

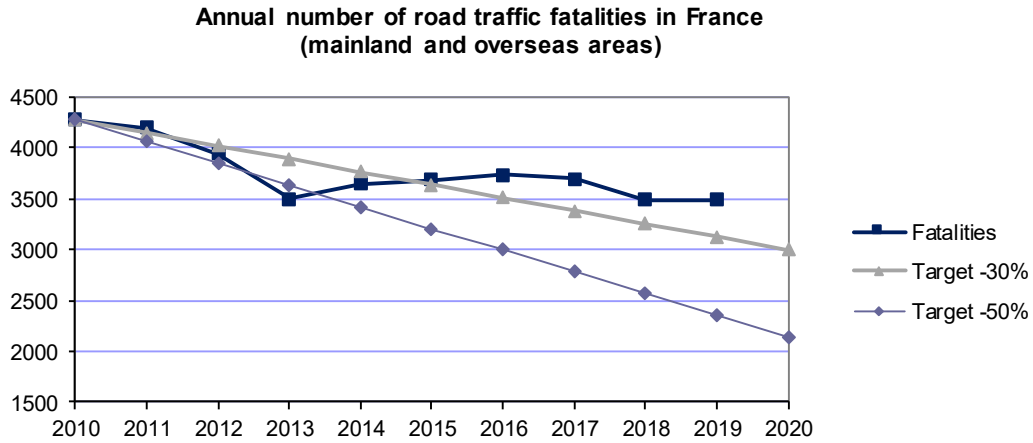
French Road Safety Observatory - ONISR
Road safety in 2019 – Estimated at 31 January 2020



The main near final indicators of road traffic injury accidents recorded by police forces are certified by the French Authority for Public Statistics.

Provisional results 2019 for road traffic fatalities in France (mainland and overseas areas):

Nearly 3,493 people are estimated to have died on French roads (mainland and overseas areas) in 2019.



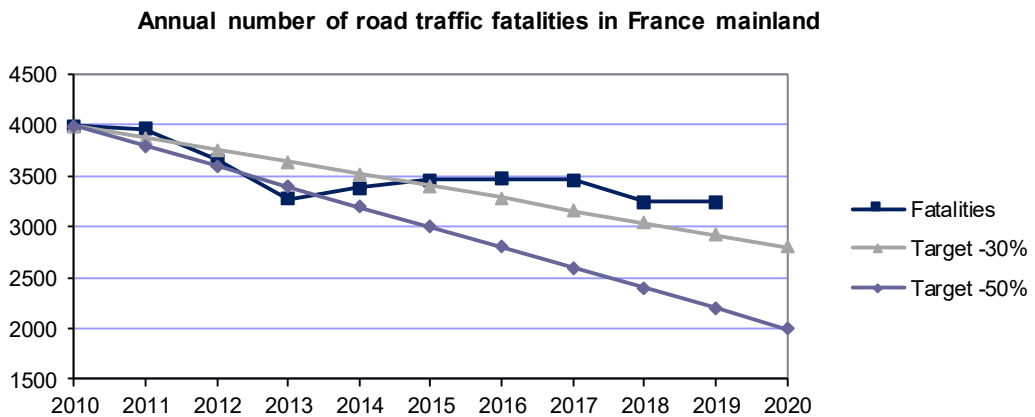
Development of road traffic fatalities in France mainland:

3 239 people are estimated to have died on French mainland roads in 2019, representing 9 people fewer than in 2018. Thus, the number of road fatalities should be declining compared with 2018, with a variation of -0,3%. The number of road fatalities and injured people would also be reduced (-1.1% and -0.6% respectively).



Results for the year 2019	Injury accidents	Killed within 30 days	Injured people
2019 estimates	55 162	3 239	69 495
2018 final results	55 766	3 248	69 887
Difference 2019 / 2018	-604	-9	-392
Variation 2019 / 2018	-1,1%	-0,3%	-0,6%

Since 2010, road deaths have fallen by -19%, more sharply than the number of accidents causing injury or death (-16% and -16% respectively).



Trends in 2019 per location in France mainland :

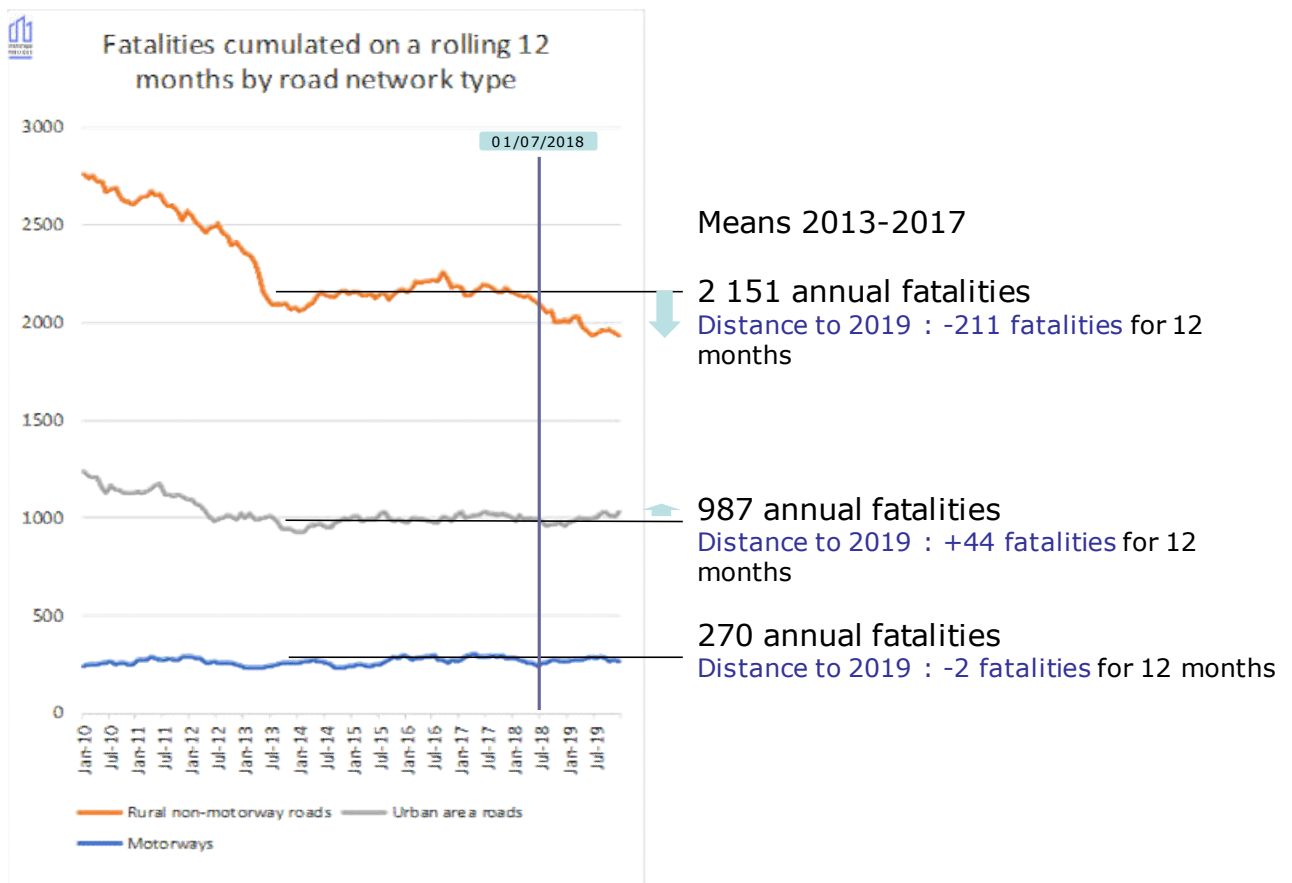
Mortality on **motorways** is stable in 2019 compared to 2018. Since 2000, mortality has fallen by -54%.

In built-up areas, mortality has increased by +7% compared to 2018, i.e. 68 more killed in 2019 compared to 2018. Since 2000, mortality has fallen by -55 %. The increase in 2019 is mainly due to young people age 18-24 (cyclists, motorcyclists or motorists).

Outside urban areas, mortality has decreased by 76 deaths in 2019 compared to 2018 (-4% in 2019 compared to 2018). Since 2000, mortality has decreased by -63% on this network. The decrease in 2019 is mainly due to young people aged 18-24 and active people aged 35-64 (pedestrians, motorcyclists or motorists).




	Motorways	Rural roads	Urban streets	Total
2010	256 6 %	2603 65 %	1133 28 %	3 992 100 %
2018	269 8 %	2016 62 %	963 30 %	3 248 100 %
2019 prov	268 8 %	1940 62 %	1031 29 %	3 239 100 %
Variation 2018 - 2019	0 %	-4 %	7 %	-0,3%
Variation 2010-2019	5 %	-25 %	-9 %	-18,9%
Variation 2000-2019	-54 %	-63 %	-55 %	-60,4%



Trends in 2019 per age group in France mainland:

Mortality among **18-24 year olds** is up sharply this year (+10%) but is still nearly 34% lower than in 2010. The increase is particularly marked among young people on board passenger cars, commercial vehicles and, to a lesser extent, among users of two-wheeled vehicles (whether motorised or not); on the other hand, young pedestrians' mortality is falling, down to 2013 or 2015 results.

Mortality among people age **65 years** or older increases slightly in 2019 (+1%) compared to 2018. It is observed that the mortality of **senior people age 65-74 y/o** decreases by 5% while that of **people age 75 years or more** increases by 4%. Fewer motorists are killed, mainly in urban areas. Mortality among people age 75 and over is on the increase outside the urban area in pedestrian and passenger vehicle fatalities. Mortality among people age 65-74 is decreasing in built-up areas, mainly as motorists.




	0-17y/o	18-24y/o	25-34y/o	35-44y/o	45-54y/o	55-64y/o	65-74y/o	75y/o+	Total
2010	291 7 %	831 21 %	704 18 %	545 14 %	505 13 %	351 9 %	264 7 %	501 13 %	3 992 100 %
2018	192 6 %	503 15 %	511 16 %	410 13 %	399 12 %	391 12 %	332 10 %	510 16 %	3 248 100 %
2019 prov	156 5 %	551 17 %	516 16 %	384 12 %	374 12 %	410 13 %	316 10 %	532 16 %	3 239 100 %
Variation 2018-2019	-19 %	10 %	1 %	-6 %	-6 %	5 %	-5 %	4 %	-0,3%
Variation 2010-2019	-46 %	-34 %	-27 %	-30 %	-26 %	17 %	20 %	6 %	-18,9%

Mortality by age group

To understand the true trend for each age group, it is useful to look at the mortality rate in relation to the population, as presented below in number of deaths per million inhabitants of each age group.

Thus, given the increase in the senior population, the decline in mortality among the 65-74 year olds is all the more marked, and the increase in mortality among those aged 75 and over is not so great.



	0-17y/o	18-24y/o	25-34y/o	35-44y/o	45-54y/o	55-64y/o	65-74y/o	75y/o+	Total
2010	21	152	91	62	59	44	53	90	64
2018	14	97	67	51	46	48	47	83	50
2019 prov	11	105	69	48	43	50	44	85	50
Variation 2018-2019	-18 %	9 %	2 %	-6 %	-6 %	4 %	-7 %	3 %	-0,4%
Variation 2010-2019	-46 %	-31 %	-25 %	-24 %	-27 %	13 %	-18 %	-5 %	-21,2%

Mortality in relation to the population of each age group (killed per million inhabitants)

Trends in 2019 per road users categories in France mainland:

In 2019, the number of deaths among **motorists** is down (-1%, i.e. 16 fewer deaths), mainly due to senior citizens in urban areas (-21 deaths).











Motorcyclist mortality is down (-2%), i.e. 14 fewer motorcyclists killed than in 2018.

Moped users mortality is relatively stable in 2019, confirming the sharp drop compared to 2010 (-46% since 2010).

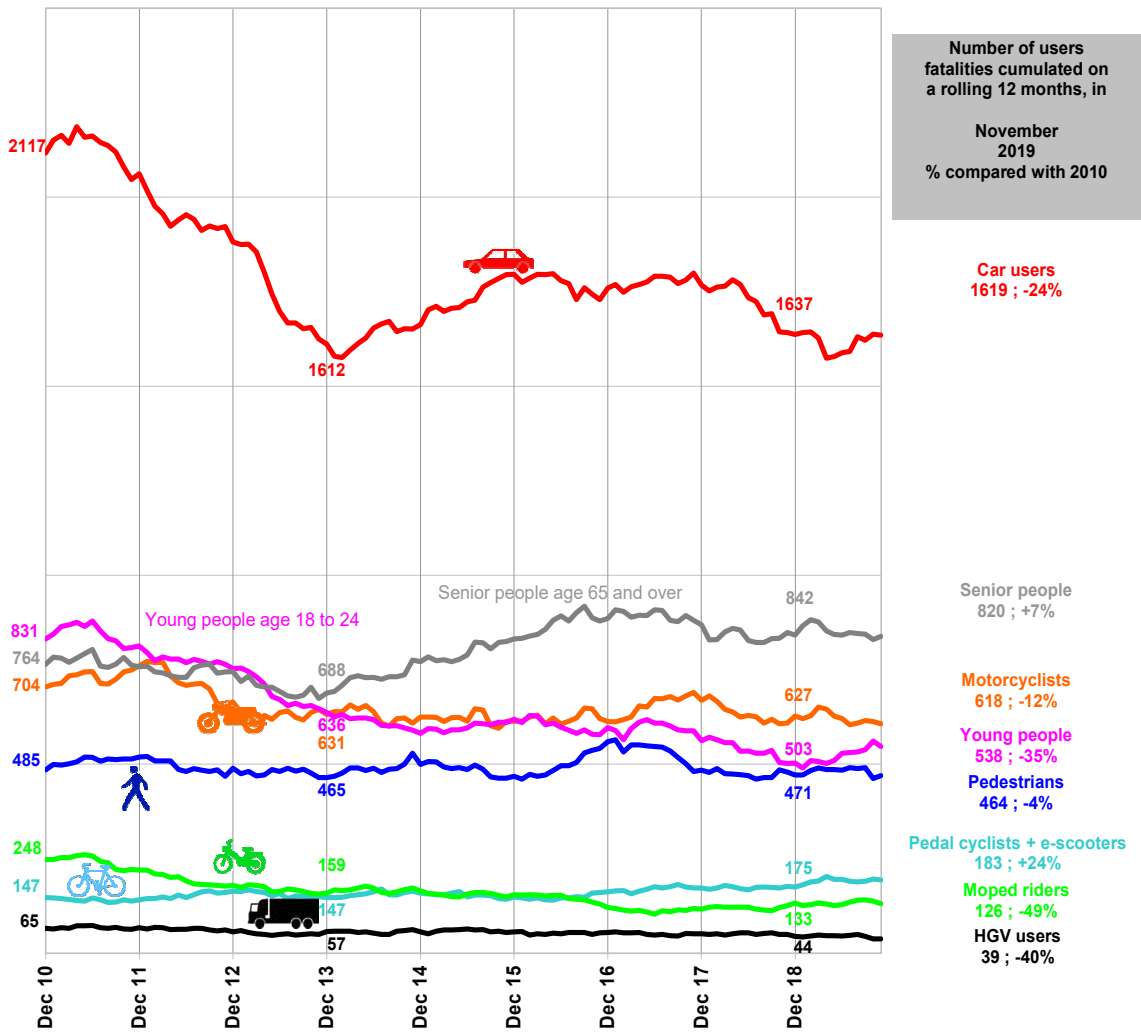
Cyclist mortality continues to rise (+5% compared to 2018 and +25% compared to 2010). It is on the rise in urban areas among 65-74 year olds and outside urban areas among 55-64 year olds. 8 deaths on electric scooters were recorded in 2019.

Pedestrian mortality is stable at a level equivalent to 2015 (472 pedestrians killed, of which 3 were riding a non-motorised scooter). It is still rising sharply among people aged 75 and over in and outside urban areas.



	 Pedestrians	 e-scooters	 Pedal cyclist	 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%
2018	471 15%		175 5%	133 4%	627 19%	1637 50%	92 3%	44 1%	3 0%	66 2%	3 248 100%
2019	472 15%	8 0%	184 6%	134 4%	613 19%	1621 50%	102 3%	38 1%	4 0%	63 2%	3 239 100%
Variation 2018 - 2019	0%	-	5%	1%	-2%	-1%	11%	-14%	33%	-5%	-0,3%
Variation moy-2019	-5%	-	16%	-7%	-3%	-6%	-18%	-31%	-76%	-2%	-4,9%
Variation 2010-2019	-3%	-	25%	-46%	-13%	-23%	-30%	-42%	0%	-17%	-18,9%
Variation 2000-2019	-16%	-	30%	-59%	-26%	-34%	ND	-44%	ND	-2%	-27,3%

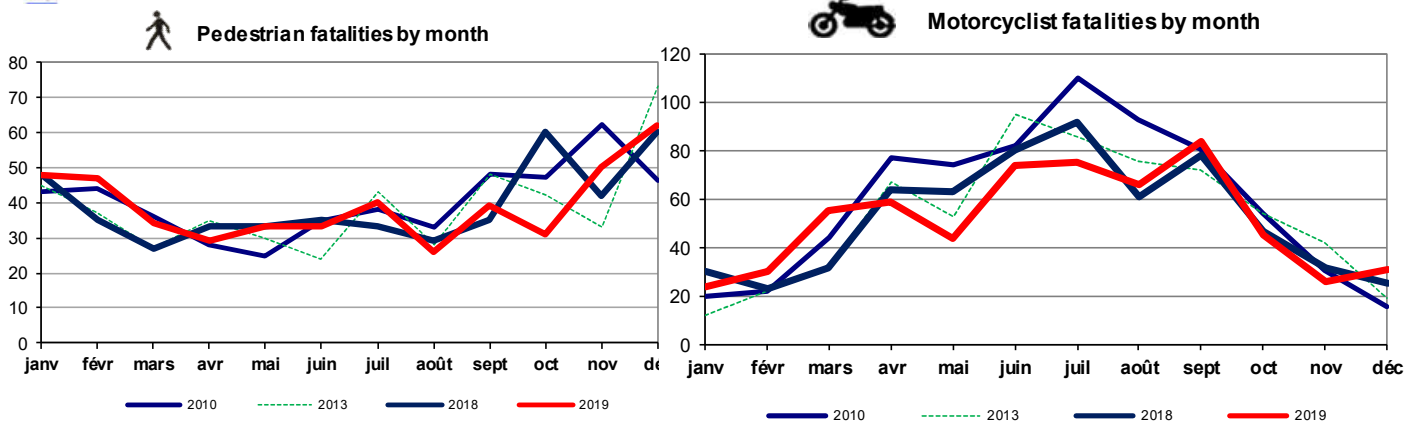
2008-2019 evolution of mortality according to users, in France mainland :



Seasonality of pedestrians and motorcyclists fatalities in France mainland:

Pedestrian mortality was less severe this fall but nevertheless peaked in December.

The seasonality of **motorcycle mortality** generated by recreational use of motorcycles remains marked this year, in connection with favourable weather conditions in March-April and September, while the summer was less favourable between heat waves and violent thunderstorms in some regions.



Development of road traffic fatalities in regions of France mainland (see maps in Annexes) :

Compared to 2018, mortality in 2019 appears to be significantly higher in 3 regions: Auvergne-Rhône-Alpes (nearly 70 more killed), Occitania (nearly 25 more killed), Hauts de France (at least 10 more killed). Auvergne-Rhône-Alpes and Occitania already had an average over 5 years of 52 and 70 killed per million inhabitants respectively, whereas the national average was 53.

Conversely, mortality has decreased in 3 regions: Ile de France (about 40 fewer killed), Centre-Val de Loire and the Grand Est Region (nearly 20 fewer killed each).

Compared to 2010, road fatalities are expected to fall in 2019 in all regions, a drop of around -7% in Brittany, and as much as -29% in Centre-Val de Loire. However, this region still has a mortality rate per population well above the national average, and even higher among young people (more than 180 young people killed per million young people living in the region).

Beyond the annual evolution or since 2010, the most deadly regions (i.e. well above the national average) for young people aged 18-24 (mortality in relation to the number of young people in the region per million inhabitants) are on average over 5 years: Corsica, Burgundy Franche Comté, Centre Val de Loire with more than 170 young people killed per million young people living in these regions.

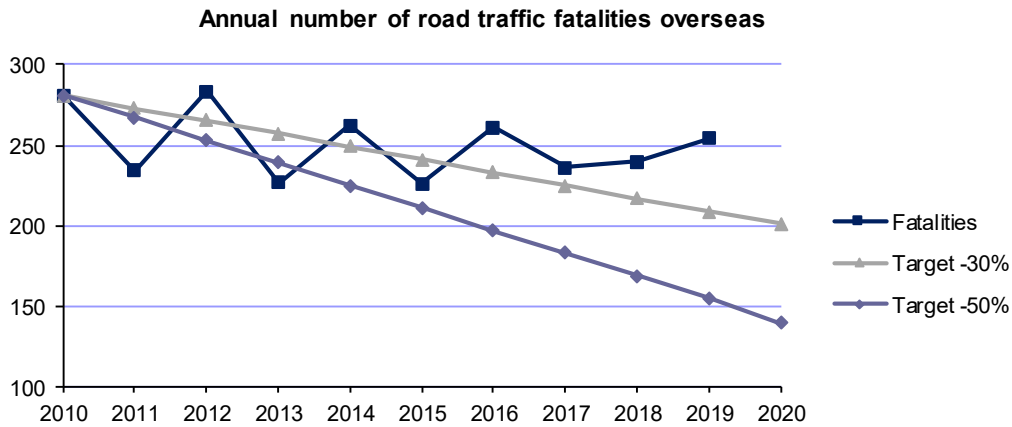
The share of deaths on motorized two-wheelers is 36% in Provence Alpes Côte d'Azur, 34% in Corsica and 29% in Ile de France, compared to 23% nationally.

Road safety in overseas areas:

254 people are estimated to have died on roads in overseas areas in 2019, including

- 162 fatalities in overseas counties (Guadeloupe, Martinique, Guyane, La Réunion, and Mayotte) where the same regulations as France mainland apply (159 in 2013 and 180 in 2010)
- 92 fatalities in overseas communities or in New-Caledonia (68 in 2013 and 100 in 2010).

This represents a rise by +5,8% compared with 2018, and a decrease by -9,3% compared with 2010.



Mortality **young adults 18-24 year olds** is stable in 2019 with 49 killed compared to 2018. This is still far below the result recorded in 2010, when 78 young people were killed.

On the other hand, mortality among **25-64 year-olds** has fluctuated between 125 and 160 deaths since 2010 and is estimated at 154 deaths in both 2019 and 2018. Mortality among **senior people age 65 and over** are high in 2019, with 28 fatalities compared to 15 fatalities in 2018.










	0-17y/o	18-24y/o	25-64y/o	25-44y/o	45-64y/o	65y/o+	Total
2018	20 8 %	51 21 %	154 64 %	108 45 %	46 19 %	15 6 %	240 100 %
2019 prov	23 9 %	49 19 %	160 63 %	87 34 %	67 26 %	28 11 %	254 100 %
Variation 2018-2019	15 %	-4 %	4 %	-19 %	46 %	87 %	6 %

Fatalities among **car users** account for just over one-third of overseas road deaths with an estimated 98 deaths. Seatbelts are a major issue overseas, where in several territories half or even three-quarters of the people who died had not used them.

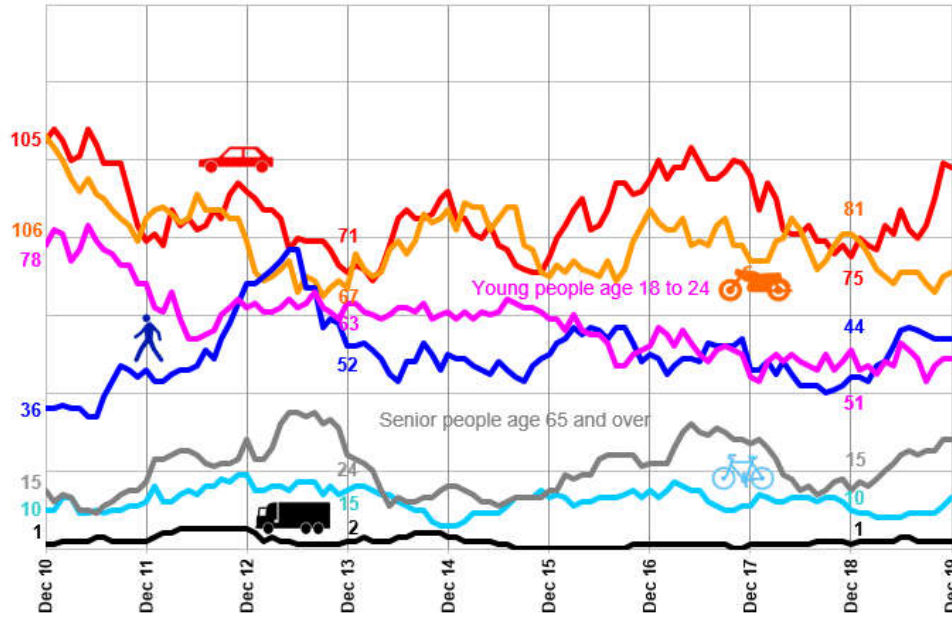
Fatalities among **powered two-wheelers** remain significant, with 71 users killed in 2019, i.e. slightly less than a third of overseas road deaths. The decrease is mainly due to motorcyclists. Helmets not worn account for half of powered two-wheelers deaths.

Fatalities among **pedestrians** rise with 54 deaths estimated in 2019, a lot more than in 2010 (36 deaths recorded).

French Road Safety Observatory - ONISR

	 Pedestrians	 Pedal cyclists	 Moped riders	 Motos	 Car users	 VU	 HGV Users	 TC	 Others	Total
2018	49 20%	10 4%	28 12%	53 22%	75 31%	19 8%	1 0%	0 0%	5 2%	240 100%
2019 prov	54 21%	13 5%	26 10%	45 18%	98 39%	11 4%	2 1%	0 0%	5 2%	254 100%
Variation 2018-2019	10%	30%	-7%	-15%	31%	-42%	100%	-	0%	5,8%

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

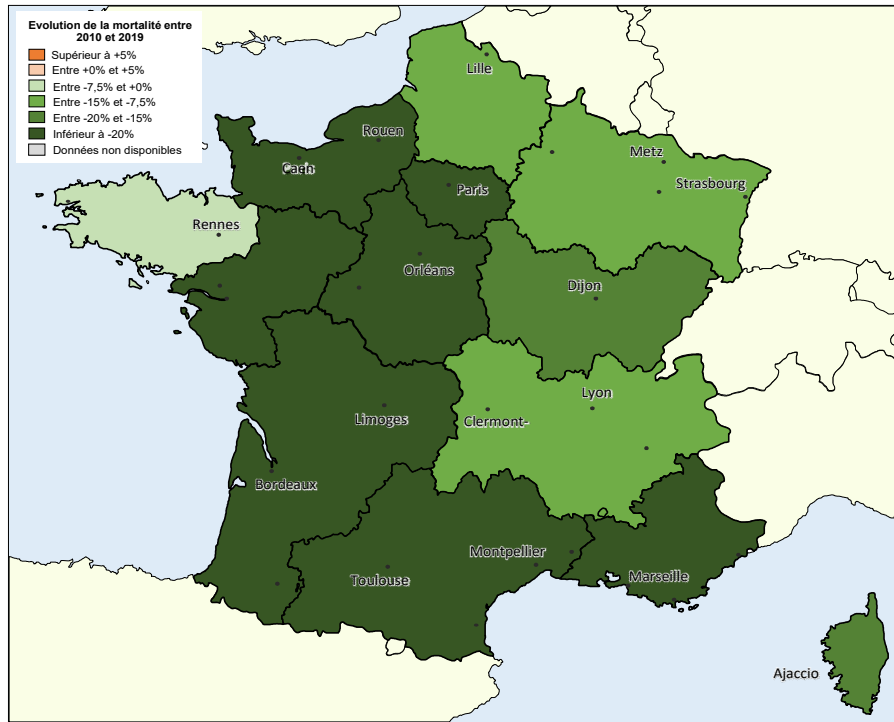


Number users fatalities cumulated on a rolling 12 months, in
December 2019
% compared with 2010

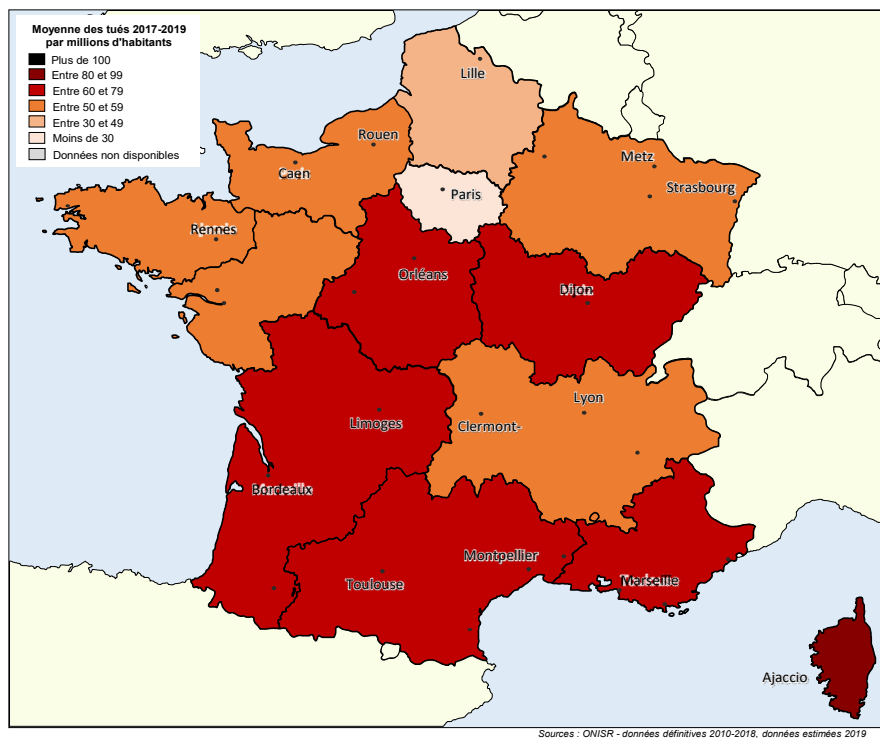
- Car users**
98 ; -7%
- PTW**
71 ; -33%
- Pedestrians**
54 ; +50%
- Young people**
49 ; -37%
- Senior people**
28 ; +87%
- Pedal cyclists**
13 ; +30%
- HGV Users**
2 ; +100%

Appendix: Road traffic fatalities in French mainland regions

Road traffic fatalities between 2010 and 2019

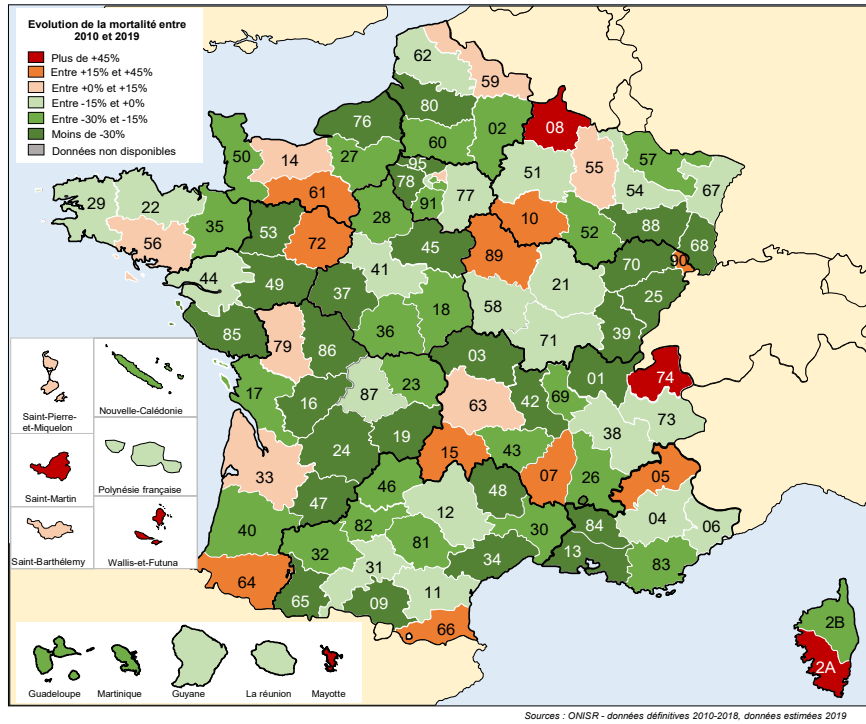


Average fatalities 2017-2019 per million inhabitants for each region



Appendix : Road traffic fatalities in counties and overseas areas

Road traffic fatalities between 2010 and 2019



Average fatalities 2017-2019 per million inhabitants for each county or overseas area

