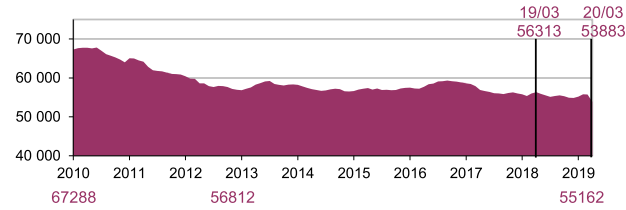


As part of the implementation of the new information system, data on hospitalised injuries are not disseminated because they are incomplete

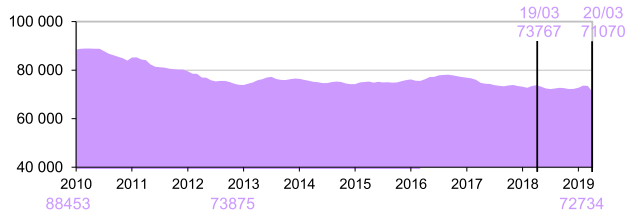
In March 2020 road traffic fatalities decrease compared to March 2019 with 101 fewer people killed. The decrease concerns most categories of users. Only the fatalities of professional drivers in utility vehicles and heavy goods vehicles are not decreasing.

Cumulative rolling 12 months

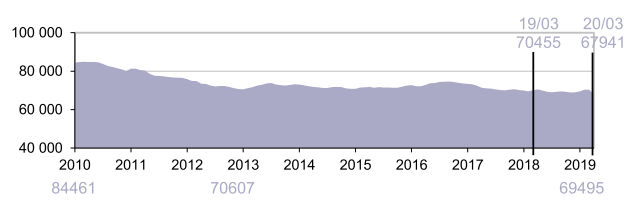
Injury accidents
 open to public traffic



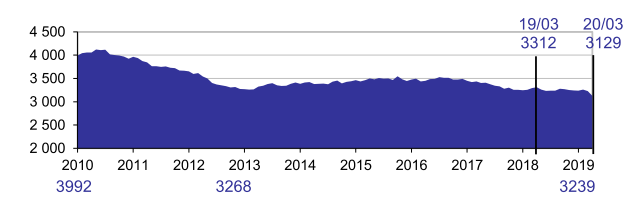
Road traffic victims
 sum of fatalities and injured people



Injured



Fatalities
 within 30 days



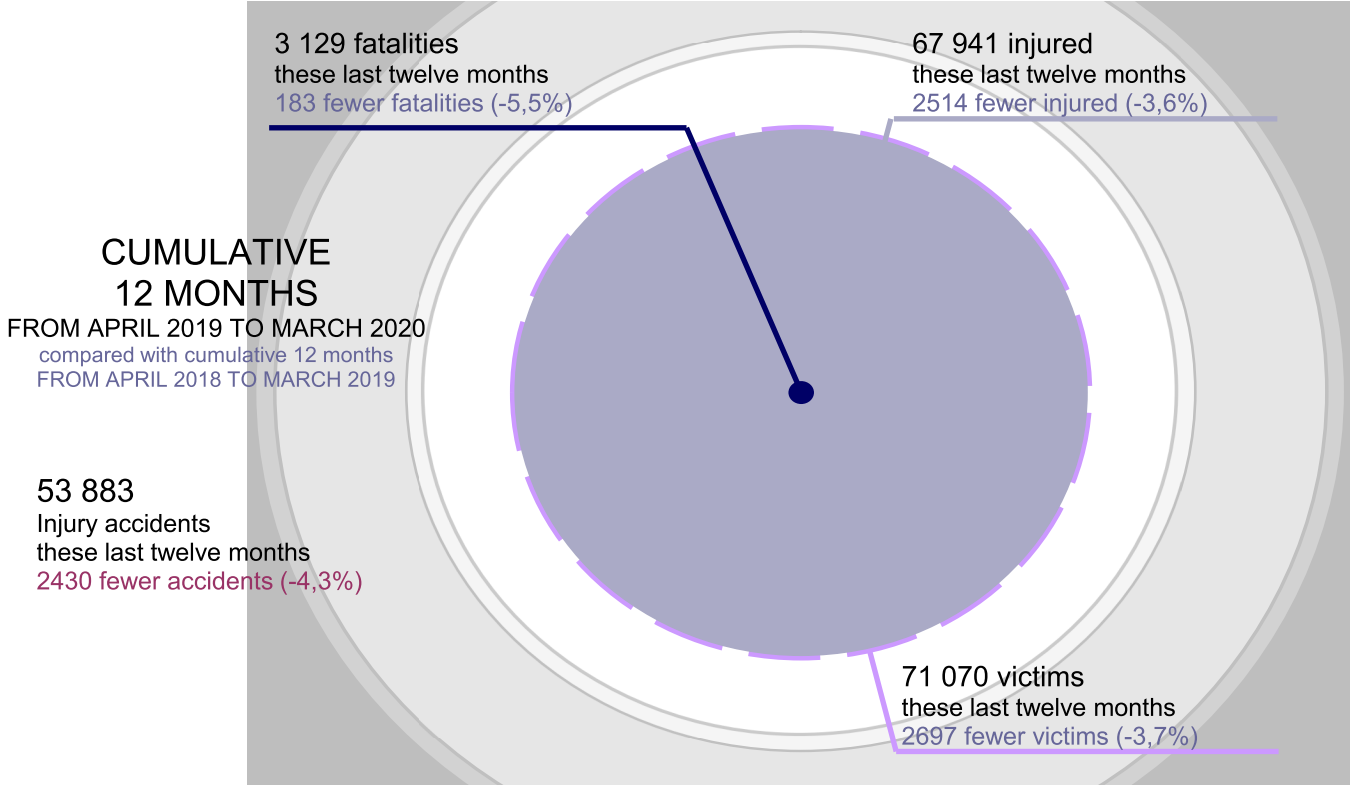
Month report

2 443 injury accidents
 in March
 -43,2% compared with 2019,
 -1855 accidents

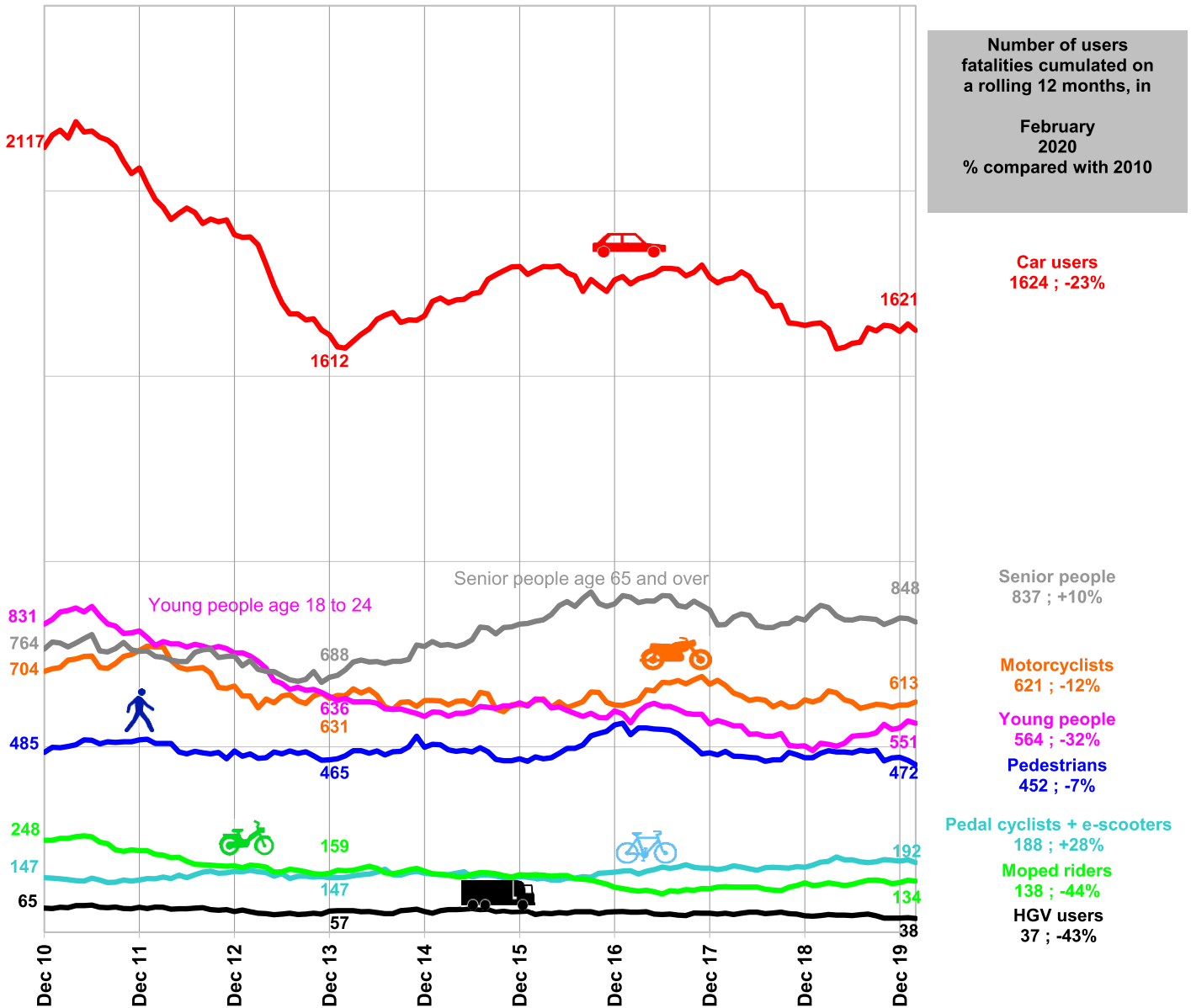
3 119 victims
 on road traffic in March
 -44,1% compared with 2019,
 -2462 victims

2 965 injured
 in March
 -79,6% compared with 2019,
 -2361 injured

154 fatalities
 in March
 -39,6% compared with 2019,
 -101 fatalities



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



Cumulative 12 months comparaison Mar.2019-Feb.2020 with Feb.2019-Jan.2020

The introduction of population containment from 17 March 2020 as part of the management of the Covid 19 crisis has greatly reduced all travel, particularly individual or leisure travel. Fatalities of vulnerable users, pedestrians, cyclists, moped riders and motorcyclists are down sharply in March 2020 compared to March 2019 (60 fewer deaths), as is the mortality of car users (40 fewer deaths).

Fatalities among 18-24 year olds and seniors aged 65 and over decrease highly in March 2020,, while fatalities among adults aged 25-44 remain the same as last year.

Cumulative 12 months comparaison Mar.2019-Feb.2020 with Mar.2018-Feb.2019, with 2010 and with 2013

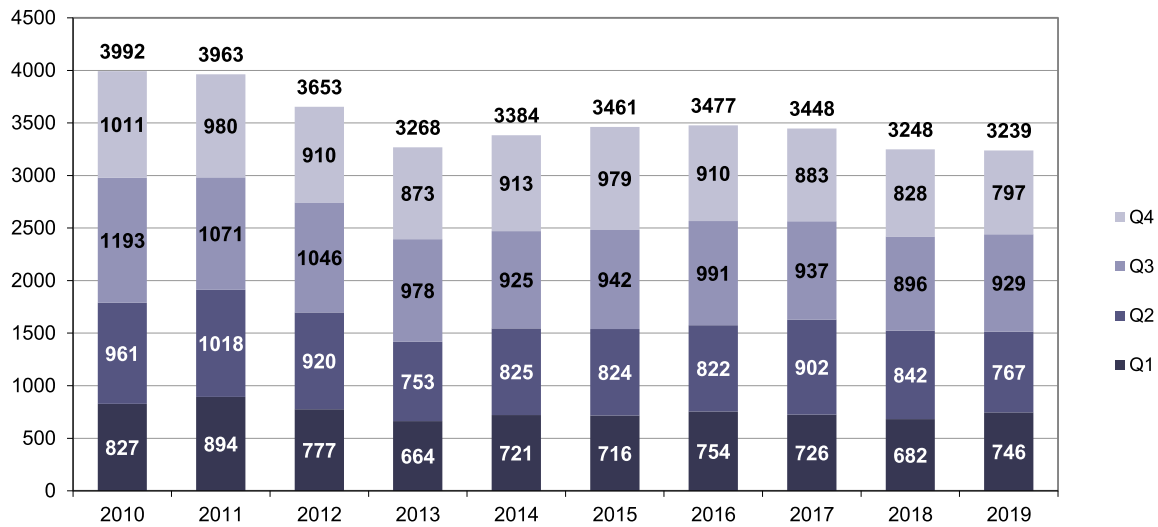
Compared to the situation a year ago, pedestrians, cyclists and motorcyclists fatalities highly decrease (-10%, -9% and -8% respectively), and stand at -9%, +18% and -15% respectively, compared to 2010. Fatalities among moped riders and car users decrease less highly (-4% and -3% respectively), and stand at -48% and -25% respectively compared with the whole year 2010.

Compared to last year, young adult fatalities rise (+7% i.e. 35 additional young people killed), but down from 2010 (-35%, or 289 fewer young people killed) and from 2013 (-15%, or 94 fewer young people killed).

Fatalities among seniors aged 65 or over decrease (-8% i.e. 72 fewer senior people killed) compared to the situation a year ago, but are higher than for the whole year 2010 and 2013, +5% (i.e. +40 fatalities) and +17% (i.e. +116 fatalities) respectively.

Road traffic fatalities variation by quaterly for each year

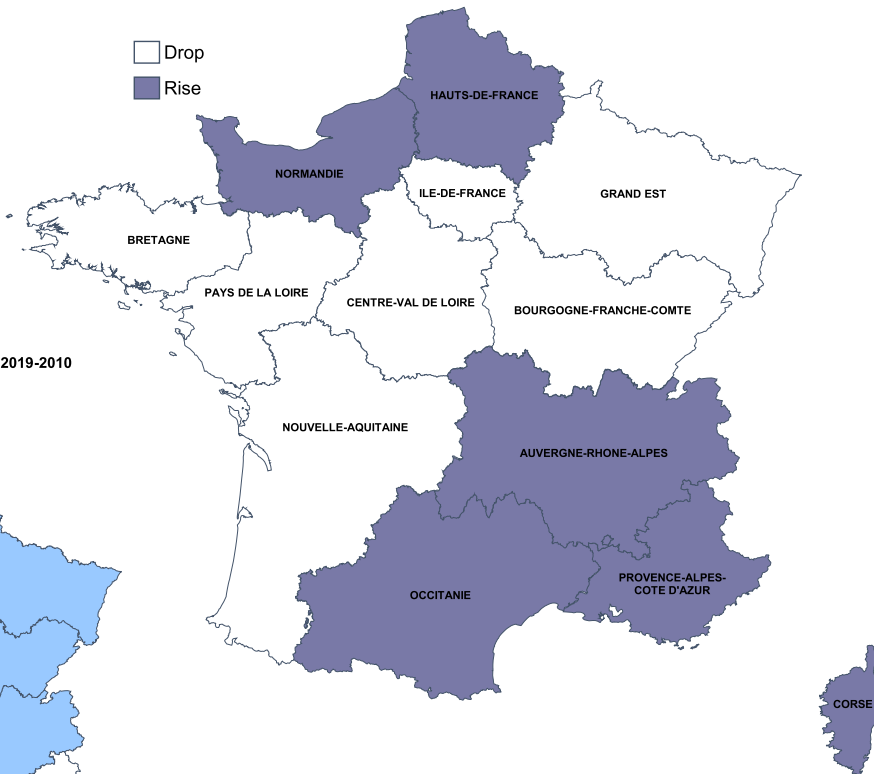
Road fatalities in the first quarter of 2020 decrease highly after the first two weeks of population confinement as part of the management of the Covid 19 crisis : 636 people would have died in 2020 compared to 746 in 2019, a decrease of -15%, i.e. 110 fewer people killed. This decrease mainly concerns car users, pedestrians and cyclists.



Territorial report

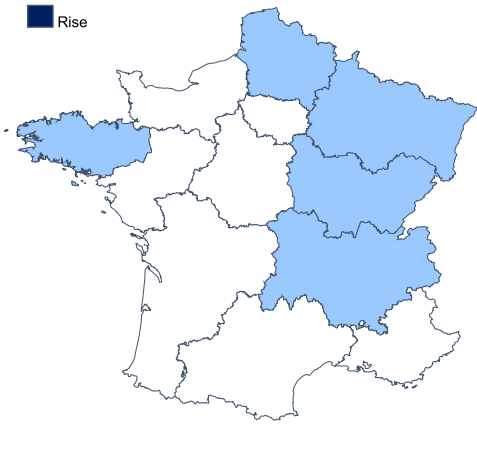
The 12 cumulative months - Variation 2019-2018

Drop
Rise

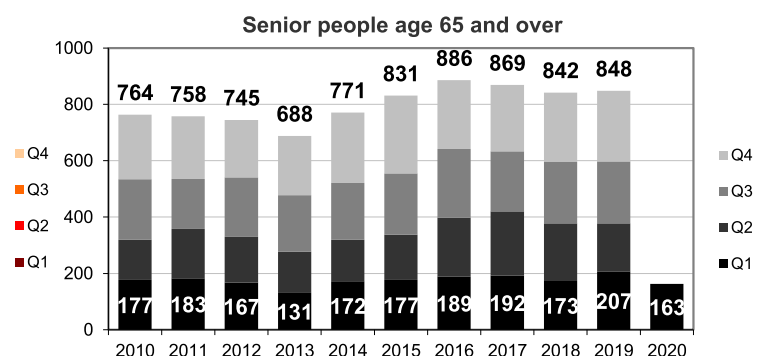
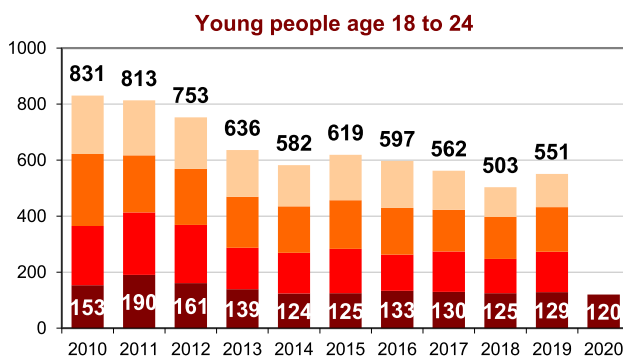
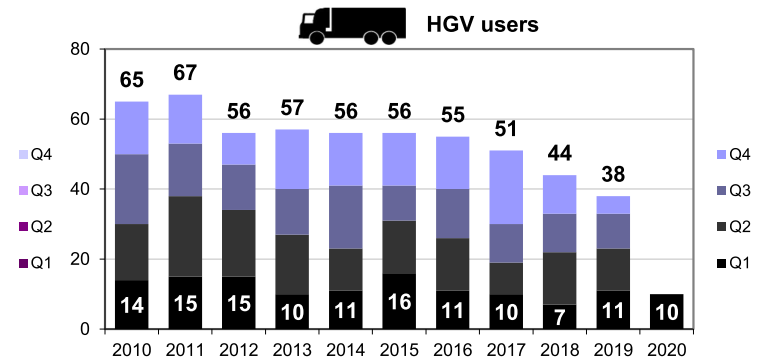
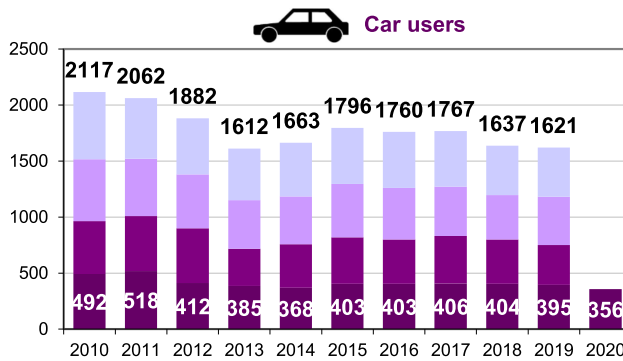
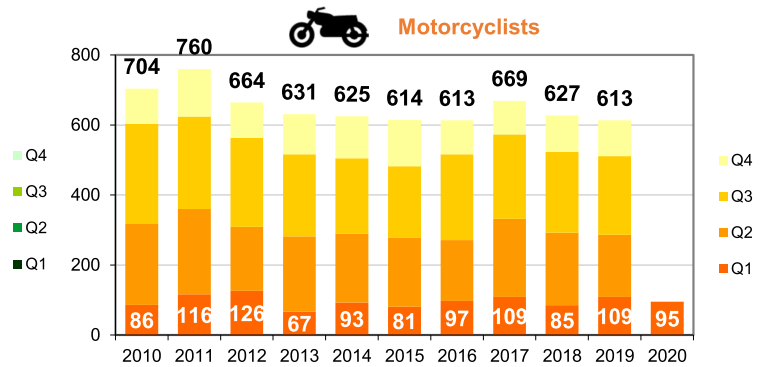
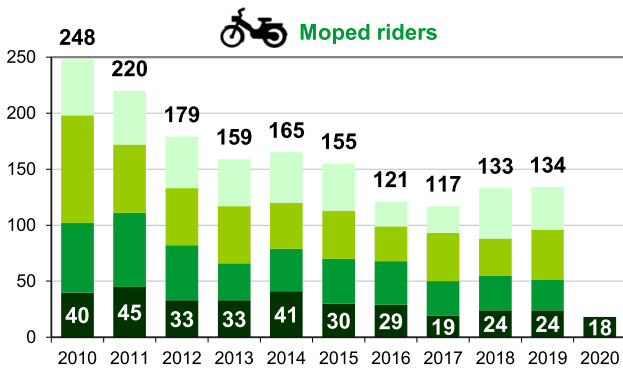
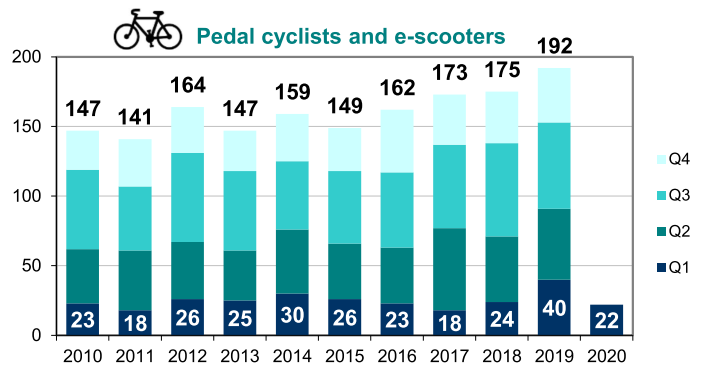
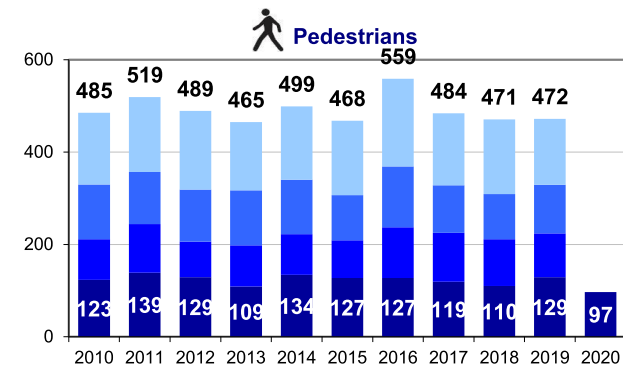


The 12 cumulative months - Variation 2019-2010

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

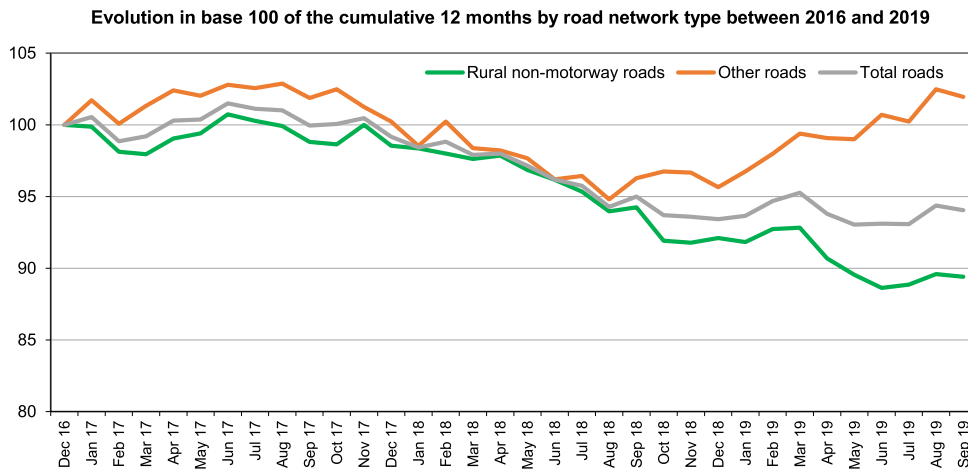
In the first quarter of 2020, it is estimated that 636 people were killed, compared to 716 killed over the five-year average for 2013-2017 taken as a reference. According to the first estimates, this result would decline as follows :

- **motorway** fatalities are estimated at 50 deaths compared to an average of 51 over the 5 year period, a decrease of 1 death ;
- **rural non-motorway roads** fatalities are estimated at 372 deaths compared to an average of 446 over 5 years, a decrease by 74 deaths ;
- **urban area roads** fatalities are estimated at 214 deaths compared to an average of 211 over 5 years, a rise of 3 deaths.

Half of March 2020, the French were confined to their homes, following the coronavirus epidemic, this stopped most travel, only a minority of people continued to move, mainly on rural non-motorway roads or on motorways.

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 same level at the end of February 2020 as at the end of 2016, fatalities on rural non-motorway roads fell by 11%. The drastic reduction in journeys on 17 March 2020 due to the confinement of the population led to a fall in road deaths in March 2020, particularly in urban areas, but also on rural non-motorway road. Road fatalities on motorways remain at last year's level.



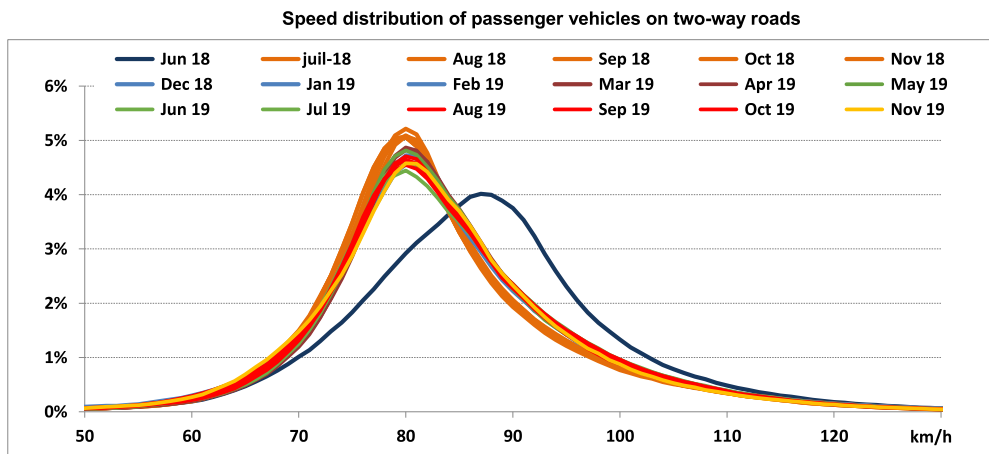
Data source : ONISR - final data labelled 2016-2018, provisional estimation 2019

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.

The survey of the metering stations could not be carried out due to the implementation of the containment and this graph could not be updated.



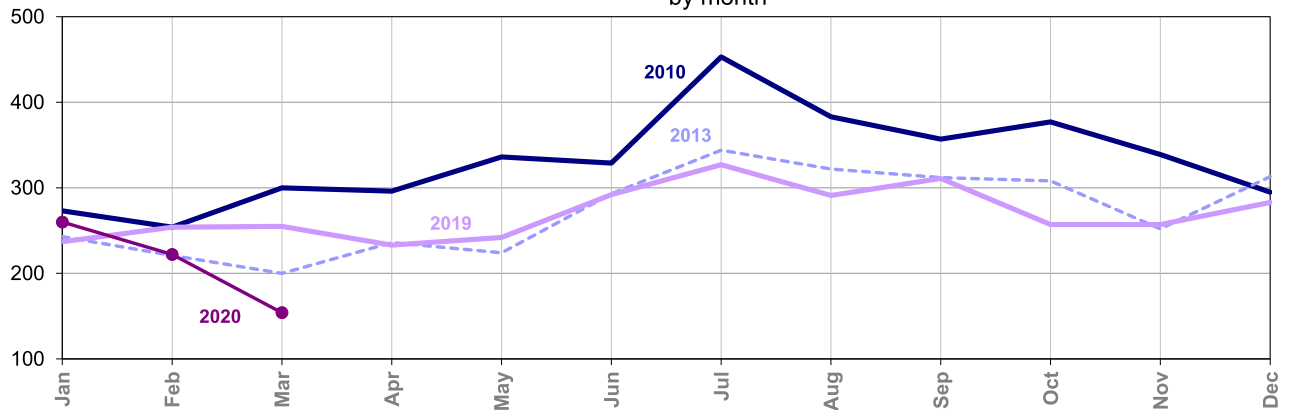
Source : CEREMA - provisional estimates

VMA : Maximum authorized speed

	March				Since the beginning of the year				On a rolling 12 months			
	2020	2019	Difference	Evolution	2020	2019	Difference	Evolution	2020	2019	Difference	Evolution
Accidents	2 443	4 298	-1 855	-43,2 %	10 809	12 088	-1 279	-10,6 %	53 883	56 313	-2 430	-4,3 %
Victims	3 119	5 581	-2 462	-44,1 %	14 011	15 675	-1 664	-10,6 %	71 070	73 767	-2 697	-3,7 %
Fatalities	154	255	- 101	-39,6 %	636	746	- 110	-14,7 %	3 129	3 312	- 183	-5,5 %
Injured	2 965	5 326	-2 361	-44,3 %	13 375	14 929	-1 554	-10,4 %	67 941	70 455	-2 514	-3,6 %



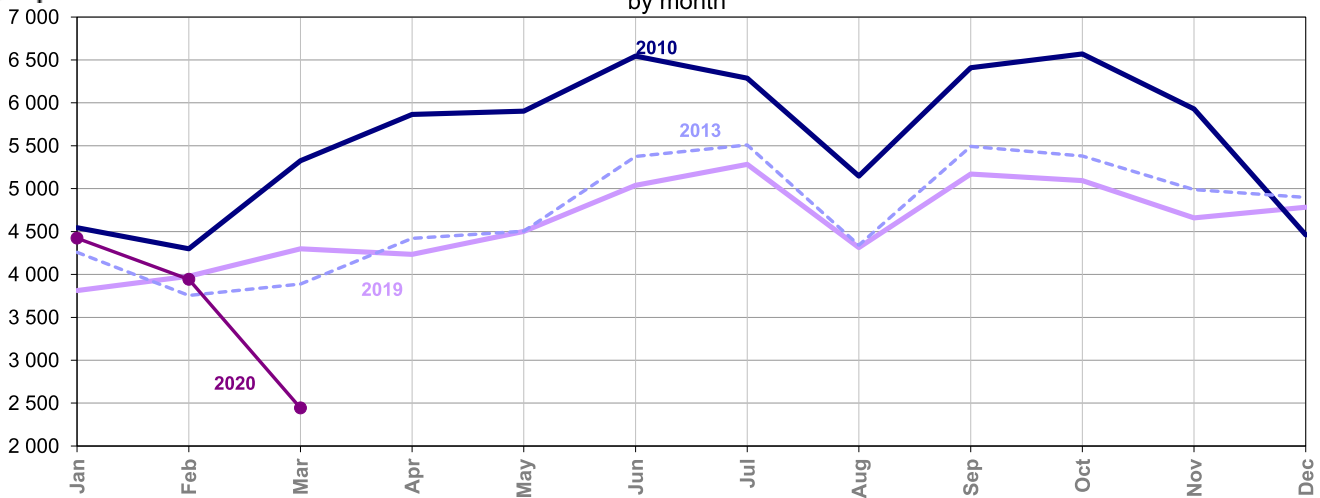
Fatalities within 30 days by month



	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	237	254	255	233	242	292	327	291	311	257	257	283
2020	260	222	154									



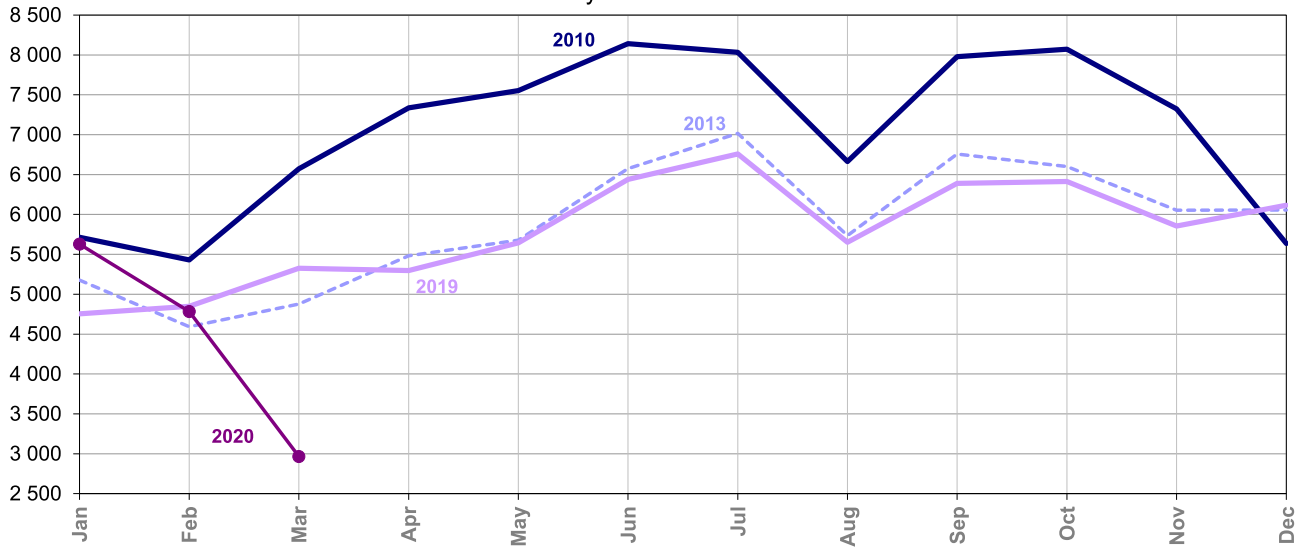
Injury accidents by month



	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	3 812	3 978	4 298	4 234	4 501	5 038	5 283	4 314	5 169	5 093	4 659	4 783
2020	4 422	3 944	2 443									

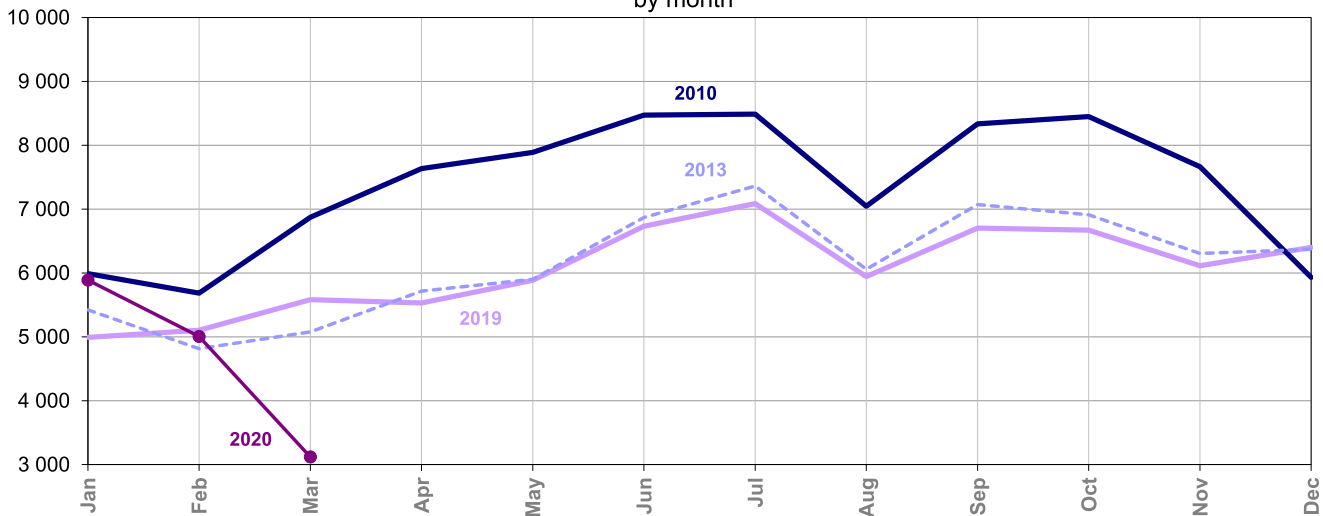
NB : In purple in the table, provisional estimates (Extrapolated data from Quick Reporting).
In blue, quasi definitive data.
In black, final data from the BAAC database.

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	4 754	4 849	5 326	5 297	5 643	6 440	6 759	5 652	6 390	6 413	5 855	6 117
2020	5 628	4 782	2 965									

Total victims (killed + injured) by month



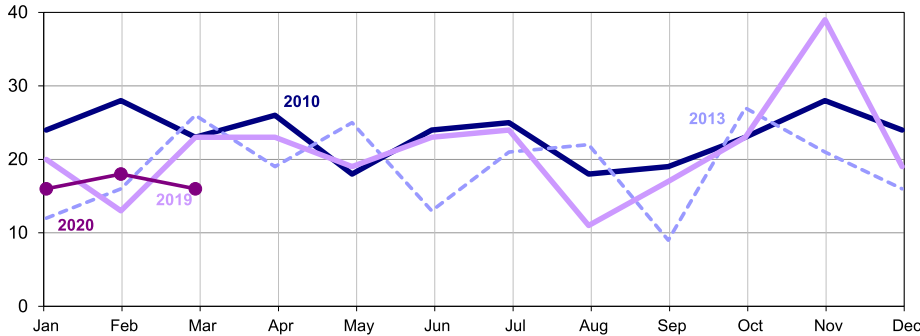
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	5 988	5 684	6 873	7 634	7 890	8 471	8 487	7 046	8 335	8 449	7 664	5 932
2011	6 349	5 747	6 854	7 616	7 841	7 501	7 390	6 471	7 693	7 825	6 736	7 191
2012	6 392	4 909	6 520	5 879	6 914	7 303	7 158	6 098	7 475	7 654	6 711	6 491
2013	5 421	4 814	5 078	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	4 991	5 103	5 581	5 530	5 885	6 732	7 086	5 943	6 701	6 670	6 112	6 400
2020	5 888	5 004	3 119									

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.

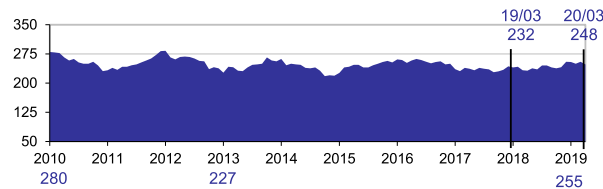
As part of the implementation of the new information system, data on hospitalised injuries are not disseminated because they are incomplete

Road traffic fatalities in March 2020 decrease, with 16 people killed, 7 fewer than in March 2019.

Fatalities within 30 days by month



Cumulative fatalities rolling 12 months



Fatalities
within 30 days

Month report

136 injury accidents
in March

-46,9% compared with 2019,
-120 accidents

186 victims
on road traffic in March

-50,3% compared with 2019,
-188 victims

170 injured
in March

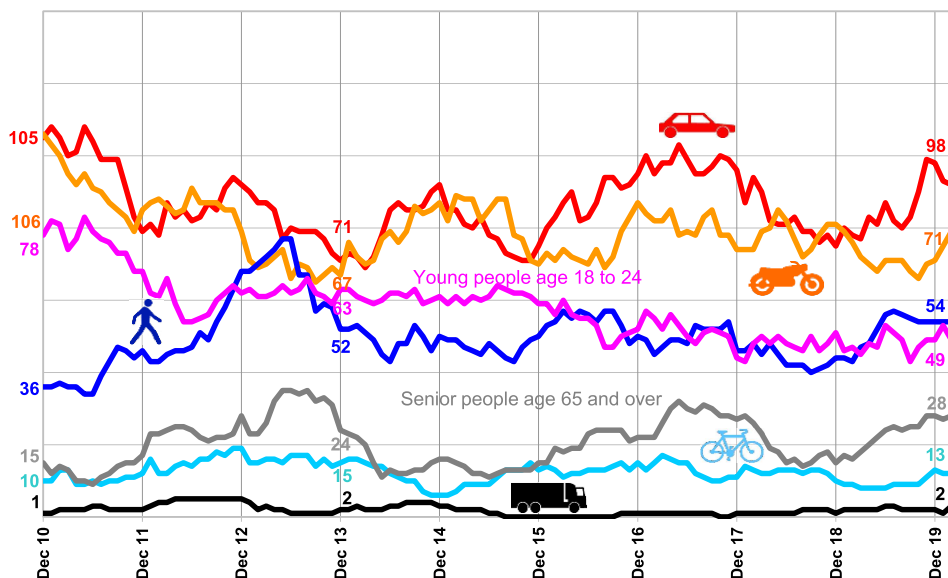
-39,5% compared with 2019,
-47 injured

16 fatalities
in March

-30,4% compared with 2019,
-7 fatalities

	March				Since the beginning of the year				On a rolling 12 months			
	2020	2019	Difference	Evolution	2020	2019	Difference	Evolution	2020	2019	Difference	Evolution
Accidents	136	256	- 120	-46,9 %	623	725	- 102	-14,1 %	2 785	2 755	+ 30	+1,1 %
Victims	186	374	- 188	-50,3 %	829	970	- 141	-14,5 %	3 664	3 857	- 193	-5,0 %
Fatalities	16	23	- 7	-30,4 %	50	56	- 6	-10,7 %	248	232	+ 16	+6,9 %
Injured	170	351	- 181	-51,6 %	779	914	- 135	-14,8 %	3 416	3 625	- 209	-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

March
2020
% compared with 2010

Car users

96 ; -9%

PTW

72 ; -32%

Pedestrians

51 ; +42%

Young people

51 ; -35%

Senior people

28 ; +87%

Pedal cyclists

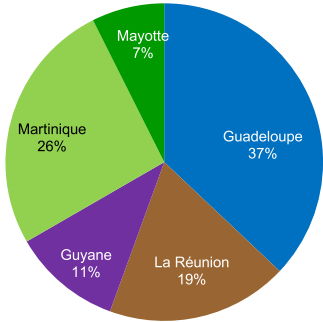
13 ; +30%

HGV Users

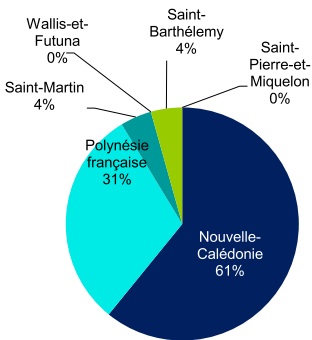
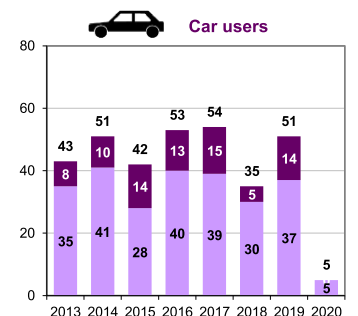
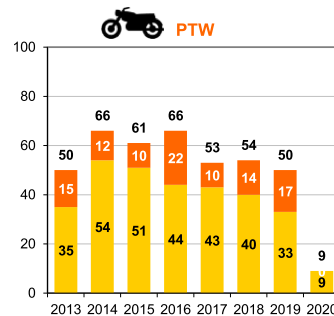
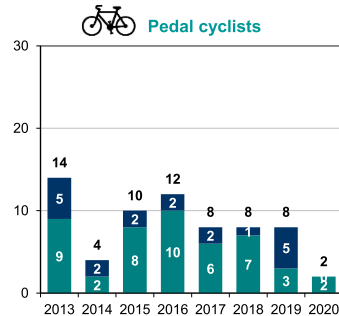
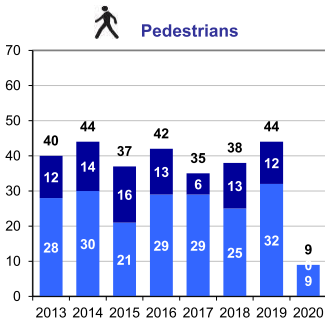
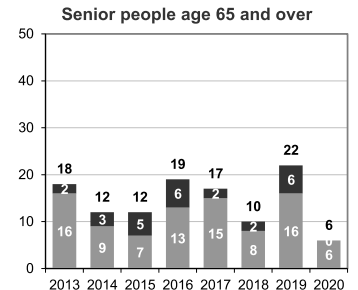
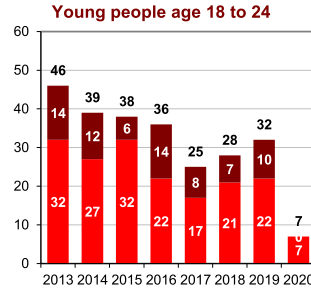
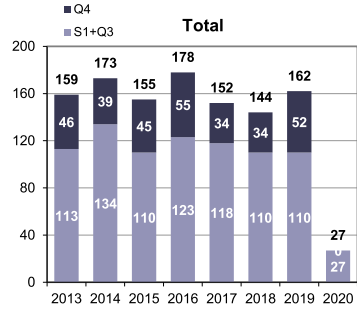
3 ; +200%

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

French overseas counties



27 fatalities in 2020



23 fatalities in 2020

French overseas local authorities and New-Caledonia

