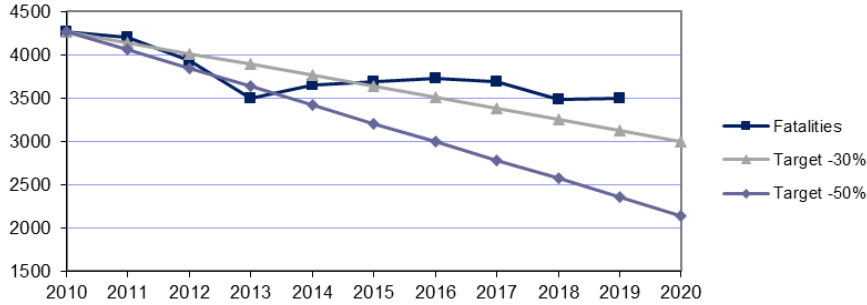
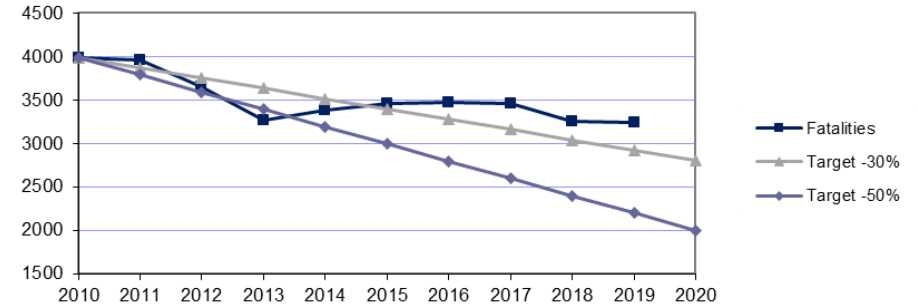


Annual number of road traffic fatalities  
in France mainland and overseas areas



Annual number of road traffic fatalities in France mainland



# Road accidents in 2019

Final results

**National  
Interministerial Road  
Safety Observatory**

**The main indicators,  
Final results 2019 and prior years,  
are certified by the Public Statistics  
Authority**

## General data 2019 - France (mainland and overseas)

In 2019, road mortality is globally stable in mainland France (-0.1% compared to 2018) but increasing overseas (+5.8% compared to 2018).


**3,498 people** died in 2019 on France's roads (mainland and overseas) compared with 3,488 in 2018, i.e. 10 more people killed (+0.3%).

Results for the year 2019	Injury accidents	Killed within 30 days	Injured people
<b>2019 final results</b>	<b>58 840</b>	<b>3 498</b>	<b>74 165</b>
2018 final results	58 352	3 488	73 253
Difference 2019 / 2018	488	10	912
<b>Variation 2019 / 2018</b>	<b>+0,8%</b>	<b>+0,3%</b>	<b>+1,2%</b>

The change in road deaths between 2010 and 2019 is estimated to be **-18.1%**, i.e. 774 lives saved in 2019 compared to 2010.

## General data 2019 – Mainland France

Road deaths are stable overall, with a -0.1% decrease between 2018 and 2019, i.e. 4 fewer deaths.

 Results for the year 2019	Injury accidents	Killed within 30 days	Injured people
<b>2019 estimates</b>	<b>56 016</b>	<b>3 244</b>	<b>70 490</b>
2018 final results	55 766	3 248	69 887
Difference 2019 / 2018	250	-4	603
<b>Variation 2019 / 2018</b>	<b>+0,4%</b>	<b>-0,1%</b>	<b>+0,9%</b>

3,244 people died on the roads of metropolitan France in 2019, 4 fewer than in 2018.

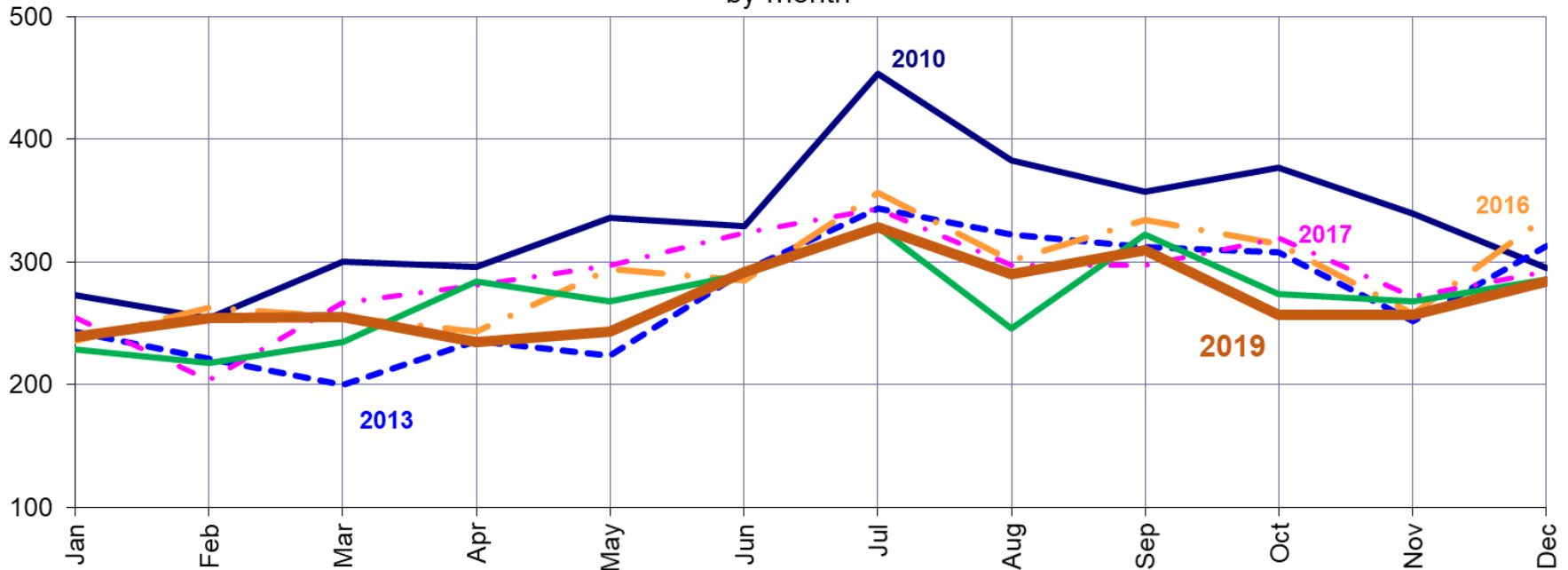
Road deaths are globally stable compared to 2018, with a variation of -0.1%. Accidents causing bodily injury and injuries are stable overall (variation of +0.4% and +0.9% respectively).

Since 2010, road deaths have fallen by -18.7% (i.e. 748 fewer people killed in 2019 than in 2010), more sharply than the number of accidents causing bodily injury or injury (-16.8% and -16.5% respectively).

# Road deaths by month



## Fatalities within 30 days by month



The particular points to be noted are:

- mortality tends to smooth out throughout the year with less mortality in the summer than in the past...
- a second half as deadly as 2018

## Mortality trends by location

Mortality on motorways is stable in 2019 compared to 2018. Since 2000, mortality has fallen by more than half on this network (-55%).

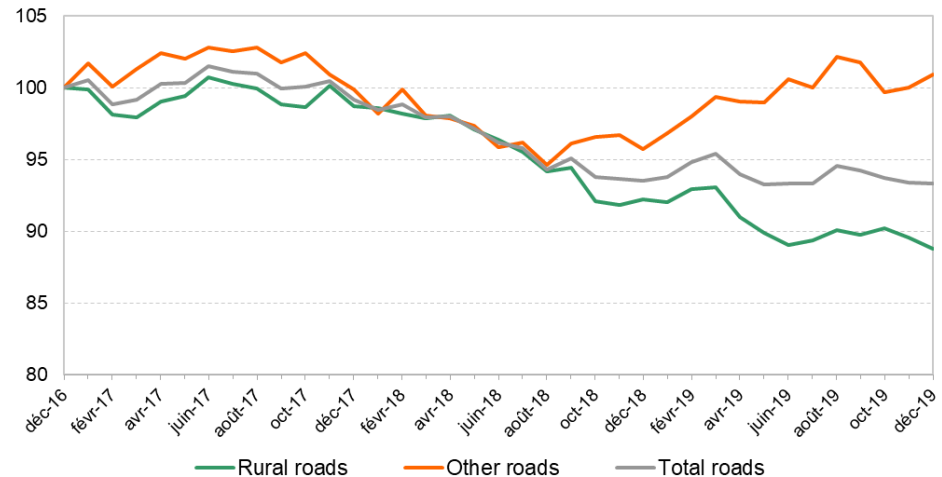
In built-up areas, mortality increased by +8% compared to 2018, i.e. 74 more people were killed in 2019 than in 2018. The increase is mainly due to young people aged 18-24, whether they are pedestrians, cyclists, users of motorised two-wheelers or motorists. Since 2000, mortality has also fallen by more than half (-54%).

Outside built-up areas, mortality decreased by 72 fatalities in 2019 compared to 2018 (-4% in 2019 compared to 2018). The decrease is mainly due to young people aged 18-24 and working people aged 35-54 (pedestrians, motorised two-wheelers and motorists). Since 2000, mortality has decreased by -63% on this network.

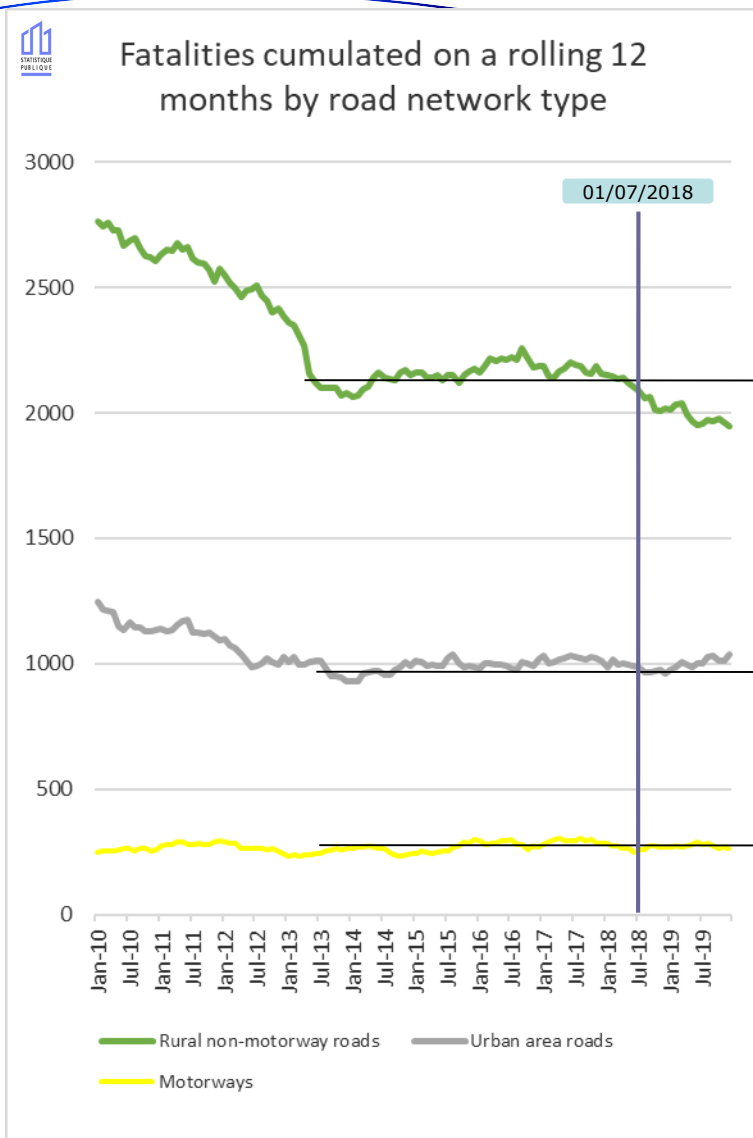
	Motorways	Outside built-up areas	In built-up areas	Total
<b>2010</b>	256 6 %	2603 65 %	1133 28 %	<b>3 992</b> 100 %
<b>2018</b>	269 8 %	2016 62 %	963 30 %	<b>3 248</b> 100 %
<b>2019</b>	263 8 %	1944 62 %	1037 29 %	<b>3 244</b> 100 %
<b>Variation 2018 - 2019</b>	<b>-2%</b>	<b>-4%</b>	<b>+8%</b>	<b>-0,1%</b>
<b>Variation 2010-2019</b>	<b>+3%</b>	<b>-25%</b>	<b>-8%</b>	<b>-18,7%</b>
<b>Variation 2000-2019</b>	<b>-55%</b>	<b>-63%</b>	<b>-54%</b>	<b>-60,3%</b>



Evolution in base 100 of the cumulative 12 months by road network type between 2016 and 2019: Rural roads, Other roads, and total roads



## Mortality trends by location (continued)



Averages 2013-2017

2 151 annual killed

Difference at the end of 2019 : -207 people killed over 12 months











987 annual killed

Difference at the end of 2019 : +50 people killed over 12 months

270 annual killed

Difference at the end of 2019 : -7 people killed over 12 months

# General data 2019 – users

	 Pedestrians	 e-Scooters	 Cyclists	 Mopeds	 Motorcyclists	 Car users	 LCVs	 HGVs	 Public Transport	 Other users	Total
<b>2010</b>	485 12%		147 4%	248 6%	704 18%	2117 53%	146 4%	65 2%	4 0%	76 2%	<b>3 992</b> <b>100%</b>
<b>2018</b>	471 15%		175 5%	133 4%	627 19%	1637 50%	92 3%	44 1%	3 0%	66 2%	<b>3 248</b> <b>100%</b>
<b>2019</b>	483 15%	10 0%	187 6%	134 4%	615 19%	1622 50%	98 3%	36 1%	4 0%	55 2%	<b>3 244</b> <b>100%</b>
Progression 2018 - 2019	<b>+3%</b>		<b>+7%</b>	<b>+1%</b>	<b>-2%</b>	<b>-1%</b>	<b>+7%</b>	<b>-18%</b>	<b>+33%</b>	<b>-17%</b>	<b>-0,1%</b>
Progression moy-2019	<b>-2%</b>		<b>+18%</b>	<b>-7%</b>	<b>-2%</b>	<b>-6%</b>	<b>-22%</b>	<b>-35%</b>	<b>-76%</b>	<b>-14%</b>	<b>-4,8%</b>
Progression 2010-2019	<b>-0%</b>		<b>+27%</b>	<b>-46%</b>	<b>-13%</b>	<b>-23%</b>	<b>-33%</b>	<b>-45%</b>	<b>+0%</b>	<b>-28%</b>	<b>-18,7%</b>
Progression 2000-2019	<b>-14%</b>		<b>+32%</b>	<b>-59%</b>	<b>-26%</b>	<b>-34%</b>	<b>ND</b>	<b>-47%</b>	<b>ND</b>	<b>-14%</b>	<b>-27,2%</b>

NB : BAAC 2000-2019 labeled data  
The category "other" includes carts or tricycles, quad bikes, agricultural tractors and special machinery.

The 2019 motorist mortality rate is down with 15 fewer fatalities than in 2018.

Motorcyclist fatalities are down with 12 fewer motorcyclists killed.

Moped mortality increases by +1 killed, but remains 46% below 2010.

Cyclist mortality continues to rise with 12 more killed, +27% more than in 2010.

10 motorized micro-mobility device fatalities are recorded in 2019.

Pedestrian mortality (which includes 1 non-motorised PDE user) increases by +12 fatalities.

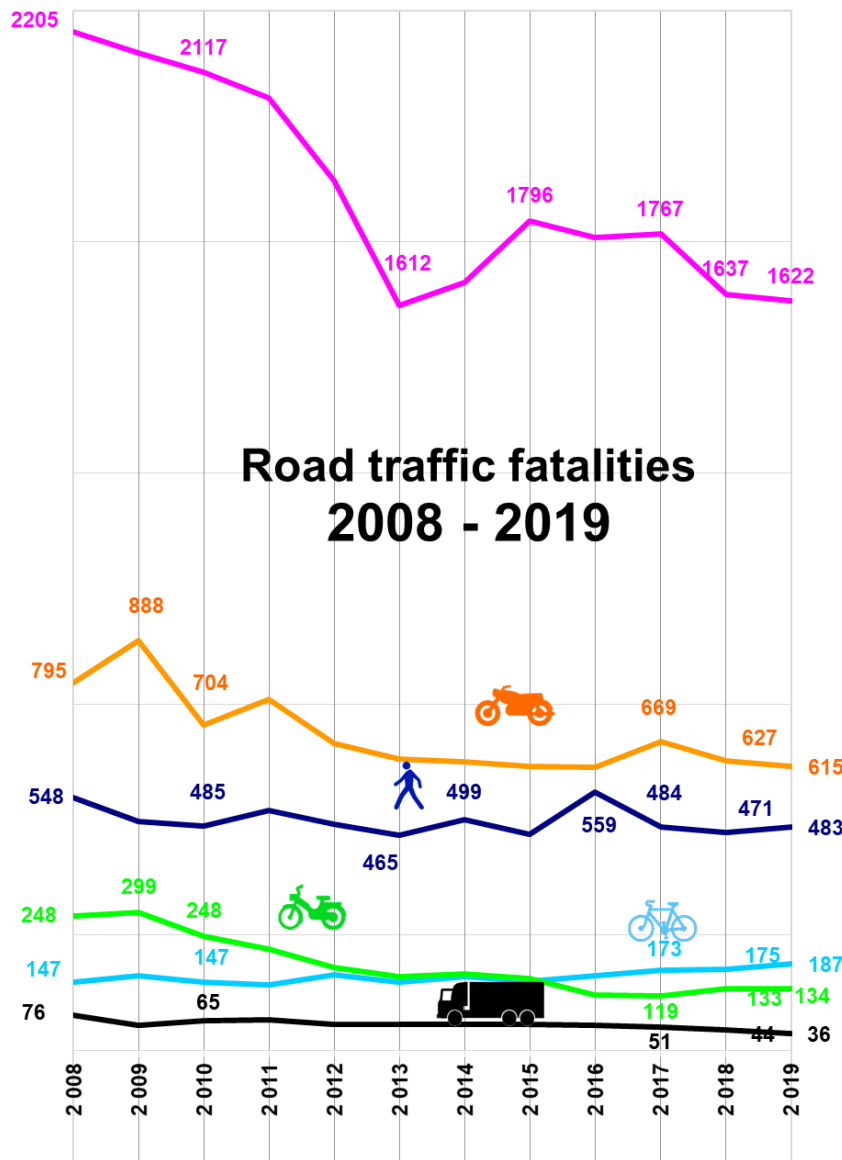
# Evolution of mortality per user between 2010 and 2019

The largest declines since 2010 are :

- **Cars** : -23 % i.e. 495 fewer deaths in 2019 than in 2010.
- **Mopeds** : -46 % i.e. 114 fewer deaths in 2019 than in 2010.
- **Motorcyclists** : -13 % i.e. 89 fewer deaths in 2019 than in 2010.
- **HGVs** : -45 % i.e. 29 fewer deaths in 2019 than in 2010.
- **Pedestrians** : 0 % i.e. 2 fewer deaths in 2019 than in 2010.

A marked increase :

- **Cyclists** : +27% i.e. 40 deaths more in 2019 than in 2010.





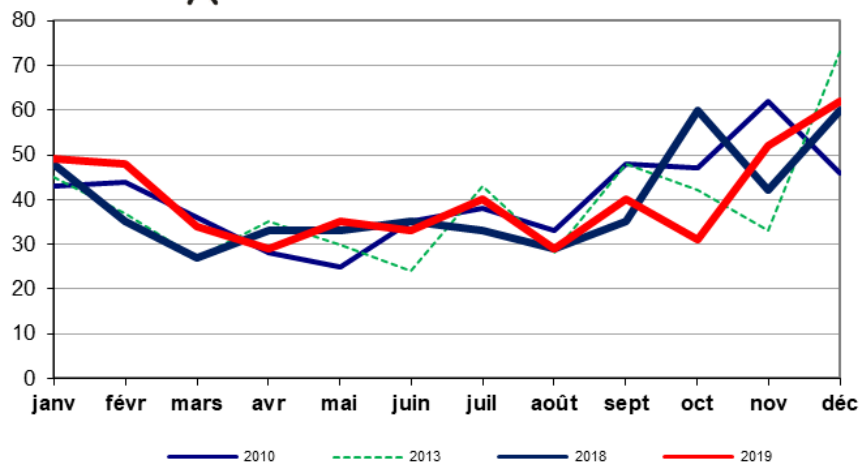
# Pedestrian and motorcyclist fatalities in metropolitan France

**Pedestrian** mortality was less pronounced this autumn but nevertheless peaked in December.

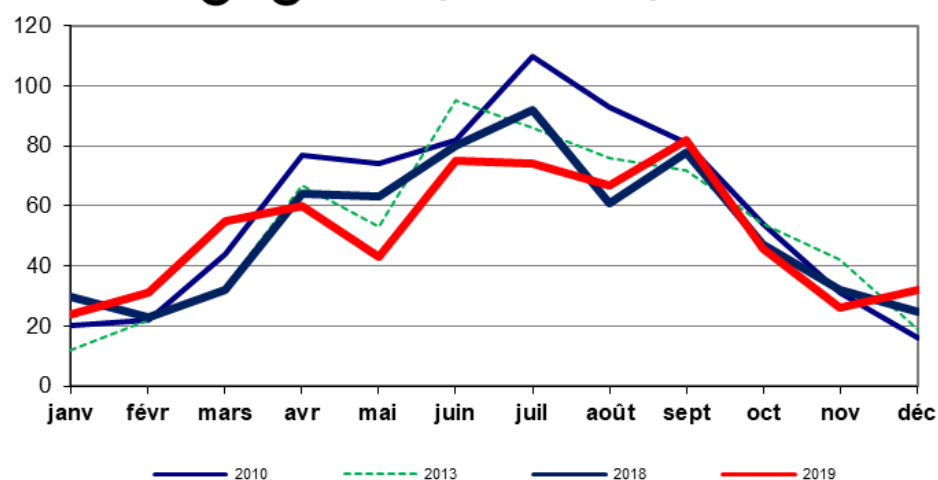
The seasonality of **motorcyclist** fatalities generated by the recreational use of motorcycles remains marked this year, in connection with favourable weather conditions in March-April and September, while the summer was less favourable between heat waves and violent thunderstorms in some regions.



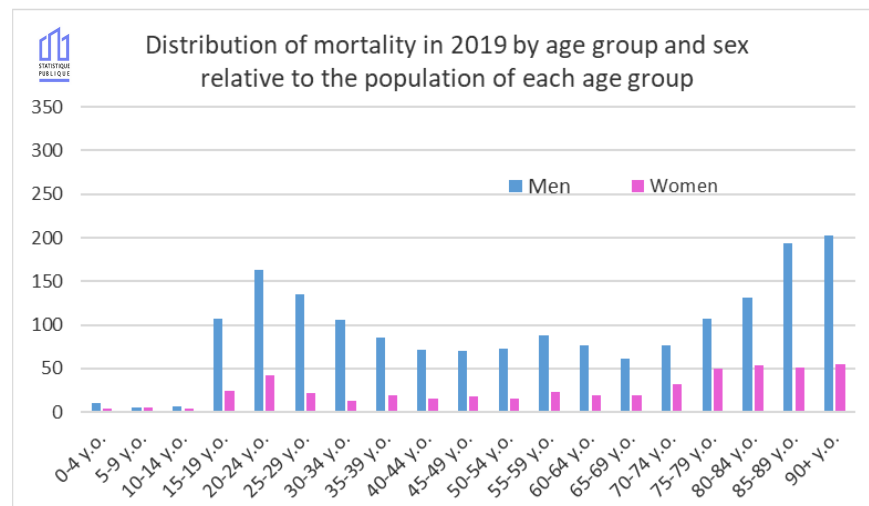
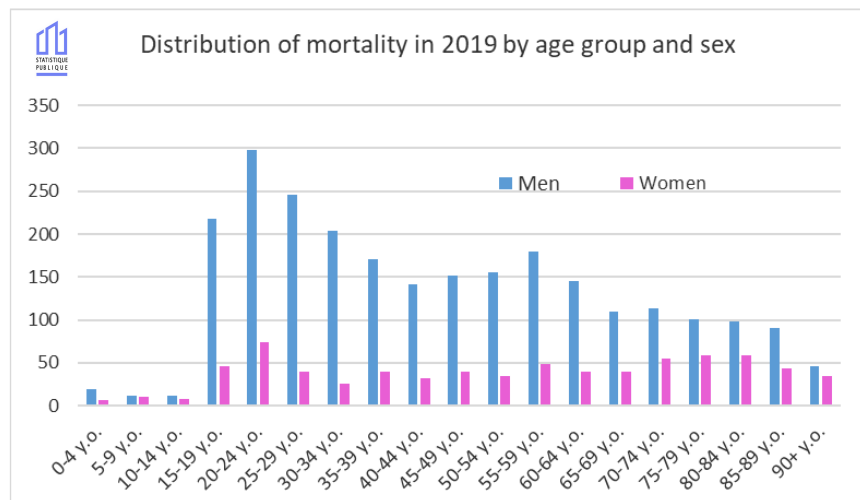
**Pedestrian fatalities by month**



**Motorcyclist fatalities by month**



# Mortality 2019 by age group and sex



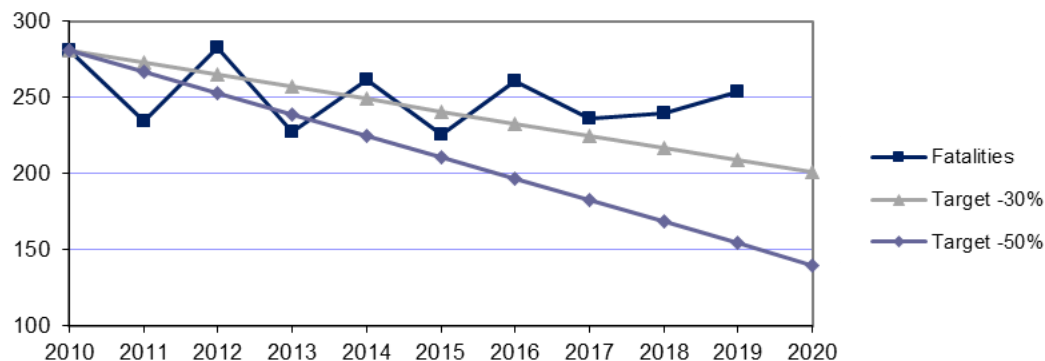
Men aged between 15 and 34 remain the most numerous to die on the roads. Their mortality rate in relation to their population exceeds 100, while the national average is 50 deaths per million inhabitants.

However, while they are half as likely to die, men aged 75 years or older have a higher mortality rate than young adults.

## Overseas mortality trends










254 people died on the overseas routes in 2019, including 162 in the overseas departments and 92 in the overseas communities or New Caledonia. This is an increase of +5.8% compared with 2018, and a decrease of -9.3% compared with 2010.

Annual number of road traffic fatalities in overseas areas



Mortality among 18-24 year olds is down -4% in 2019 with 49 killed. This figure remains far below what was recorded in 2010 (78 killed). On the other hand, while mortality among 25-64 year olds, which has fluctuated between 125 and 160 deaths since 2010, is equivalent in 2019 to 2018 (154 deaths, a high level), 20 fewer people died among 25-44 year olds, and 20 more among 45-64 year olds. Mortality among seniors aged 65 or over is also rising sharply: 28 killed in 2019 compared to 15 killed in 2018.

## Trends in overseas mortality (continued)

										Total
	Pedestrians	Pedal cyclists	Moped riders	Motos	Car users	VU	HGV Users	Public Transport	Others	
<b>2018</b>	49 20%	10 4%	28 12%	53 22%	75 31%	19 8%	1 0%	0 0%	5 2%	<b>240</b> <b>100%</b>
<b>2019</b>	53 21%	14 6%	26 10%	45 18%	95 37%	16 6%	2 1%	0 0%	3 1%	<b>254</b> <b>100%</b>
<b>Variation 2018-2019</b>	<b>+8%</b>	<b>+40%</b>	<b>-7%</b>	<b>-15%</b>	<b>+27%</b>	<b>-16%</b>	<b>+100%</b>	<b>-</b>	<b>-40%</b>	<b>+5,8%</b>

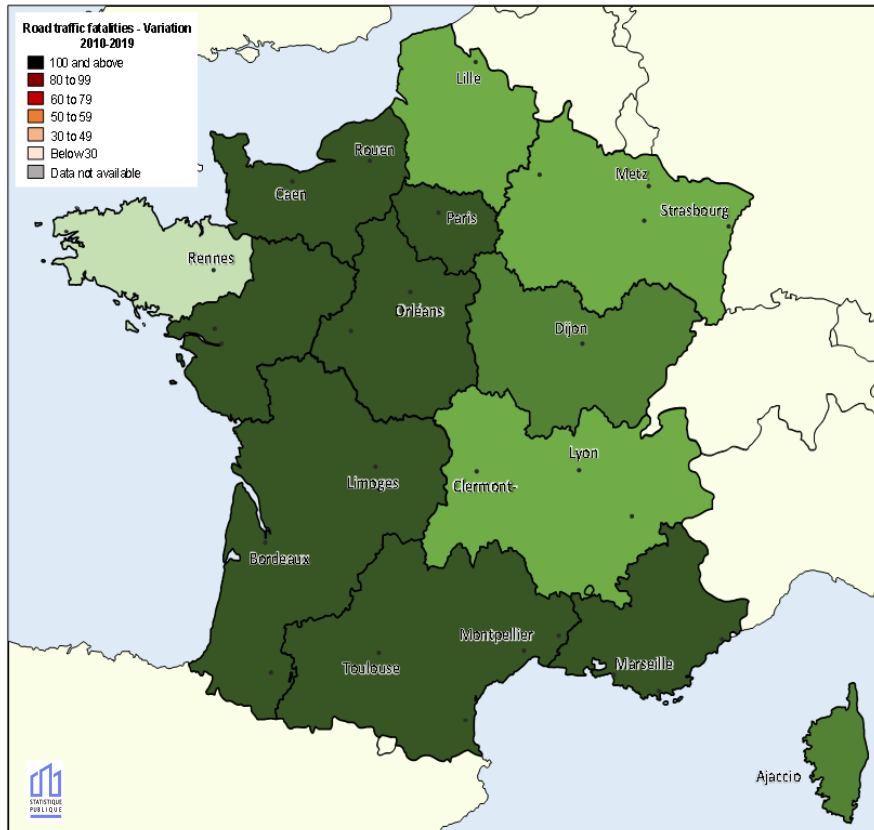
**Motorist** fatalities account for just over one-third of overseas road deaths with 95 deaths. Seatbelts are a major issue in the overseas territories, where in several territories half or even three-quarters of the dead had not fastened seatbelts.

Mortality on **motorized two-wheelers** remains significant, with 71 users killed in 2019, i.e. just under a third of all road deaths overseas. It is decreasing mainly due to the drop in **motorcycle** mortality compared to 2018. Non-use of a helmet accounts for half of motorised two-wheeler deaths.

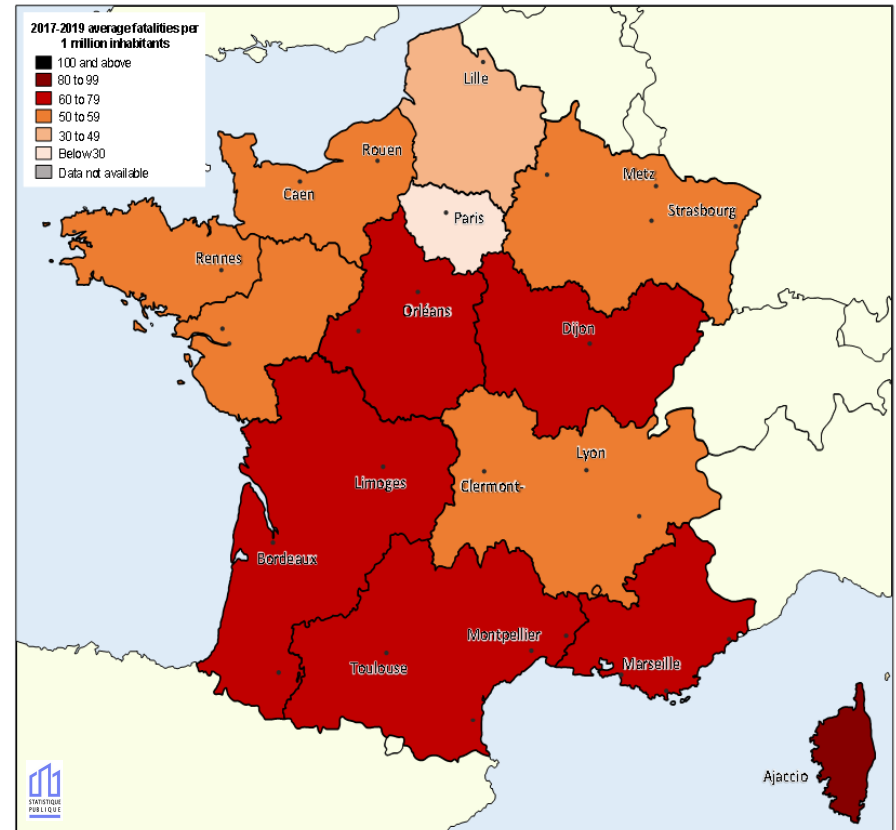
**Pedestrian** mortality is increasing, with 53 deaths in 2019, and higher than in 2010 (36 deaths recorded).

## APPENDIX : Regional road deaths

### Mortality trends between 2010 and 2019

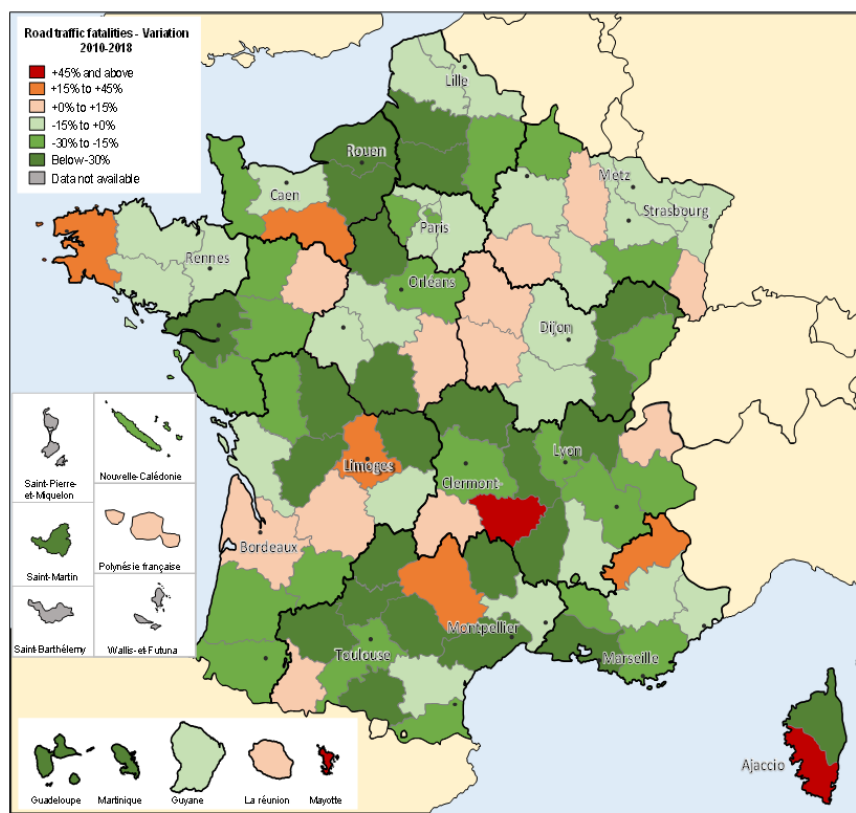


### Average mortality 2017-2019 per million inhabitants of the region



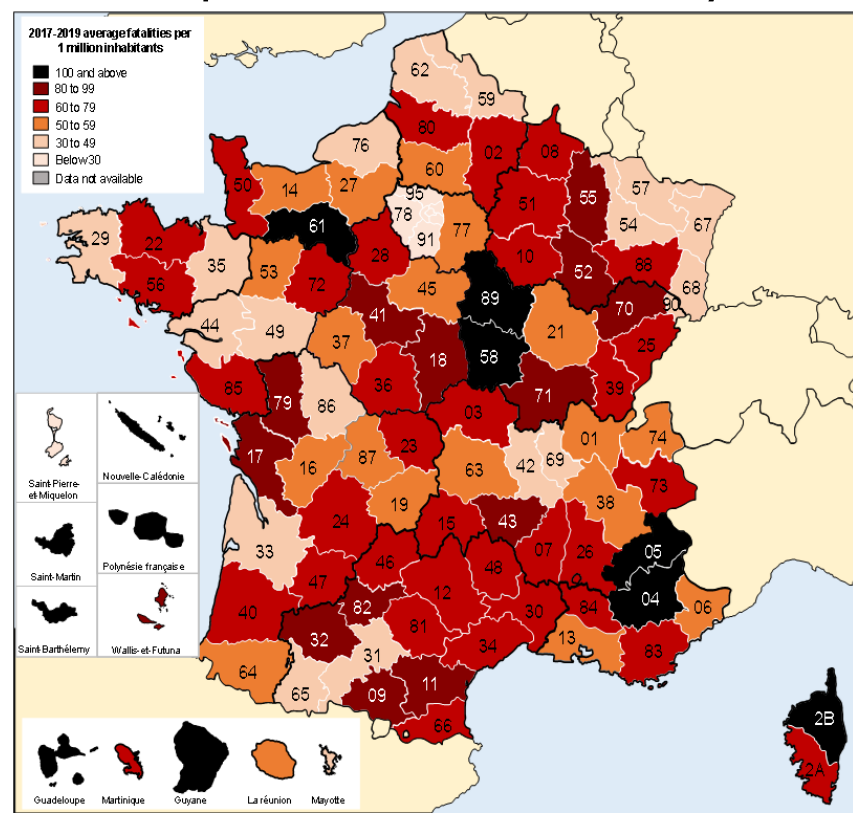
# APPENDIX : Road deaths in the departments and territories

## Mortality trends between 2010 and 2019



Data sources : 2010-2019 : Final data from BAAC database

## Average mortality 2017-2019 per million inhabitants of the department or territory



Data sources : 2010-2019 : Final data from BAAC database