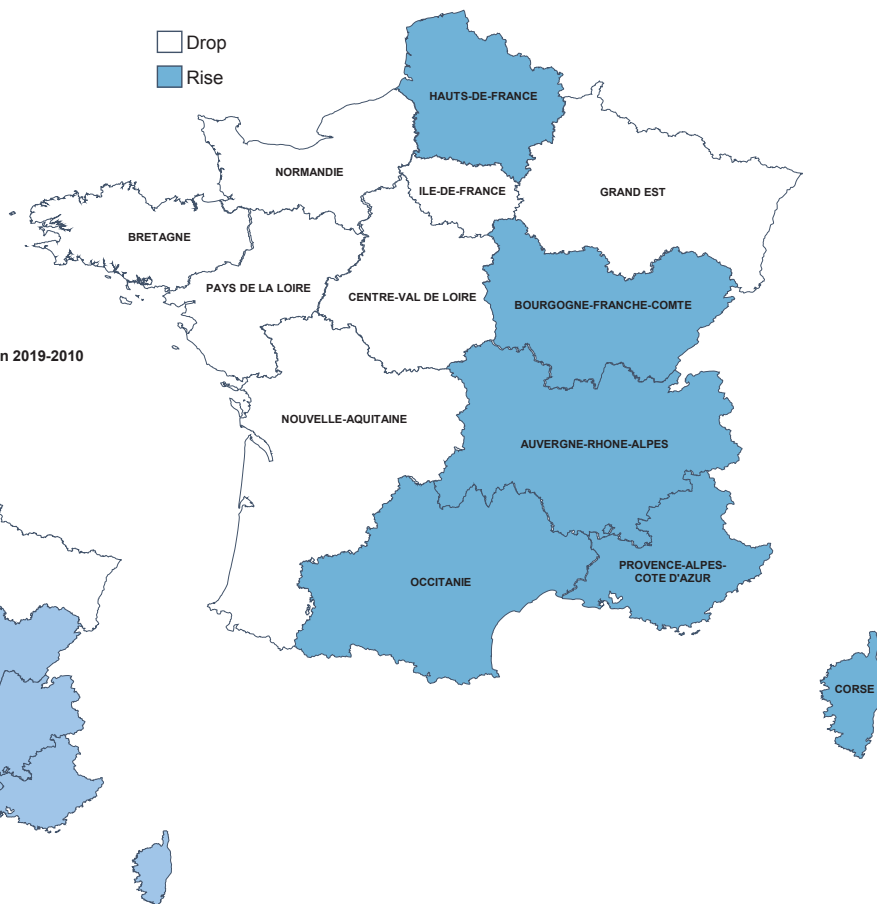
In the third quarter of 2019, road traffic fatalities are on the rise : 931 people died in 2019 compared to 896 in 2018, an increase of +4% or 35 more people killed. This increase mainly concerns motorists (28 more killed), young people aged 18-24 (26 more killed) and pedestrians (9 more killed).



## Territorial report

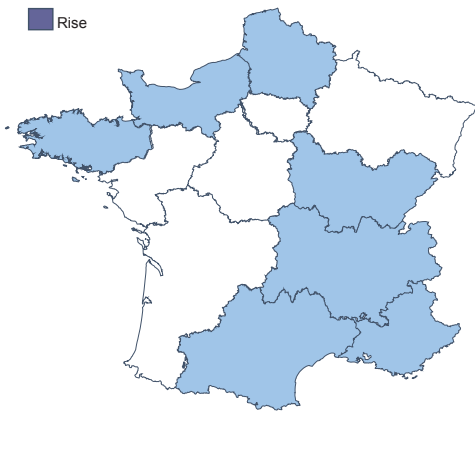
The 9 first cumulative months - Variation 2019-2018

Drop  
Rise

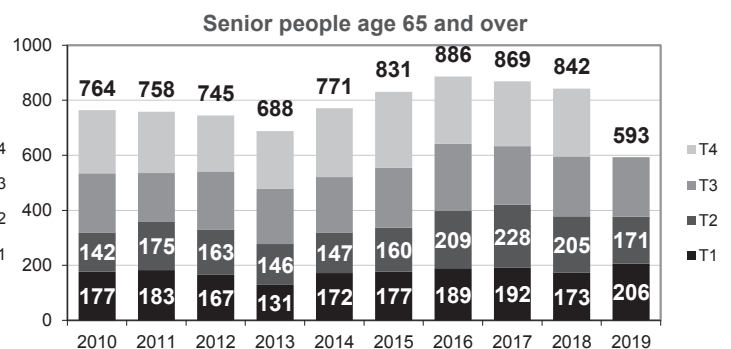
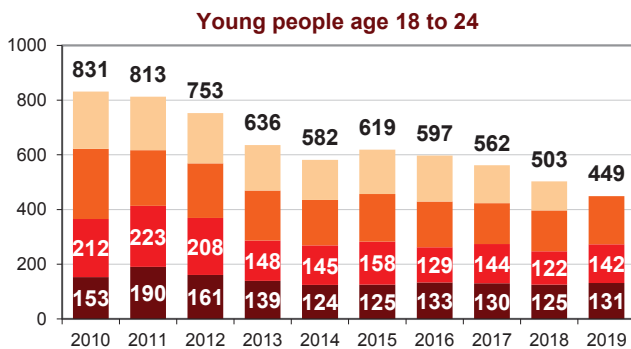
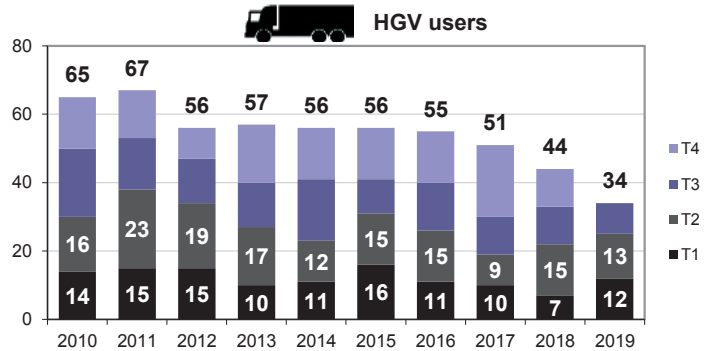
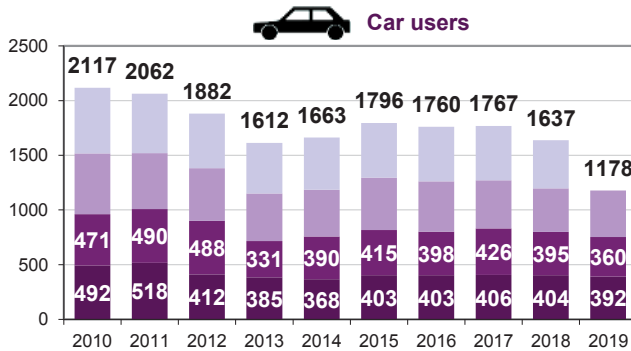
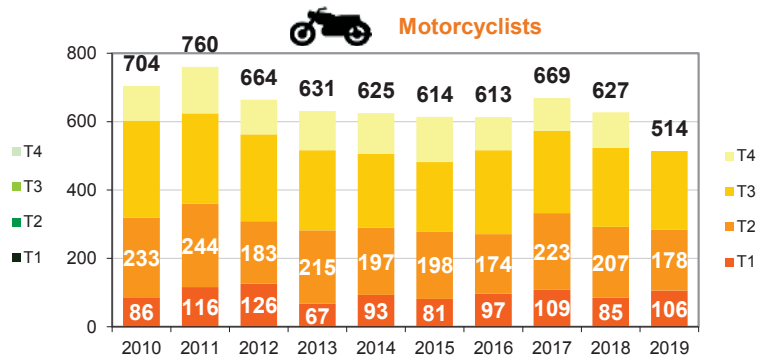
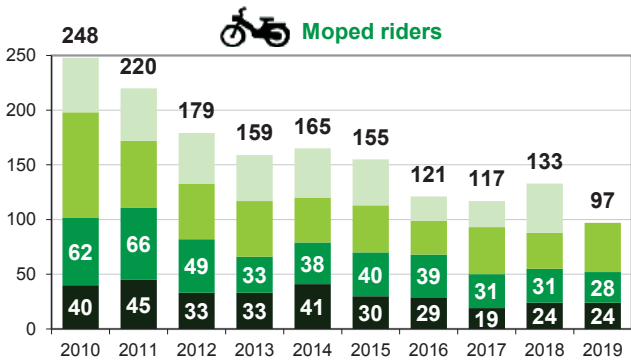
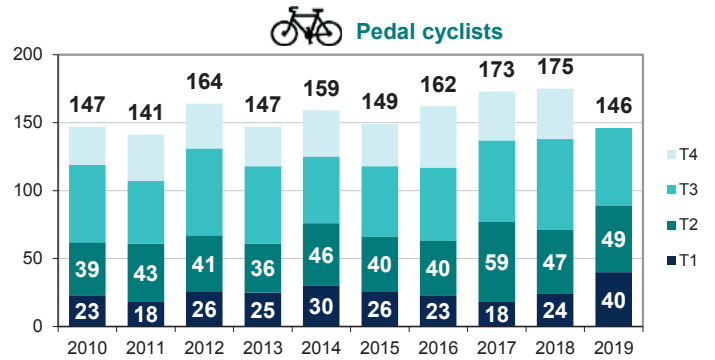
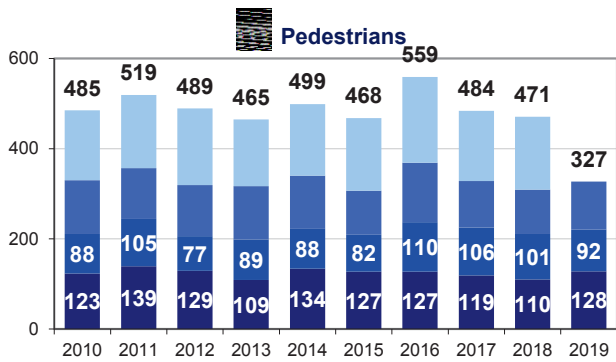


The 6 first cumulative months - Variation 2019-2010

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



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



## Evolution of road fatalities by road environment

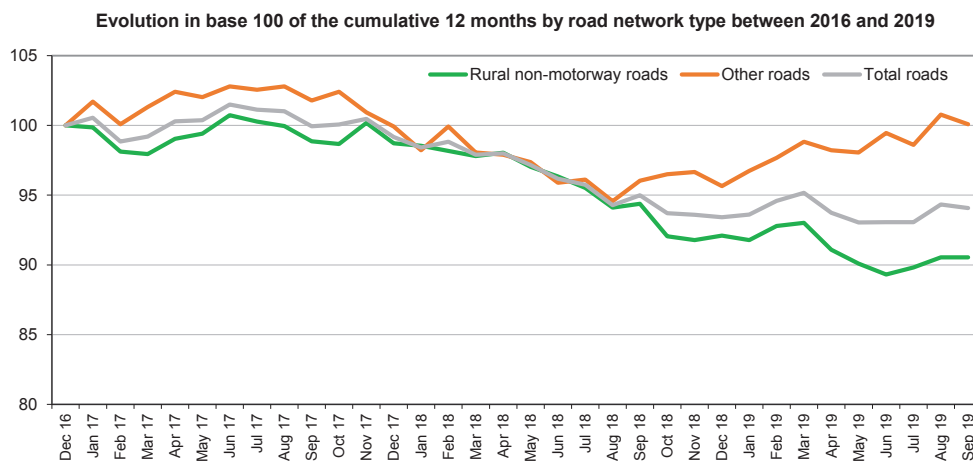
Over the first three quarters of 2019, it is estimated that 2443 people were killed, compared to 2496 killed over the five-year average of 2013-2017 taken as a reference. According to initial estimates, this result would be as follows:

- **motorway fatalities are estimated at 224 deaths compared to an average of 200 over 5 years, an increase of 24 deaths;**
- **rural non-motorway roads** fatalities are estimated at 1476 deaths compared to 1574 on average over 5 years, a decrease of 98 deaths;
- **urban area roads** fatalities are estimated at 743 deaths compared to an average of 722 over 5 years, an increase of 21 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. Road mortality in the third quarter is higher than last year, to varying degrees depending on the network: a more marked increase on motorways and roads in areas than on roads outside areas.

### 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 1<sup>st</sup> 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 2016, fatalities on roads outside urban areas decrease by -9%.

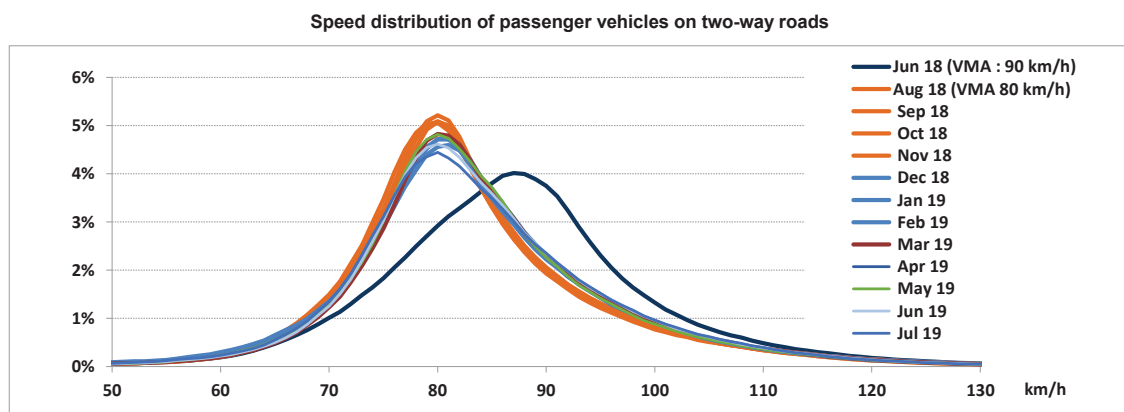


Data source : final data from the BAAC database 2010-2018, provisional estimates 2019

### 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 2018, 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 2018 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.



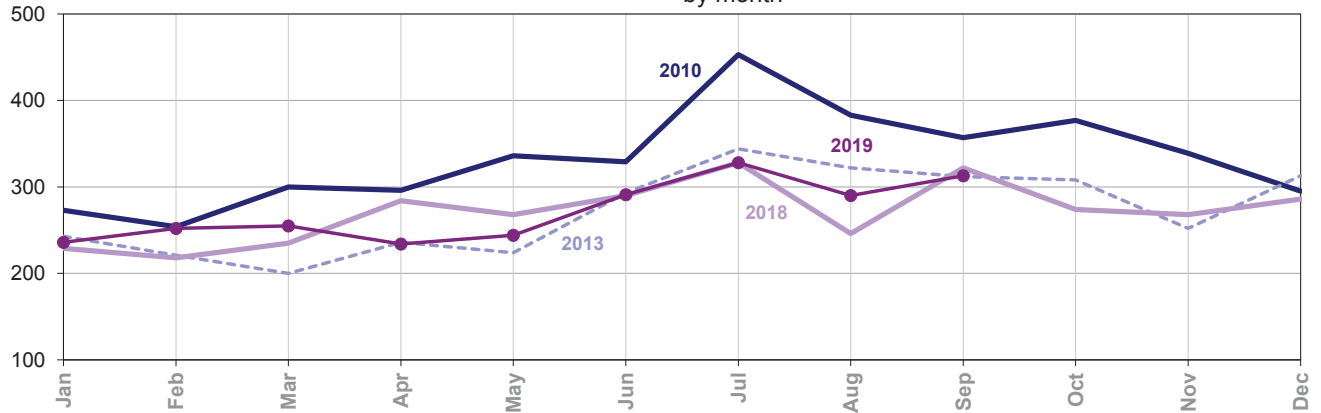
Source : CEREMA - provisional estimates  
VMA : Maximum authorized speed

	September				Since the beginning of the year				On a rolling 12 months			
	2019	2018	Difference	Evolution	2019	2018	Difference	Evolution	2019	2018	Difference	Evolution
Accidents	5 169	5 370	- 201	-3.7 %	41 472	41 096	+ 376	+0.9 %	56 142	56 133	+ 9	+0.0 %
Victims	6 703	6 936	- 233	-3.4 %	54 763	54 188	+ 575	+1.1 %	73 710	73 687	+ 23	+0.0 %
Fatalities	313	322	- 9	-2.8 %	2 443	2 420	+ 23	+1.0 %	3 271	3 303	- 32	-1.0 %
Injured	6 390	6 614	- 224	-3.4 %	52 320	51 768	+ 552	+1.1 %	70 439	70 384	+ 55	+0.1 %

Data source : fins



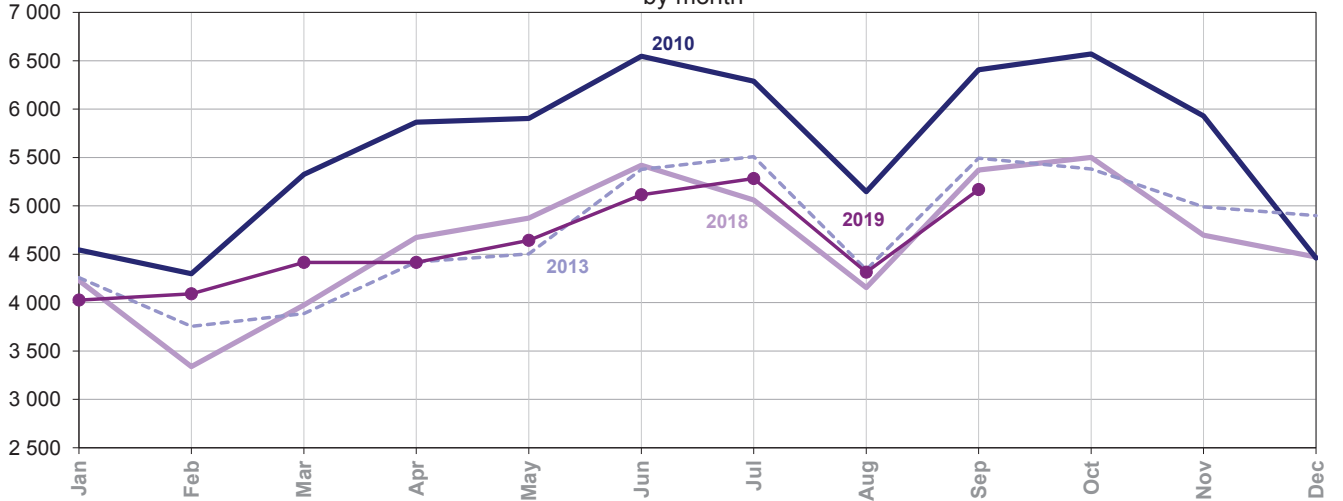
### Fatalities within 30 days by month



	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	236	252	255	234	244	291	328	290	313			



### 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	5 283	4 314	5 169			

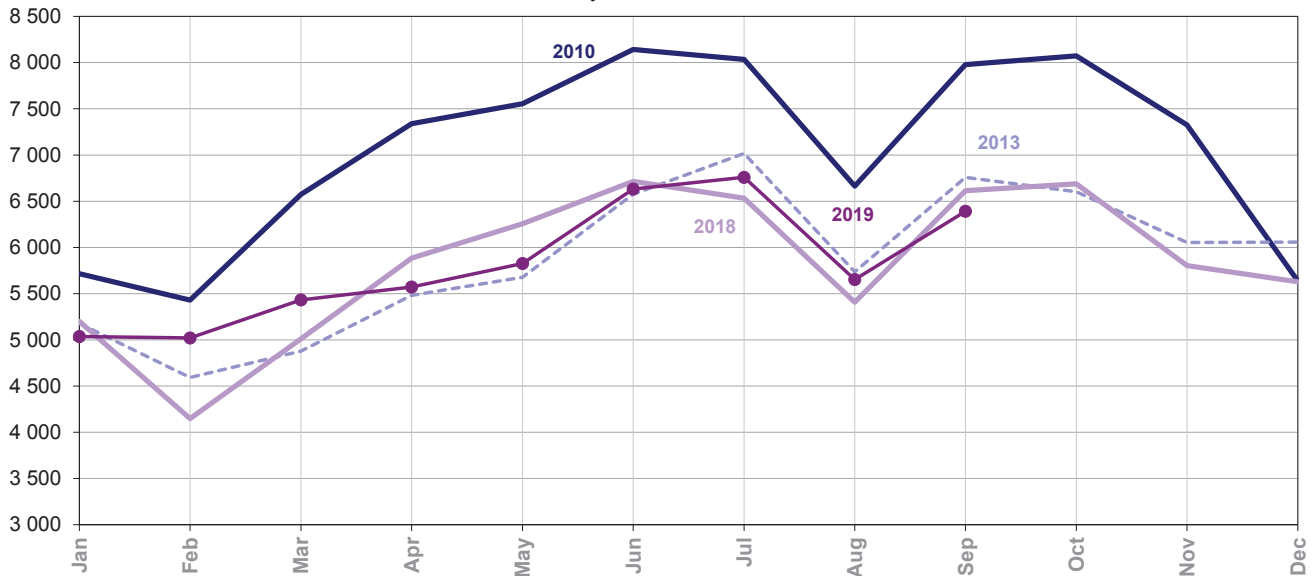
NB : In purple in the table, provisional estimates (Extrapolated data from Quick Reporting).

In blue, quasi definitive data.

In black, final data from the BAAC database.



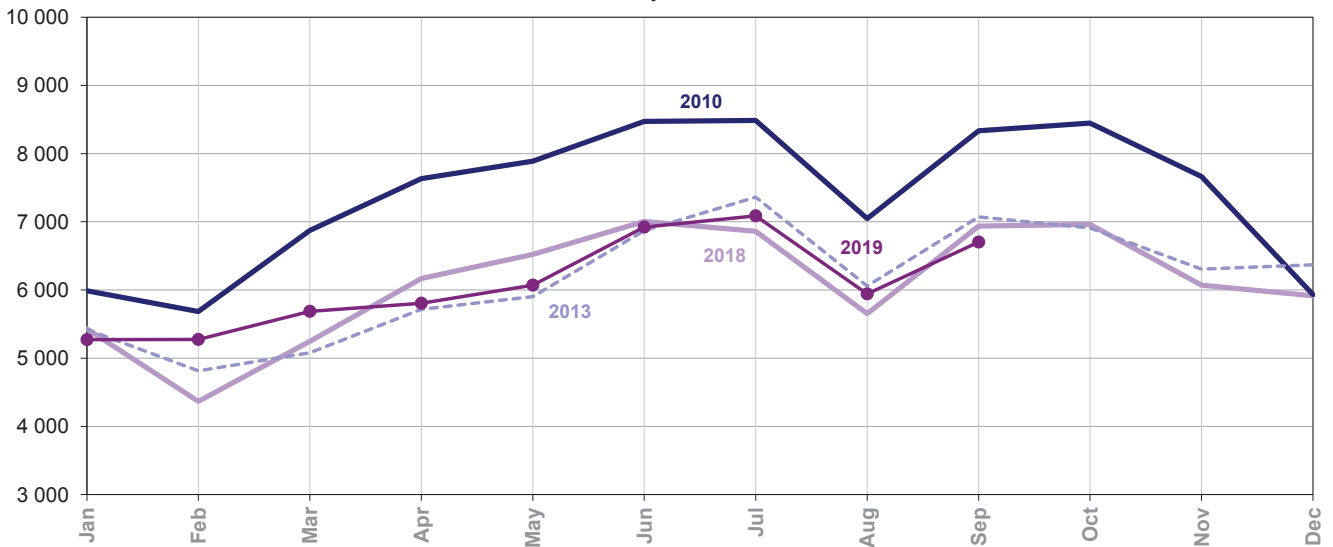
## Injured by month



	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	5 628
2019	5 036	5 021	5 432	5 572	5 826	6 632	6 759	5 652	6 390			



## 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	5 272	5 273	5 687	5 806	6 070	6 923	7 087	5 942	6 703			

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

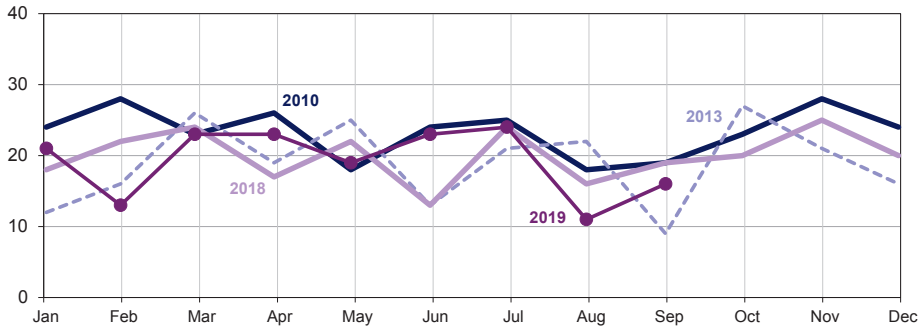
In blue, quasi definitive data.

In black, final data from the BAAC database.

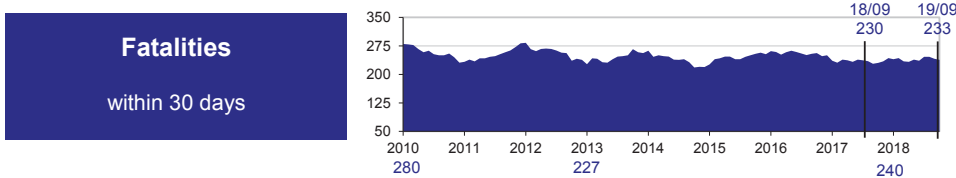
As part of the implementation of the new information system, data on hospitalised injuries are not disseminated because they are incomplete

Road traffic fatalities in September 2019 are lower than in September 2018, with 3 fewer people killed.

**Fatalities within 30 days by month**



**Cumulative fatalities rolling 12 months**



**Month report**

**226 injury accidents**  
in September

+9.2% compared with 2018,  
19 accidents

**267 victims**  
on road traffic in September

-5.0% compared with 2018,  
-14 victims

**251 injured**  
in September

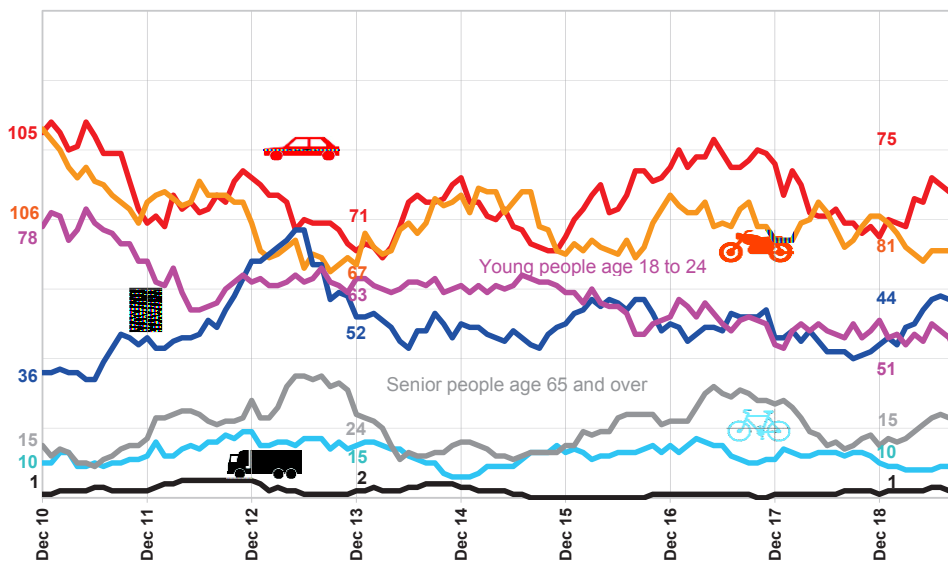
+4.9% compared with 2018,  
7 injured

**16 fatalities**  
in September

-15.8% compared with 2018,  
-3 fatalities

	September				Since the beginning of the year				On a rolling 12 months			
	2019	2018	Difference	Evolution	2019	2018	Difference	Evolution	2019	2018	Difference	Evolution
<b>Accidents</b>	226	207	+ 19	+9.2 %	2 098	1 853	+ 245	+13.2 %	2 831	2 531	+ 300	+11.9 %
<b>Victims</b>	267	281	- 14	-5.0 %	2 754	2 564	+ 190	+7.4 %	3 796	3 527	+ 269	+7.6 %
<b>Fatalities</b>	16	19	- 3	-15.8 %	168	175	- 7	-4.0 %	233	230	+ 3	+1.3 %
<b>Injured</b>	251	262	- 11	-4.2 %	2 586	2 389	+ 197	+8.2 %	3 563	3 297	+ 266	+8.1 %

**Development of the number of users fatalities**



Number users fatalities  
cumulated on a rolling 12  
months, in

September  
2019  
% compared with 2010

**Car users**

94 ; -10%

**PTW**

68 ; -36%

**Pedestrians**

48 ; +33%

**Young people**

39 ; -50%

**Senior people**

**Pedal cyclists**

9 ; -10%

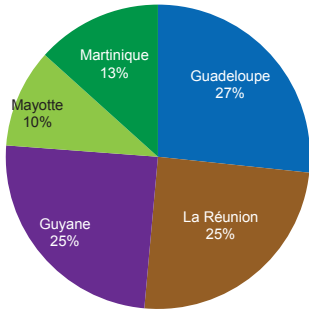
**HGV Users**

2 ; +100%

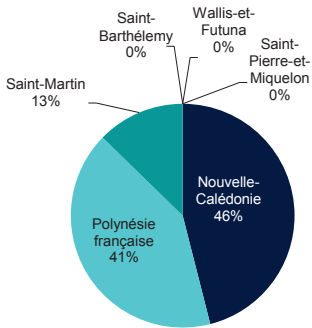
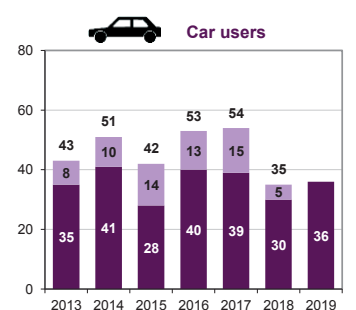
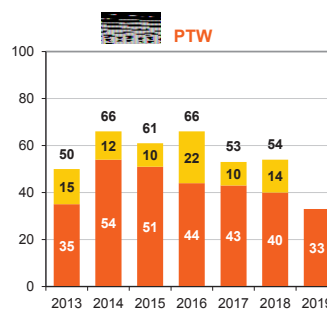
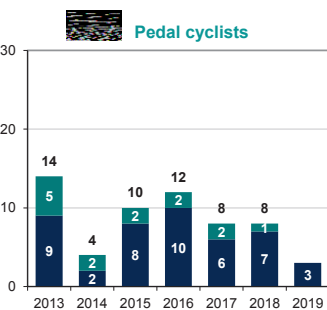
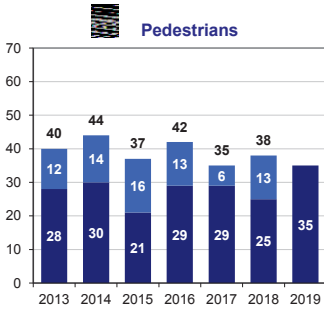
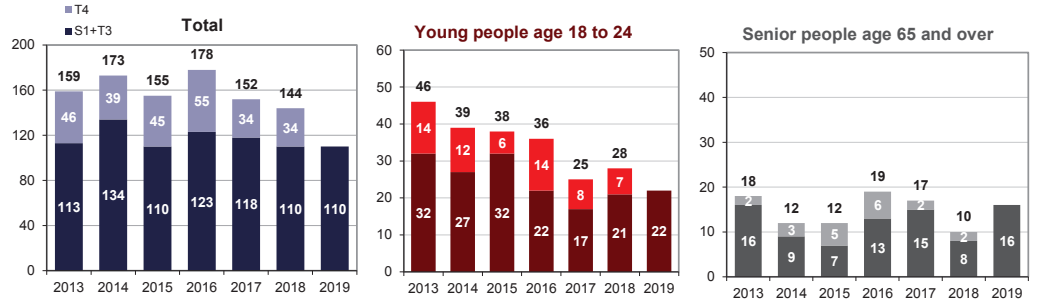


# Road traffic fatalities variation by users categories by quaterly for each year

## French overseas counties



110 fatalities in 2019



63 fatalities in 2019

## French overseas local authorities and New-Caledonia

