ROAD SAFETY Observatory

NATIONAL INTERMINISTERIAL

Road safety 2020

final data

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Observatoire national interministériel de la sécurité routière

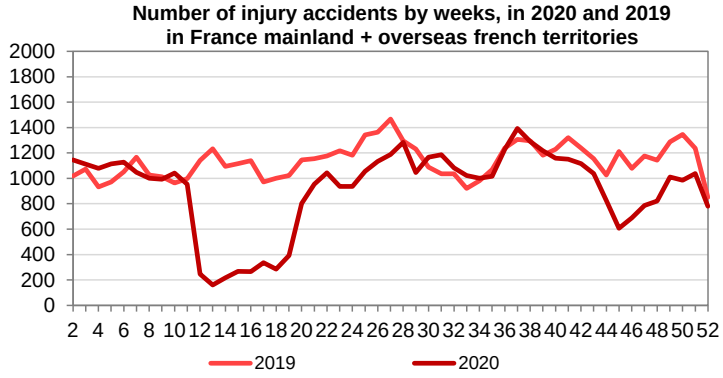
ONISR

Contents

Synthesis

2,780 people died in 2020 on the roads of France, in mainland France or overseas territories. **This figure, 21% lower than in 2019, is historically low**. This evolution is largely explained by the effects of the global epidemic of Covid-19. Accidents are down -19% and injuries are down -20%.

The government confined the population during two periods, from March 16 to May 10 and from October 30 to December 13. Outside these periods, national and/or local curfews were put in place. During these periods of restriction, business and tourist travel was greatly reduced, as shown by the decrease in household fuel consumption. This reduction in travel logically had a positive effect on **road accidents**.



In mainland France, 2,541 people died on the roads (1,991 men and 550 women), i.e. 703 fewer killed than in 2019 (-22%). This result is lower than that recorded in 1925 (2 646 killed, and 2 246 in 1924) when there were 50 times fewer vehicles at that time. Due to the health crisis and the restrictions it imposed, long-distance travel was greatly reduced, and only daily or local travel was maintained or even increased. French people spent the summer in France and walking and cycling became more popular. The number of accidents fell by 19% and the number of injuries by 21%.

The impact of traffic evolution due to the pandemic is significant on **motorist mortality**: with **1,243 killed in 2020**, it represents for the first time less than half of the total road mortality.

Mortality fell in particular among users aged **75 and over** (-34%): the latter, for fear of being contaminated, severely limited their outings and gave up travelling, in addition to the imposed periods of lockdown. However, their death rate relative to their population remains higher (56 deaths per million inhabitants) than the average (29 deaths per million).

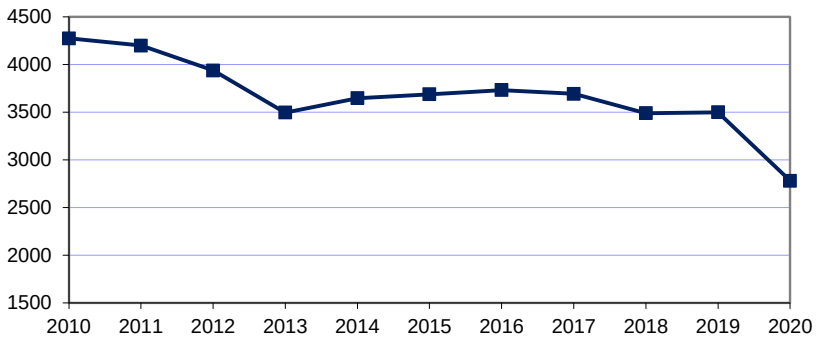
Pedestrian mortality (391 fatalities) are down (-19%), but this decrease is below average. More than half of these deaths occur each year among senior citizens aged 65 or more. In 2020, due to the health crisis, young seniors have shifted their habits to local leisure activities, particularly walking.

Bikers mortality (479 fatalities) fell like the average, due to the combined impact of the lockdown in the spring, usually a sign of the resumption of outings, and rainy weather in June and September. On the other hand, **cyclist mortality** (178 killed) remained close to those of previous years: apart from downtime due to lockdowns, this mode of transport has developed in urban areas to avoid public transport and in rural areas to practice local leisure activities (+ 31% increase in cycling during periods when there are no lockdown in urban areas and + 15% in rural areas). There are more injuries in urban areas, but more fatalities outside urban areas due to the high speeds of other road users.

Overseas, 239 people died on the roads, which does not represent a significant change compared to previous years. A single lockdown was implemented in all territories and the impact of the pandemic was not significant over the year.

1. Accidents situation in France (mainland and overseas)

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



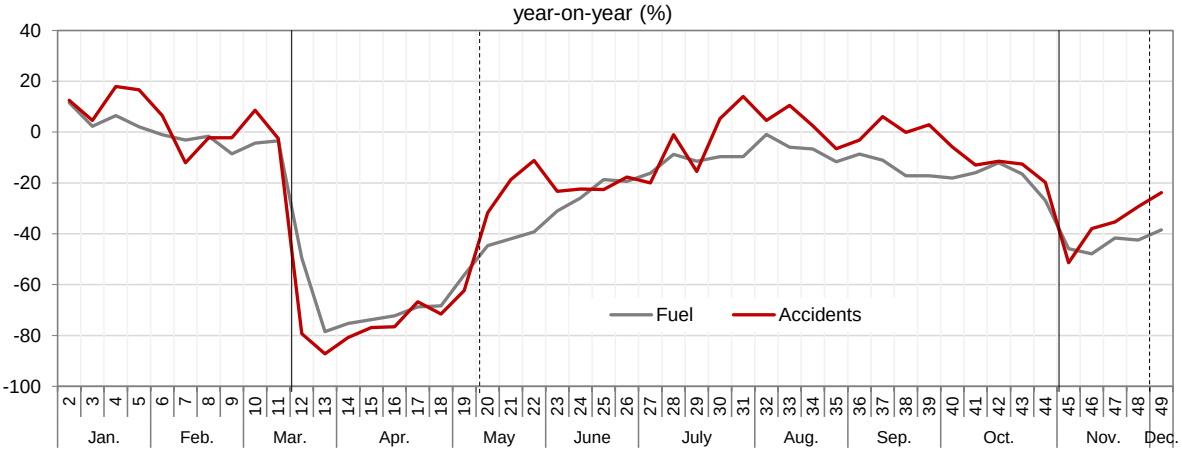
In the context of the Covid-19 health crisis, which gave rise to exceptional measures in metropolitan and overseas France (lockdown from March 17, 2020, gradual exit from lockdown from May 11, 2020, local curfews in October and a second national lockdown from October 30 to December 14), the road accident indicators show a historic decline from March 2020.

France mainland + Overseas

	Injury accidents	Killed within 30 days	Injured people
2010	70 141	4 273	88 167
2011	67 760	4 196	84 910
2012	63 018	3 936	79 274
2013	59 110	3 495	73 611
2014	60 429	3 644	75 928
2015	59 198	3 687	74 158
2016	59 919	3 738	75 819
2017	61 224	3 684	76 840
2018	58 352	3 488	73 253
2019	58 840	3 498	74 165
2020	47 744	2 780	59 248
Variation 2017-2018	**-5%**	**-5%**	**-5%**
Variation 2018-2019	**+1%**	**+0%**	**+1%**
Variation 2019-2020	**-19%**	**-21%**	**-20%**
Variation 2010-2020	**-32%**	**-35%**	**-33%**

Source: ONISR - definitive data until 2020
Data relating to injury accidents recorded by the police, France mainland + French overseas territories

Amount of CB transactions in fuel and Number of injury accidents, weekly in 2020
year-on-year (%)



Reading: during week 47 (16-22 November), the amounts of CB bank card fuel transactions were 42% lower than the amount in week 47 of 2019, the number of accidents was 36% lower than the number in week 47 of 2019. The vertical lines indicate respectively the beginning of the first containment, its end, the beginning of the second containment and its lightening.
Note: the dynamics of these bank transaction amounts may reflect, from March onwards, a greater use of bank card payments, with this trend being corrected in the estimate of losses or increased consumption compared to the pre-crisis level.

Sources: CB bank card, cash register data from supermarket chains (for food), INSEE calculations.
ONISR - final data certified up to 2019, data 2020 from BAAC database as of January 25, 2021, in France (mainland and French overseas counties)

The evolution of weekly accidents in 2020 compared to 2019 follows the same trend as the amount of credit card fuel transactions. This amount of transactions, which represents household fuel consumption, allows us to identify the points of activity recovery related to thermal vehicle travel, particularly following the first end of lockdown in May 2020 as well as during the summer period.

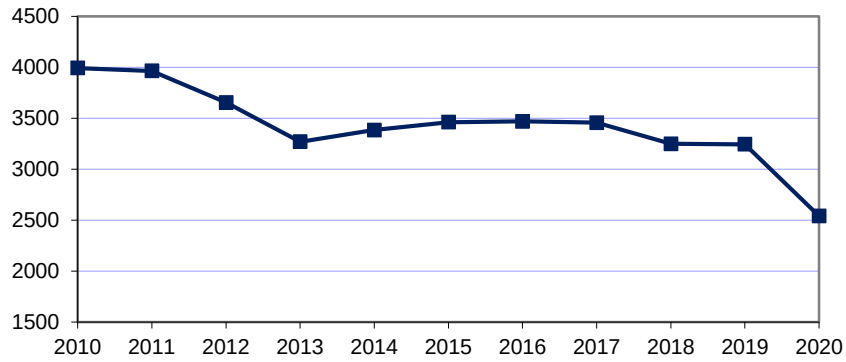
The interpretation of the impacts of the pandemic on road accidents is complex because, **beyond the overall decrease in the number of kilometres travelled**, the lockdowns and end of lockdowns have strongly influenced users 'travel behaviours in several ways. For example, due to the **rules of social distancing**, many users **have changed their modes of travel**, especially in urban areas where individual modes (walking, scooters and other personal mobility devices, bicycles, motorized bicycles, and cars) have been favoured over public transport.

2. Accidents situation in mainland France

In 2020, 2,541 people died on the roads of mainland France.

This is the lowest road mortality recorded since 1924 (road mortality in 1924: 2,246 deaths, 1925: 2,646 deaths), while it can be estimated that the number of vehicles on the road has increased 50-fold[1].

Annual number of road traffic fatalities in France mainland



The indicators for bodily injury accidents recorded by the police, as well as those for injured people, are also down by about 20% compared to previous years.

France mainland

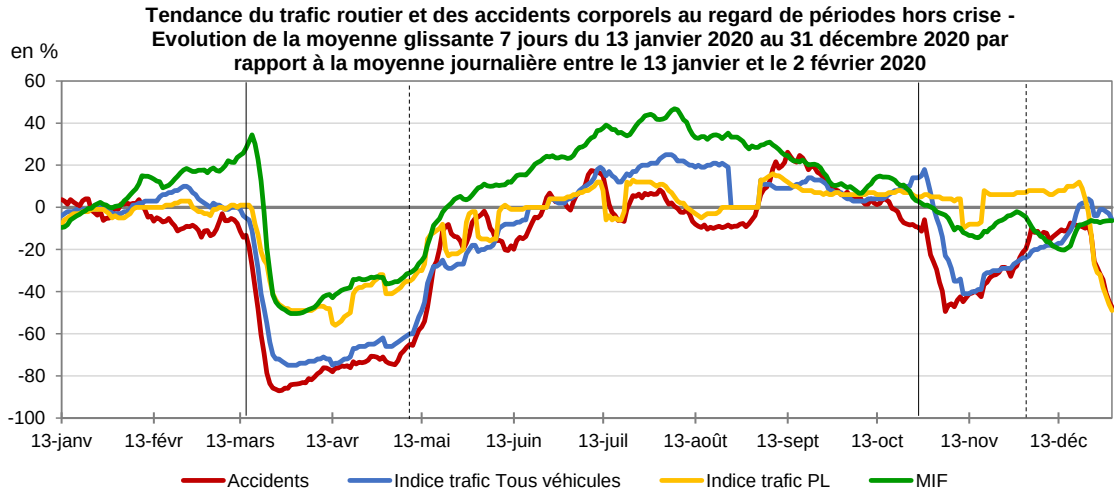
	Injury accidents	Killed within 30 days	Injured people
2010	67 288	3 992	84 461
2011	65 023	3 963	81 249
2012	60 435	3 653	75 849
2013	56 812	3 268	70 607
2014	58 191	3 384	73 048
2015	56 603	3 461	70 802
2016	57 522	3 477	72 645
2017	58 613	3 448	73 384
2018	55 766	3 248	69 887
2019	56 016	3 244	70 490
2020	45 121	2 541	55 836
Variation 2017-2018	**-5%**	**-6%**	**-5%**
Variation 2018-2019	**+0%**	**-0%**	**+1%**
Variation 2019-2020	**-19%**	**-22%**	**-21%**
Variation 2010-2020	**-33%**	**-36%**	**-34%**

Source: ONISR - definitive data until 2020 (certified series)
Data on bodily injury accidents recorded by the police in France mainland

The unprecedented suddenness of this decline suggests that it can not be explained solely by changes in road user behaviour.

[1] The current number of cars in circulation is estimated at 40 million, and should have been around 800,000 in 1925.

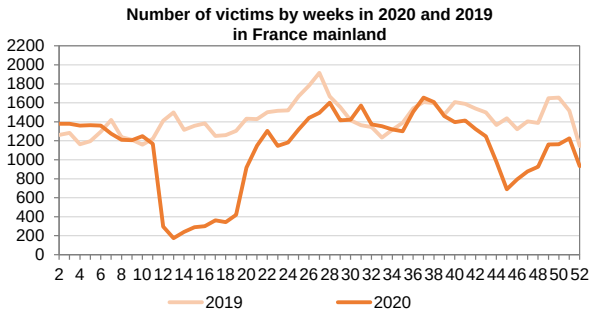
The weekly evolution of injury accidents since the beginning of the year 2020 is very close to the evolution of the traffic indicator on the national road network (motorways and national roads). It is therefore very likely that the decrease in road traffic explains a large part of the decrease in accidents.

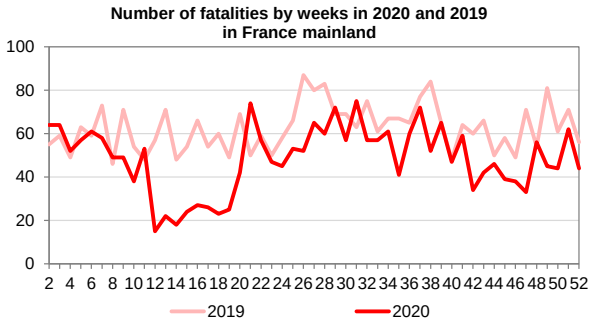


Sources: ONISR - definitive data certified until 2020, as of 20/05/2021
Cerema - Road traffic index (national network) 7 days sliding, available on 21/05/2021
DSR - provisional traffic violation messages (MIF), as of 6/04/2021

During the two lockdown periods, both traffic and accidents fell. It was also during these periods that fatalities and injury accidents were significantly lower than in previous years. However, the observed gain is not of the same magnitude as the decrease in traffic; the analysis of the violation messages (MIF[2]) recorded by the automatic radars (green curve) suggests that the practiced speeds were higher than usual during certain periods, undoubtedly because the traffic was more fluid, the road clear. At the end of the summer the curve of the violation messages temporarily joins the curve of the road traffic, there is a normalization, until the 2nd lockdown during which the phenomenon observed at the 1st confinement seems to be reproduced.

Outside the periods of the two lockdowns, the number of victims is very close to that of the years 2015-2019, and that of the deceased very slightly lower.





Source: ONISR - definitive data until 2019 (certified series)
Data on injury accidents recorded by the police in France mainland

[2] The infringement message (MIF) is the computer file generated when an infringement is recorded (red light running, speeding) by the automated radars. This message is sent electronically to the National Processing Center (CNT) which, after verification, produces and sends the ticket to the offender.

2.1. Mortality by age group in mainland France

In 2020, traffic fatalities decline for almost all ages.

The **decrease in mortality is the strongest for people aged 75 or more (-34% or 180 fewer fatalities than in 2019)**, who contribute to 1/4 of the overall decrease.

Several fatal accidents this summer involved several children, so we record 1 more fatality among children aged 0-13 years, despite the 1st lockdown during which children were confined and educated at home.

The decrease in the number of deaths of **18-34 year olds**, users with a high road risk, is equivalent to the overall decrease; and represents nearly 1/3 of the overall decrease with **217 fewer fatalities**.

Number of people killed by age group in mainland France

	0-13y/o	14-17y/o	18-24y/o	25-34y/o	35-44y/o	45-54y/o	55-64y/o	65-74y/o	75y/o+	Total
2010	111	180	831	704	545	505	351	264	501	3992
2013	75	167	813	715	557	481	366	280	479	3933
2013	99	147	753	615	467	492	335	264	481	3653
2013	91	108	636	547	458	401	339	254	434	**3 268**
2014	97	131	582	616	425	450	311	283	489	**3 384**
2015	85	141	619	607	417	422	339	312	519	**3 461**
2016	96	108	597	580	414	417	379	320	566	**3 477**
2017	93	112	562	571	437	422	382	342	527	**3 448**
2018	76	116	503	511	410	399	391	332	510	**3 248**
2019	61	92	549	516	383	382	412	317	532	**3 244**
2020	62	89	449	399	280	324	295	291	352	**2 541**
Variation 2017-2018	**-18%**	**+4%**	**-10%**	**-11%**	**-6%**	**-5%**	**+2%**	**-3%**	**-3%**	**-5,8%**
Variation 2018-2019	**-20%**	**-21%**	**+9%**	**+1%**	**-7%**	**-4%**	**+5%**	**-5%**	**+4%**	**-0,1%**
Variation 2019-2020	**+2%**	**-3%**	**-18%**	**-23%**	**-27%**	**-15%**	**-28%**	**-8%**	**-34%**	**-21,7%**
Variation 2010-2020	**-44 %**	**-51 %**	**-46 %**	**-43 %**	**-49 %**	**-36 %**	**-16 %**	**10 %**	**-30 %**	**-36,3%**

Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in France mainland

To understand the true evolution of each age group **over the decade**, it is useful to look at the mortality rate in relation to the population, below in number of fatalities per million inhabitants of each age group. Thus, given the increase in the senior population, the variations that often appear to be increasing are put into perspective by decreasing or remaining stable.

The **mortality indicator in relation to the population** was established in 2019 at 50 deaths per million inhabitants, in the average of European countries. In 2020, it falls down **to 39 deaths per million inhabitants**. Despite the exceptional circumstances of this pandemic year, the most at-risk ages remain at over-risk compared to the 2019 average, as in 2020 there are :

- **86 killed per million inhabitants** for **18-24 year olds**, of which **135 killed per million** for **men** and **34 killed per million** for **women**,
- **56 killed per million** for seniors **aged 75 or more**, of which **90 killed per million** for **men** and **35 killed per million** for **women**,
- **53 killed per million** for **25-34 year olds** of which **91 killed per million** for **men** and **15 killed per million** for **women**.

Number of people killed per million inhabitants in each age group

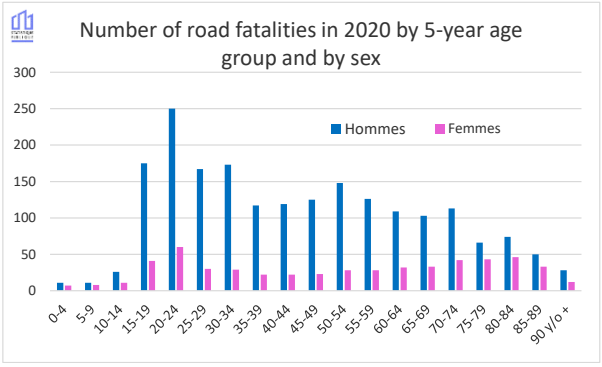
	0-13y/o	14-17y/o	18-24y/o	25-34y/o	35-44y/o	45-54y/o	55-64y/o	65-74y/o	75y/o+	Total
2010	10,3	59,9	149,9	91,0	62,5	59,1	44,4	53,1	89,7	**63,6**
2013	6,9	55,7	146,6	92,0	64,6	56,1	45,2	56,0	84,4	**62,3**
2013	9,1	48,1	138,9	78,9	54,7	57,1	41,4	50,7	83,5	**57,6**
2013	8,3	35,0	118,9	70,0	54,1	46,5	42,0	46,5	74,5	**51,3**
2013	8,8	41,6	111,9	78,3	51,0	51,9	38,6	47,2	82,2	**52,7**
2015	7,7	44,1	119,9	77,6	50,2	48,5	42,0	49,5	86,9	**53,6**
2016	8,8	33,5	115,6	74,5	50,1	47,7	46,6	48,5	94,4	**53,6**
2017	8,5	34,6	108,0	74,1	53,3	48,1	47,0	50,0	87,3	**53,0**
2018	7,1	36,6	96,5	67,1	50,8	45,6	47,8	47,2	83,6	**50,1**
2019	5,7	28,9	105,8	67,9	47,4	43,8	50,6	45,2	86,3	**50,0**
2020	5,8	27,9	85,4	52,7	34,7	37,4	35,9	40,4	56,5	**39,0**
Variation 2017-2018	**-17%**	**+6%**	**-11%**	**-9%**	**-5%**	**-5%**	**+2%**	**-6%**	**-4%**	**-5,5%**
Variation 2018-2019	**-20%**	**-21%**	**+10%**	**+1%**	**-7%**	**-4%**	**+6%**	**-4%**	**+3%**	**-0,1%**
Variation 2019-2020	**+2%**	**-4%**	**-19%**	**-22%**	**-27%**	**-15%**	**-29%**	**-11%**	**-35%**	**-22,0%**
Variation 2010-2020	**-44%**	**-53%**	**-43%**	**-42%**	**-44%**	**-37%**	**-19%**	**-24%**	**-37%**	**-39 %**

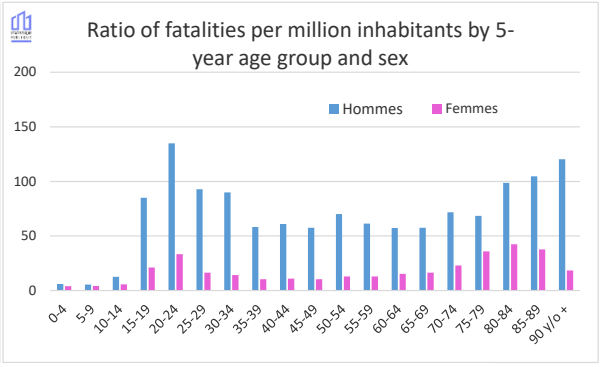
Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in France mainland
Source : INSEE – population data 2020 updated January 2021

The number of fatalities by age and gender per 5-year age group indicates that the age groups most affected are still the youngest (between 15 and 34 years), with a peak between 20 and 24 years. The fatalities are mostly young men. However, in 2020 a second peak seems to be emerging between 50 and 54 years of age, also among men.

In terms of risk in 2020 (mortality in relation to the population), the age groups most at risk are men, first between 20 and 24 years old (135 killed per million young people), then over 90 years old (121 killed/M). Then we find, at a roughly equivalent level, men aged 15-19 (85 killed/M), 25-29 (93 killed/M), 30-34 (90 killed/M), 80-84 (99 killed/M) and 85-89 (104 killed/M).

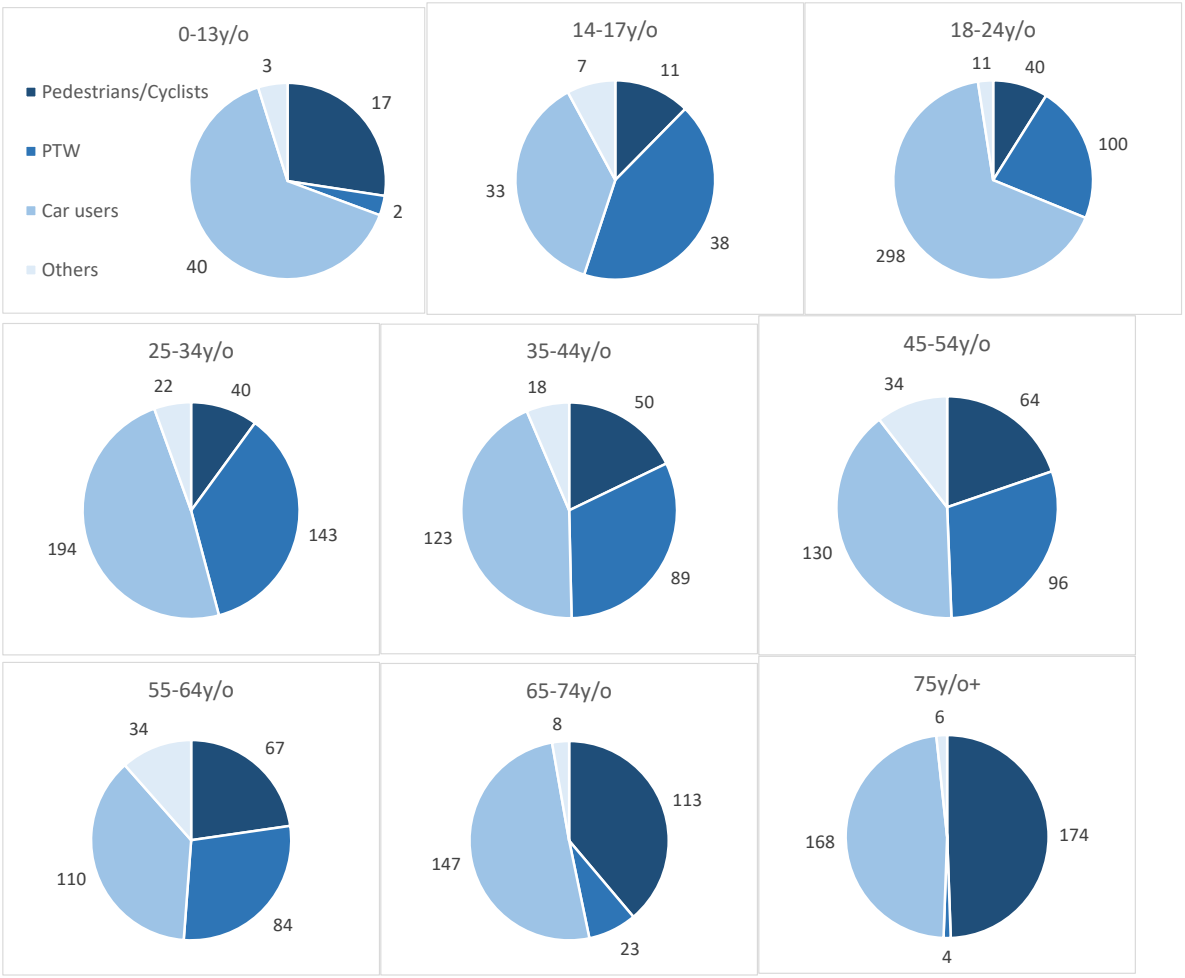
The maximum risk level for females is 42 killed/M for 80-84 year olds, 38 killed/M for 85-89 year olds, 36 killed/M for 75-79 year olds, and then 33 killed/M for young females aged 20-24.





Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in France mainland
Source : INSEE – population data 2020 updated January 2021

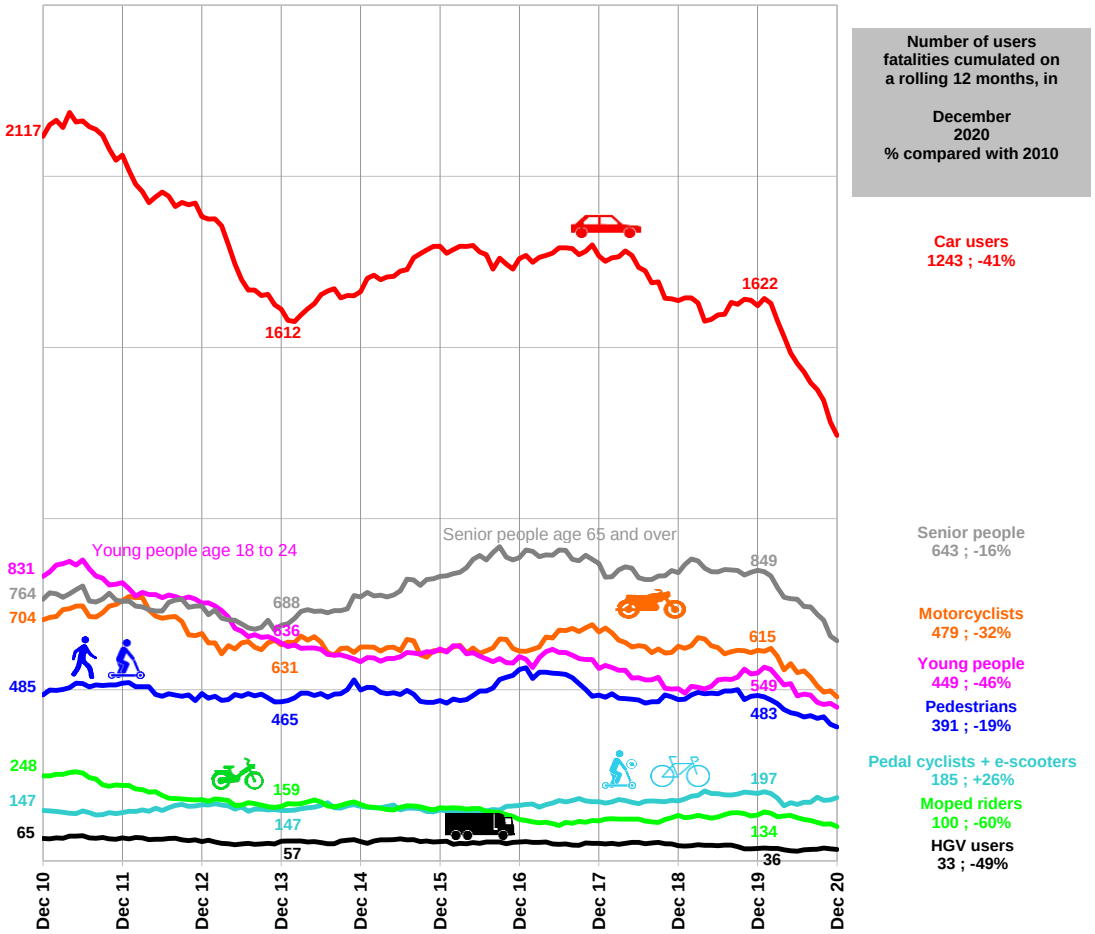
Distribution of fatalities in 2020 by age group according to user category



Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in France mainland

2.2. Mortality by user category in mainland France

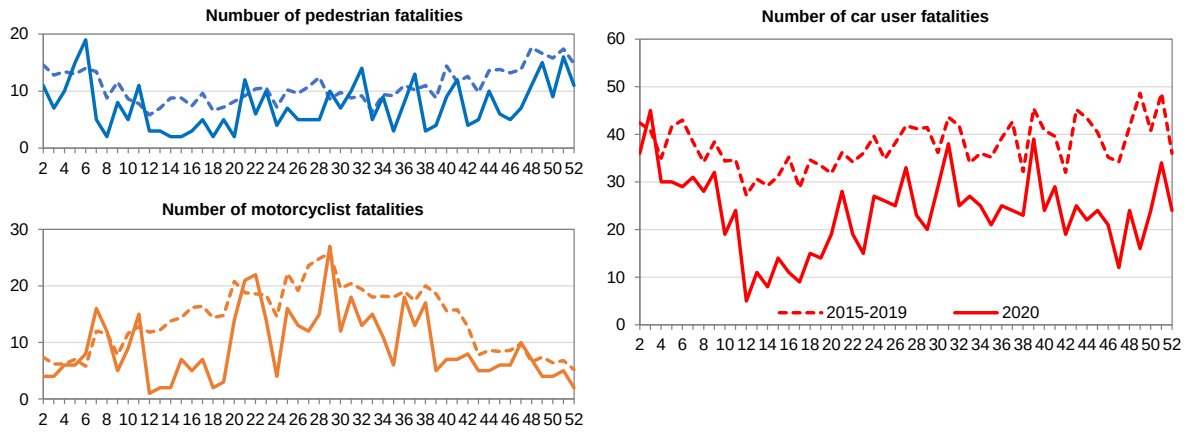
The decrease in road fatalities in 2020 and by user category is unprecedented, due to the health crisis that led to a massive change in the travel patterns, in France and abroad.



Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in France mainland

The accident rate for various users was greatly reduced during periods of travel restriction, and outside of these periods, user practices changed to protect themselves from the epidemic (increase in individual travel practices and less use of public transport in particular).

Weekly fatalities by user category in 2020 and mean over 2015-2019, in mainland France



Source: ONISR - definitive data until 2020 (labelled series)
Data on injury accidents recorded by the police in France mainland

Every year, over half of the road fatalities are **car users**. In 2020 however, they only account for 49% of these, representing **1 243 fatalities**, being 379 less than in 2019 (-23%). This notable diminution just above average can be explained by the substantial share of seniors that travel by car : people over 75 years old drastically reduced their travels due to the health crisis, therefore their car travels and the accident rate.

579 motorised two-wheelers died (**100 moped riders** and **479 motorcyclists**). This decrease in their fatality rate happens to be above the average drop, and here are the explainations :

- The reduction in moped deaths (-34 killed people) is exclusively due to riders under 30 years old, and is concentrated on periods corresponding to lockdowns or reduced school time (either in june or in september and october) ;
- The reduction in motorcyclist fatality (-136 killed people) combines the lockdown effect in months that are usually strong in terms of practice (March-April), with the fact that the months of relative freedom from the epidemic saw rainy weather conditions (June and September) especially in the south.

Pedestrian fatalities, at 391, are down less than average (92 fewer fatalities, or -19%) even though older people still account for more than half of all pedestrian fatalities. Indeed, the reduction in pedestrian fatalities for those aged 75 and over is much greater than the average (-24%) but pedestrian fatalities for those aged 65-74 are barely decreasing. For the other age groups, it seems that the reduction in mortality during periods of confinement was partly offset by increased mobility during the rest of the time.

Finally, cyclist deaths decreased slightly (-5%), with 178 cyclists killed (81 in built-up areas and 97 outside built-up areas) compared to 187 in 2019 (92 in built-up areas and 95 outside built-up areas). The number of injured cyclists increased both outside and inside built-up areas. If we take into account the periods during which travel was highly constrained, this reflects a strong development of the practice, particularly outside built-up areas where the high speeds of motorized users make cyclists more vulnerable.

We also note a slight decrease in the heavy-goods vehicles (HGV) mortality (-3 killed), probably because they had to keep travelling regardless of the health crisis.

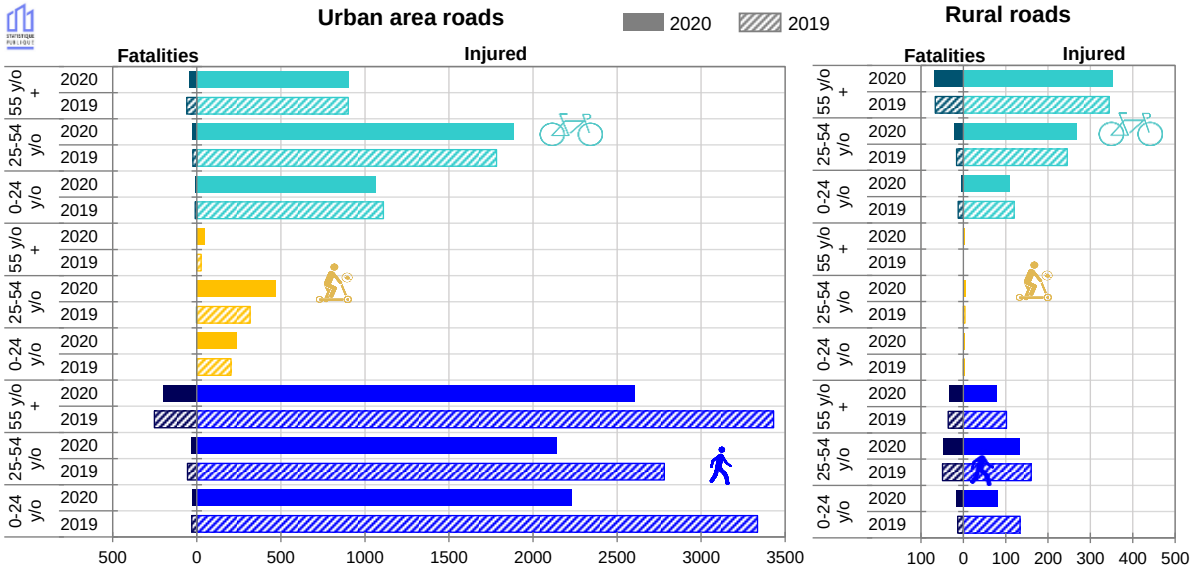
The mortality of light commercial vehicles (LCV) drastically fell (59 people kiled, being 39 less than the past year).

Fatalities by user category in mainland France

	Pedes-trians	e-scooters	Pedal cylist	Moped user	Motor-cyclists	Car users	Utility vehicle	HGV users	Public Transport	Other users	Total
2010	485		147	248	704	2117	146	65	4	76	**3 992**
2011	519		141	220	760	2062	134	67	0	60	**3 963**
2012	489		164	179	664	1882	145	56	6	68	**3 653**
2013	465		147	159	631	1612	133	57	7	57	**3 268**
2014	499		159	165	625	1663	143	56	9	65	**3 384**
2015	468		149	155	614	1796	120	56	43	60	**3 384**
2016	559		162	121	613	1760	130	55	12	65	**3 477**
2017	484		173	117	669	1767	99	51	14	74	**3 448**
2018	471		175	133	627	1637	92	44	3	66	**3 248**
2019	483	10	187	134	615	1622	98	36	4	55	**3 244**
2020	391	7	178	100	479	1243	59	33	3	48	**2 541**
Variation 2017-2018	**-3%**	-	**+1%**	**+14%**	**-6%**	**-7%**	**-7%**	**-14%**	**-79%**	**-11%**	**-6%**
Variation 2018-2019	**+3%**	-	**+7%**	**+1%**	**-2%**	**-1%**	**+7%**	**-18%**	**+33%**	**-17%**	**-0%**
Variation 2019-2020	**-19%**	-	**-5%**	**-25%**	**-22%**	**-23%**	**-40%**	**-8%**	**-25%**	**-13%**	**-22%**
Variation 2010-2020	**-19%**	-	**+21%**	**-60%**	**-32%**	**-41%**	**ND**	**-49%**	**ND**	**-37%**	**-36%**

Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in France mainland

Accident rates of soft modes (pedestrians, motorised PMD's, bicycles) by location :



Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

The number of cyclist casualties is higher in built-up areas, especially for the 25-54 years old, while the number of fatalities happens to be greater outside built-up areas, particularly for people over 55 years old ; this assessment is also true in 2020. In 2020, the number of injuries has increased among working women in urban areas, the pandemic having generated a craze for cycling to avoid public transport. Nonetheless, the number of men among fatalities and casualties outside built-up areas went up, including working men but also men over 55 years old.

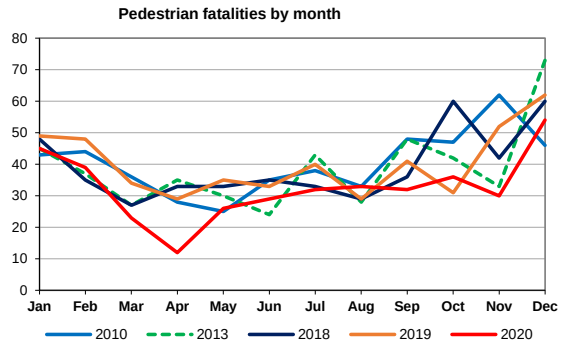
In 2020, 7 riders of motorised personal mobility devices (PMD) were killed (3 fewer than in 2019), although the number of casualties (99% of them in built-up areas) went up from 554 to

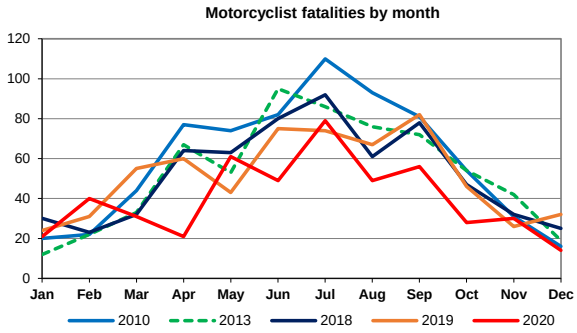
774, representing a raise of 40%. However, 5 times more cyclist casualties than motorised PMDs are recorded in built-up areas, and since PMDs are usually forbidden outside built-up areas, the number of casualties remain very low.

The number of pedestrian casualties is far greater in built-up areas compared to outside built-up areas. It goes down in 2020 for all of the age groups, but especially among the young people and the seniors, who have been most impacted by the lockdowns. This decrease for people over 55 years old is also true in number of fatalities, which is more important in built-up areas compared to roads outside built-up areas.

The number of pedestrian fatalities, in proportion to the number of injuries, is higher (1 killed for every 3 injured) outside built-up areas than in built-up areas (1 killed for every 27 injured).

Monthly variation of pedestrian and motorcyclist mortality



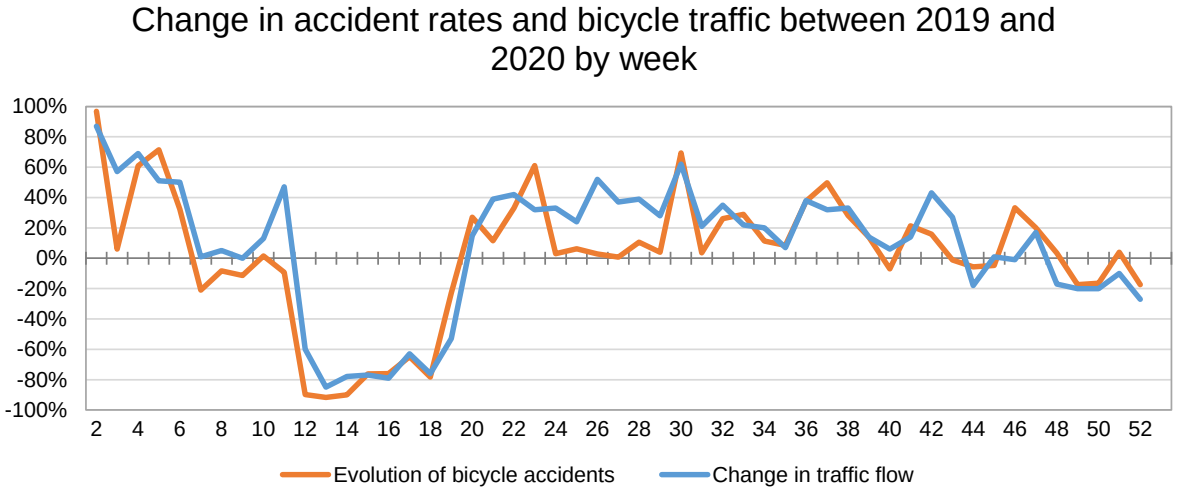


Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

Pedestrian fatalities drop in April 2020 during the first lockdown, but outside of this period remain close to those observed in the best previous years.

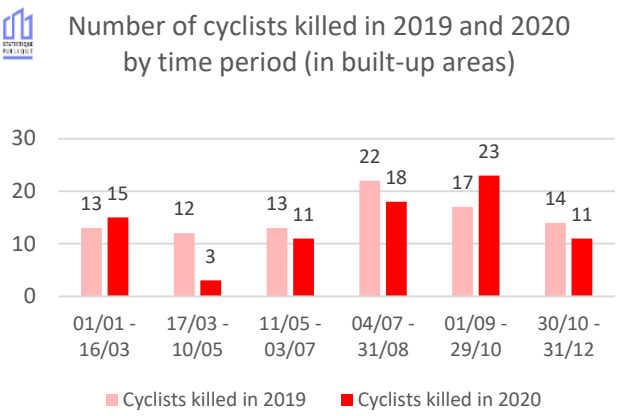
Motorcyclist fatalities, with the exception of the first lockdown, follow the trend of previous years with a lower volume of fatalities. The months with the highest fatalities remain the period from May to September, although the months of June and September were particularly low due to poor weather conditions this year.

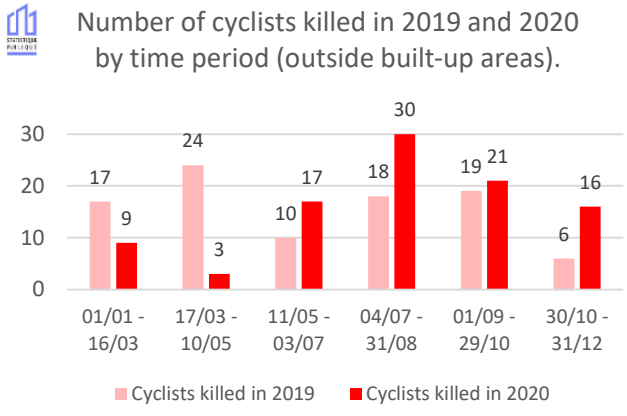
Evolution in accident rates and bicycle traffic between 2019 and 2020, by week



Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France
Vélo & Territoires - the Plate-forme Nationale des Fréquentations (PNF), data 2019 and 2020

Logically enough, the evolution of the number of accidents is closely linked to that of traffic, and if the number of accidents has greatly decreased during the first confinement, it is globally higher than in 2019 during the periods outside confinement.





Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

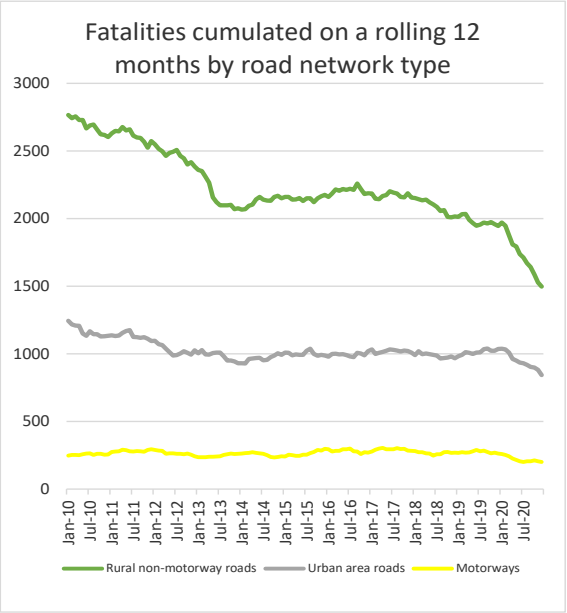
Although the number of cyclists killed on the roads of mainland France is down in 2020 compared to 2019, the situation is different between urban and rural areas. Thus, even if the increase in traffic is greater in urban areas than elsewhere, there are 10 fewer fatalities in built-up areas, while the number of fatalities outside built-up areas records 1 more fatality.

If we divide the year into 6 distinct periods, depending on government measures, we can see that the number of fatalities evolves quite differently depending on the environment and between 2019 and 2020. Regarding roads outside built-up areas, after a beginning of the year with a very low number of fatalities (- 71 % from 01/01 to 10/05), the number of fatalities at the end of the year increased by + 58 %, from 53 to 84 (from 11/05 to 31/12). In built-up areas, the results are less clear-cut.

2.3. Trends in 2020 by road network in mainland France

The decrease in fatalities affects all road networks; however, it is slightly less marked in built-up areas, as some local trips have been maintained, and on the contrary, more marked on motorways.

	Motorways	Rural roads	Urban streets	Total
2010	256	2603	1133	**3 992**
2011	295	2573	1095	**3 963**
2012	242	2385	1026	**3 653**
2013	261	2077	930	**3 268**
2014	242	2150	992	**3 384**
2015	298	2175	988	**3 461**
2016	270	2188	1019	**3 477**
2017	282	2156	1010	**3 448**
2018	269	2016	963	**3 248**
2019	263	1944	1037	**3 244**
2020	201	1497	843	**2 541**
Variation 2017-2018	-5%	-6%	-5%	-6%
Variation 2018-2019	-2%	-4%	+8%	-0%
Variation 2019-2020	-24%	-23%	-19%	-22%
Variation 2010-2020	-21%	-42%	-26%	-36%

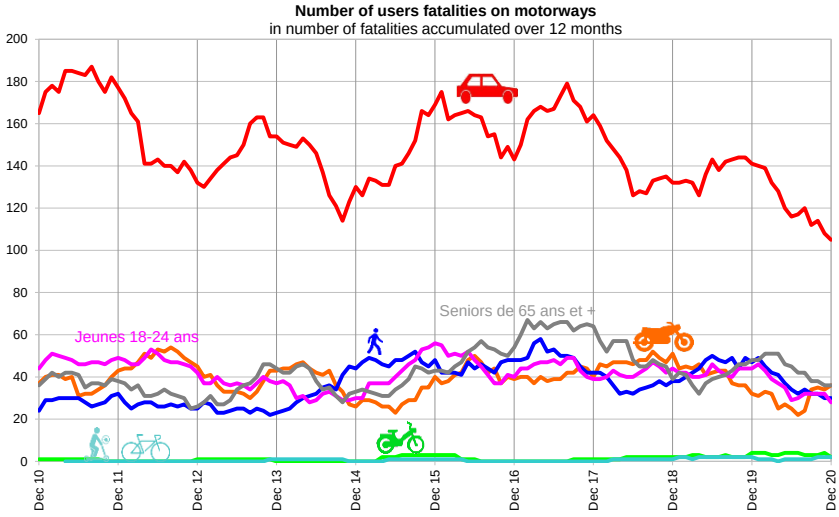


Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

The fall in mortality in 2020 outside built-up areas mainly concerns motorists, and motorcyclists on their scale.

In built-up areas, the drop in mortality is strongly related to senior citizens aged 65 and over, who themselves contribute to the reduction in pedestrian mortality.

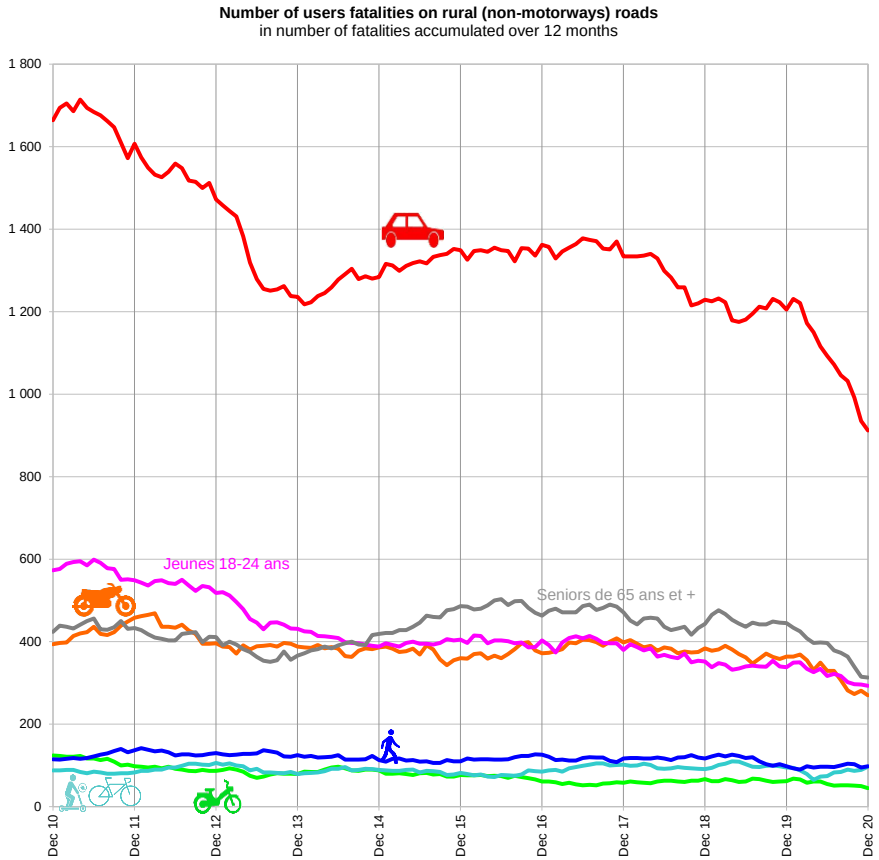
On motorways



Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

In 2020, the decrease in fatalities on motorways applies to car drivers and people over 75 years old. This decrease is stressed by the limitation of travel beyond the department of residence.

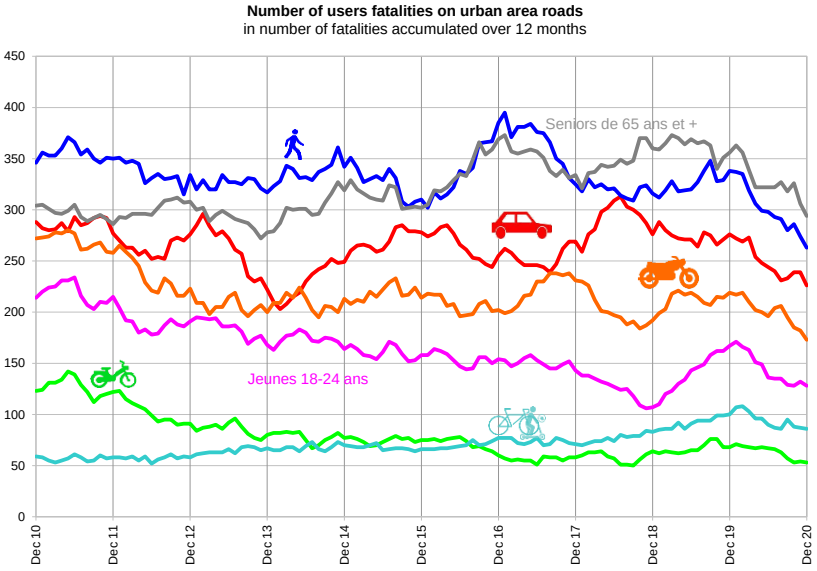
Rural roads (apart from motorways)



Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

In 2020, outside urban areas, the greatest reduction in mortality will be among motorists as a result of the various travel restrictions.

Urban roads (apart from motorways)



Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

The decrease in deaths in urban areas mainly affects pedestrians and people aged 65 and over, whose deaths in 2020 are the lowest of the last ten years.

On the other hand, the increase in cyclist deaths over the last ten years has stabilized in 2020

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2.4. Analyses territoriales

Road deaths by region in metropolitan France in 2019 and 2020

France mainland districts	2020	2019	Distribution 2020	Distribution 2019	Difference 2020-2019	Variation 2019-2020	Share in the decrease
Auvergne-Rhône-Alpes	331	451	13,0%	13,9%	-120	-27%	17%
Bourgogne-Franche-Comté	164	207	6,5%	6,4%	-43	-21%	6%
Bretagne	138	171	5,4%	5,3%	-33	-19%	5%
Centre-Val de Loire	111	163	4,4%	5,0%	-52	-32%	7%
Corse	*17*	*30*	*0,7%*	*0,9%*	*-13*	*-43%*	2%
Grand Est	221	276	8,7%	8,5%	-55	-20%	8%
Hauts-de-France	192	257	7,6%	7,9%	-65	-25%	9%
Île-de-France	249	267	9,8%	8,2%	-18	-7%	3%
Normandie	145	173	5,7%	5,3%	-28	-16%	4%
Nouvelle-Aquitaine	298	361	11,7%	11,1%	-63	-17%	9%
Occitanie	286	390	11,3%	12,0%	-104	-27%	15%
Pays de la Loire	160	195	6,3%	6,0%	-35	-18%	5%
Provence-Alpes-Côte d'Azur	229	303	9,0%	9,3%	-74	-24%	11%
France mainland	**2541**	**3244**	**100%**	**100%**	**-703**	**-22%**	**100%**

Data source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

In 2020, in mainland France, the number of fatalities decreased in all regions. The largest decrease is in the Centre-Val de Loire region (-32%); the number of fatalities in Corsica being small, its evolution is not significant.

The smallest decrease is in the Ile-de-France region (-7%), which is the only region whose national share of deaths in 2020 (10% of national deaths) is higher than in 2019 (8%).

The regions Auvergne-Rhône-Alpes and Occitanie contribute most to the decrease in mortality in 2020, with respectively 1/6 and 1/7 of share of decrease.

There is **no** evidence of a **link between the regions least affected by COVID-19** and the regions with the smallest **decrease in accident rates**.

2019-2020 comparison of casualties (killed + injured) by region

The two tables in Appendix 4.4, as well as the maps in Appendix 4.5, show that the largest decreases in the number of victims are in Corsica (-38%), Centre-Val de Loire (-31%) and Pays de la Loire (-28%).

The number of **cyclist** victims (+6%) is the only one that increases in 2020 compared to 2019. This increase is clearly visible in Ile-de-France (+30%) and a little in Provence-Alpes-Côte d'Azur. On the contrary, the decline in these same cyclists is significant in Centre-Val de Loire (-20%), Pays de la Loire (-17%) and Grand Est (-14%).

In Brittany, the number of **motorcyclist** victims decreased more slowly (-6%) while the trend in mainland France was -23%.

It is in Pays de la Loire (-36%), Centre-Val de Loire (-32%) and Bourgogne-France-Comté (-30%) that the fall in the number of **car-users** victims is the most significant.

For **light commercial vehicles**, the number of victims is still falling sharply in Centre-Val de Loire (-49%), Normandy (-39%) and Ile-de-France (-30%).

Outside built-up areas, the decrease in the number of victims between 2020 and 2019 is greatest in Corsica (-42%), Centre-Val de Loire (-27%), New Aquitaine (-27%) and Normandy (-24%).

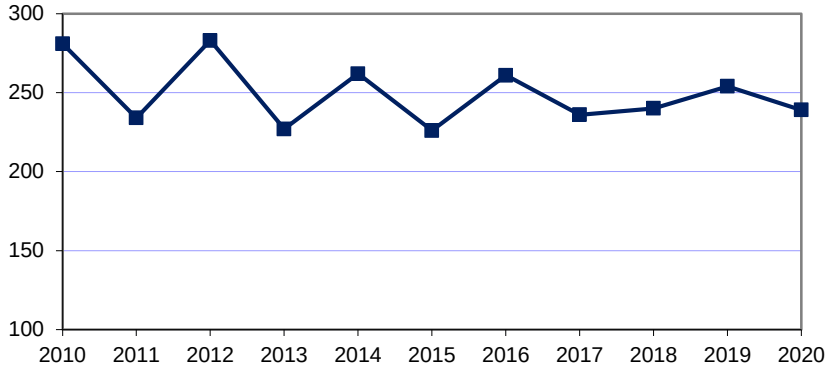
In **built-up areas**, the decrease was again the greatest in Centre-Val de Loire and Corsica, as well as in Grand Est, Bourgogne-Franche-Comté, Pays de la Loire and Provence-Alpes-Côte d'Azur.

The decrease observed on the **motorways** concerns the regions crossed by important motorway traffic. We find the Centre-Val de Loire, Normandy and Occitanie.

3. Road safety overseas

239 people died on the overseas routes in 2020, including **165 in the overseas counties and 74 in the overseas communities or New Caledonia.** This is a decrease of -6% compared with 2019 (15 less people killed).

Annual number of road traffic fatalities in overseas territories



Data source: ONISR - definitive data until 2020
Data on injury accidents recorded by the police in French overseas territories

The impact of the health crisis on overseas counties is not as marked as in mainland France: Road deaths are falling but remain within the range of the last 10 years. Mortality among young **people aged 18-24** is stable in 2020 compared to 2019 with 50 deaths. This figure remains well below the figure recorded in 2010 (78 fatalities).

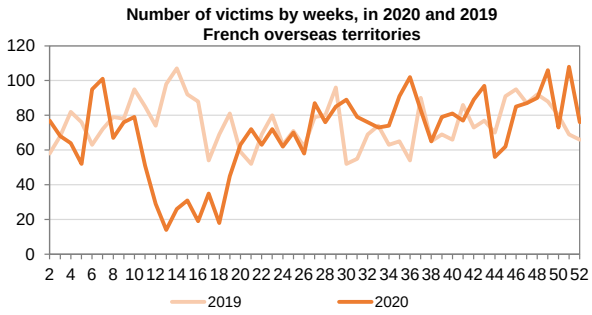
The mortality rate for **senior citizens aged 65 and over** is stable in 2020 compared to 2019, with 22 killed. However, the change is not very significant for the moment, as senior citizens are still much less represented than in mainland France.

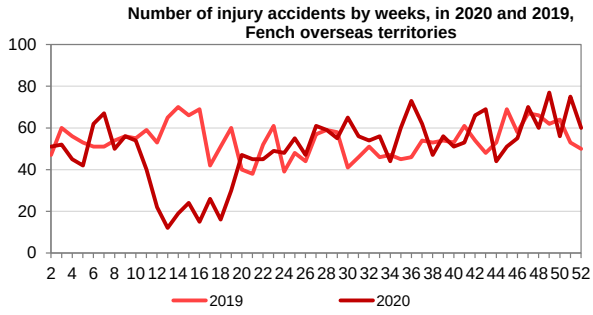
Motorist mortality accounts for just over a third of road deaths overseas, with 86 fatalities.

Overseas

	Injury accidents	Killed within 30 days	Injured people
2010	2 853	281	3 706
2011	2 737	233	3 661
2012	2 583	283	3 425
2013	2 298	227	3 004
2014	2 238	260	2 880
2015	2 595	226	3 356
2016	2 397	261	3 174
2017	2 611	236	3 456
2018	2 586	240	3 366
2019	2 824	254	3 675
2020	2 623	239	3 412
Variation 2017-2018	**-1%**	**+2%**	**-3%**
Variation 2018-2019	**+9%**	**+6%**	**+9%**
Variation 2019-2020	**-7%**	**-6%**	**-7%**
Variation 2010-2020	**-8%**	**-15%**	**-8%**

Data source: ONISR - definitive data until 2020
Data on injury accidents recorded by the police in French overseas territories

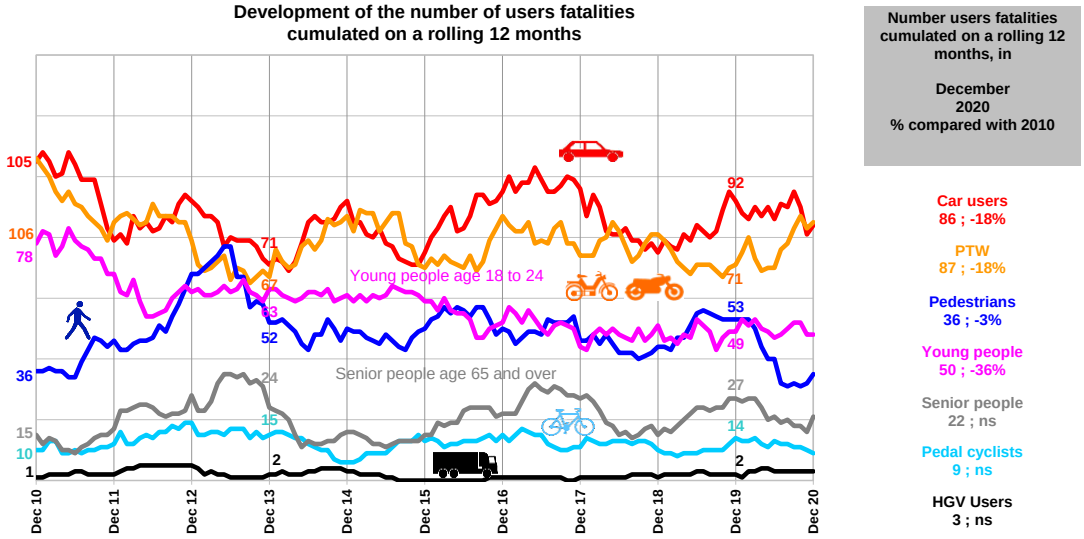




Data source: ONISR - definitive data until 2020
Data on injury accidents recorded by the police in French overseas territories

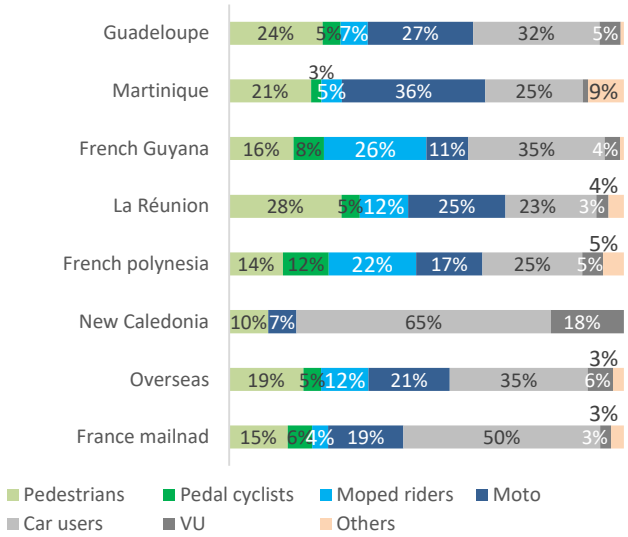
Motorised two-wheeler mortality increase again in 2020 with 87 users killed, i.e. a little more than a third of road deaths overseas.

Pedestrian mortality falls in 2020 with 36 pedestrians killed compared to 53 killed in 2019.



Source: ONISR - definitive data until 2020
Data on injury accidents recorded by the police in French overseas territories

Distribution of road deaths by overseas according to users



Source: ONISR - definitive data until 2020
Data on injury accidents recorded by the police in French overseas territories (DOM+COM+NC)

3.1. In the overseas counties

Motorist mortality is stable in the overseas counties, while the number of injuries is falling.

French overseas counties

	Injury accidents	Killed within 30 days	Injured people
2010	2 098	181	2 720
2011	1 950	148	2 621
2012	1 813	189	2 358
2013	1 585	159	2 038
2014	*1 663*	*173*	*2 094*
2015	*2 051*	*155*	*2 582*
2016	1 910	178	2 482
2017	2 088	152	2 767
2018	2 017	144	2 642
2019	2 273	162	2 953
2020	2 120	165	2 703
Variation 2017-2018	**-3%**	**-5%**	**-5%**
Variation 2018-2019	**+13%**	**+13%**	**+12%**
Variation 2019-2020	**-7%**	**+2%**	**-8%**
Variation 2010-2020	**+1%**	**-9%**	**-1%**

Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in the overseas counties (including Mayotte from 2012)

Changes in mortality by age are slight, but there is a slight drop in mortality among children and the elderly, compensated by an increase among the active categories. This is confirmed by the trends in injuries: the number of injuries falls less between the ages of 25 and 64 and even increases between the ages of 55 and 64.

Number of fatalities by age group in the overseas counties

	0-13y/o	14-17y/o	18-24y/o	25-44y/o	45-64y/o	65y/o+	Total
2010	6	17	53	61	31	13	**181**
2011	5	10	37	53	30	13	**148**
2012	6	6	33	79	42	23	**189**
2013	4	4	46	47	39	19	**159**
2014	3	5	39	77	34	15	**173**
2015	7	9	38	53	36	12	**155**
2016	7	14	36	67	35	19	**178**
2017	7	12	25	59	32	17	**152**
2018	9	3	28	62	32	10	**144**
2019	8	4	32	54	42	22	**162**
2020	4	6	34	59	43	19	**165**
Variation 2017-2018	**+29%**	**-75%**	**+12%**	**+5%**	**+0%**	**-41%**	**-5%**
Variation 2018-2019	**-11%**	**+33%**	**+14%**	**-13%**	**+31%**	**+120%**	**+13%**
Variation 2019-2020	**-50%**	**+50%**	**+6%**	**+9%**	**+2%**	**-14%**	**+2%**
Variation 2010-2020	**-33%**	**-65%**	**-36%**	**-3%**	**+39%**	**+46%**	**-9%**

Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in the overseas counties (including Mayotte from 2012)

Number fatalities by category of road user in the overseas counties

	Pedestrians	Pedal cyclists	Moped riders	Motos	Car users	VU	HGV Users	TC	Others	Total
2010	29	6	36	46	50	11	0	0	3	**181**
2011	34	8	34	33	37	1	0	0	1	**148**
2012	47	17	18	45	50	4	3	2	3	**189**
2013	40	14	18	32	43	8	1	1	2	**159**
2014	44	4	27	39	51	6	1	0	1	**173**
2015	37	10	22	39	42	3	0	0	2	**155**
2016	41	12	31	35	53	3	1	1	0	**177**
2017	35	8	20	33	54	0	0	0	2	**152**
2018	38	8	17	37	35	4	1	0	4	**144**
2019	43	9	18	32	51	7	0	0	1	**161**
2020	30	5	25	43	50	5	3	0	4	165
Variation 2017-2018	**+9%**	**+0%**	**-15%**	**+12%**	**-35%**	**ns**	**ns**	**ns**	**ns**	**-5%**
Variation 2018-2019	**+13%**	**+13%**	**+6%**	**-14%**	**+46%**	**ns**	**ns**	**ns**	**ns**	**+12%**
Variation 2019-2020	**-30%**	**-44%**	**+39%**	**+34%**	**-2%**	**-29%**	**ns**	ns	**ns**	**+2%**
Variation 2010-2020	**+3%**	**-17%**	**-31%**	**-7%**	**+0%**	**-55%**	**ns**	**ns**	**+33%**	**-9%**

Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in the overseas counties (including Mayotte from 2012)

While motorist mortality is stable and pedestrian mortality is falling (-30%), motorised two-wheelers mortality is soaring among both moped riders and motorcyclists.

3.2. In the overseas communities and New Caledonia

Mortality in the overseas communities and in New Caledonia shows one of the lowest levels of the last 10 years, with 74 fatalities. Mortality for all road users is falling, except for moped riders (1 more killed in 2020).

French overseas local autorities and New-Caledonia

	Injury accidents	Killed within 30 days	Injured people
2010	755	100	986
2011	787	85	1 040
2012	770	94	1 067
2013	713	68	966
2014	*575*	*87*	*786*
2015	*544*	*71*	*774*
2016	487	83	692
2017	523	84	689
2018	569	96	724
2019	551	92	722
2020	503	74	709
Variation 2017-2018	**+9%**	**+14%**	**+5%**
Variation 2018-2019	**-3%**	**-4%**	**-0%**
Variation 2019-2020	**-9%**	**-20%**	**-2%**
Variation 2010-2020	**-33%**	**-26%**	**-28%**

Source: ONISR - definitive data until 2020
Data relating to injury accidents recorded by the police in the French overseas collectivities and New Caledonia (including Saint-Pierre-et-Miquelon from 2016)

Number of people killed by age group in the overseas communities and New Caledonia

	0-13y/o	14-17y/o	18-24y/o	25-44y/o	45-64y/o	65y/o+	Total
2010	7	6	25	41	18	3	**100**
2011	3	3	31	31	13	4	**85**
2012	4	4	29	38	13	6	**94**
2013	6	1	17	27	11	6	**68**
2014	3	8	21	36	15	4	**87**
2015	2	5	21	29	11	3	**71**
2016	2	6	16	40	16	3	**83**
2017	3	2	19	32	18	10	**84**
2018	3	5	23	46	14	5	**96**
2019	5	6	17	32	26	6	**92**
2020	7	4	16	26	18	3	**74**
Variation 2017-2018	**+0%**	**+150%**	**+21%**	**+44%**	**-22%**	**-50%**	**+14%**
Variation 2018-2019	**+67%**	**+20%**	**-26%**	**-30%**	**+86%**	**+20%**	**-4%**
Variation 2019-2020	**+40%**	**-33%**	**-6%**	**-19%**	**-31%**	**-50%**	**-20%**
Variation 2010-2020	**+0%**	**-33%**	**-36%**	**-37%**	**+0%**	**+0%**	**-26%**

Source: ONISR - definitive data until 2020
Data relating to injury accidents recorded by the police in the French overseas collectivities and New Caledonia (including Saint-Pierre-et-Miquelon from 2016)

Number of fatalities by category of road user in the overseas communities and New Caledonia

	Pedestrians	Pedal cyclists	Moped riders	Motos	Car users	VU	HGV Users	TC	Others	Total
2010	8	4	10	14	55	7	1	0	1	**100**
2011	12	4	8	10	42	6	2	0	1	**85**
2012	21	2	9	7	42	9	2	1	1	**94**
2013	12	1	8	9	28	8	1	1	0	**68**
2014	6	2	7	14	39	16	2	0	1	**87**
2015	13	3	4	5	33	12	0	0	1	**71**
2016	8	3	4	15	42	6	0	0	3	**81**
2017	11	3	6	15	42	6	1	0	0	**84**
2018	11	2	11	16	40	15	0	0	1	**96**
2019	10	5	8	13	44	9	2	0	1	**92**
2020	6	4	9	10	36	7	0	0	2	74
Variation 2017-2018	**+0%**	**-33%**	**ns**	**+7%**	**-5%**	**ns**	**ns**	**0 %**	**ns**	**+14%**
Variation 2018-2019	**-9%**	**ns**	**-27%**	**-19%**	**+10%**	**-40%**	**ns**	**0 %**	**+0%**	**-4%**
Variation 2019-2020	**-40%**	**-20%**	**+13%**	**-23%**	**-18%**	**-22%**	**ns**	0 %	**+100%**	**-20%**
Variation 2010-2020	**-25%**	**+0%**	**-10%**	**-29%**	**-35%**	**+0%**	**ns**	**0 %**	**+100%**	**-26%**

Source: ONISR - definitive data until 2020
Data relating to injury accidents recorded by the police in the French overseas collectivities and New Caledonia (including Saint-Pierre-et-Miquelon from 2016)

4. Appendices

4.1. Date of implementation of containments and curfews

Box – Lockdowns and curfews	
March 14th - 16th	closure of public facilities, non-essential businesses, childcare centres, schools and universities
	closure of the borders of the Schengen area
March 17th	**population containment in France (including overseas)**
	restriction of leaving the home only for basic necessities, based on a written certificate.
March 21st	lockdown in French Polynesia
March 24th	lockdown in New Caledonia
	curfew in French Guiana from 9 p.m. to 5 a.m.
May 11th	**end of lockdown – phase 1 (excluding Mayotte)**
	reopening of shops except for cafés, bars, restaurants, increase in urban transport capacity, partial reopening of elementary school and nurseries, travel allowed within a 100-kilometer limit some restrictions differ depending on the local circulation of the virus
May 18th	end of lockdown – phase 1 in Mayotte
June 2nd	**end of lockdown – phase 2**
	end of the 100km limit for unjustified travel within the phase 2 of lockdown
	reopening of cafés, bars and restaurants, cultural venues, middle schools and high schools throughout mainland France, reopening of parks and gardens in major cities
June 10th-25th	curfew in French Guiana reinforced to extend from 5:00 p.m. to 5:00 a.m. and even from 1:00 p.m. to 5:00 a.m. on Mondays and on weekends
June 15th	restrictions on access to mainland France and overseas territories, reopening of Europe's internal borders, with no more quarantine of 14 days for travelers
July 10th	curfew in French Guiana flexible from 9pm to 5am
September 26th	curfew in French Guiana flexible from 11pm to 5am
October 17th	curfews from 9pm to 6am in 8 French major cities
October 22nd	curfew from 9pm to 6am extended to 54 counties
October 30th	**population containment in mainland France**
	schools, preparatory classes and advanced technician's certificate are opened but universities must ensure the lectures and tutorials in distance learning
November 28th	**lockdown softened**
	during this phase, the written certificate remains in force but short trips (walking, leisure activities...) are authorized within a radius of 20 km (compared to 1 km previously) and for a maximum duration of 3 hours. So-called "non-essential" businesses are also called upon

	to reopen with a reinforced sanitary protocol with a limit of one customer per 8 square meters, only restaurants, bars, cafés and the world of culture remain closed.
December 15th	**end of lockdown; curfew from 8:00 p.m. to 6:00 a.m every day except December 24th**
December 18th	curfew in French Guiana until January 4, from 9 p.m. to 5 a.m., with an exception for Christmas
January 2nd	curfew from 6:00 pm to 6:00 am in 23 counties of mainland France

4.2. Elements of methodology specific to the year 2020

For each injury accident recorded by the police, a BAAC file (national road traffic accidents file) is filled in.

The decree of 27 March 2007 on the conditions for compiling statistics defines injury accidents. ONISR, in charge of the administration and dissemination of accident statistics under the terms of the Decree of 15 May 1975 on the CISR, has long specified the procedures for taking accidents into account.

A full guide for data reporting is available to police forces and local road safety observatories to ensure data consistency. A shorter version with examples is also available. For each injury road traffic accident, police forces register a number of items. These items relate to the location of the accident, the vehicles and users that were involved, drivers, passengers and pedestrians. An injury road traffic accident to be included in the national database BAAC is a road traffic accident in which at least one person is injured, involving at least a moving vehicle on a road open for traffic ; whatever the cause except for suicides or murders.

https://www.onisr.securite-routiere.gouv.fr/en/data-tools/methods

The year 2020 presents results that are a break with previous years. This will introduce changes in the analysis at national and local levels.

Additional data on fuel consumption, the road traffic index, cyclists' attendance level and the number of COVID deaths in hospital have been analysed in parallel with the accident rate in order to gain a better understanding of users' movements, constrained by the restrictions linked to the health crisis.

The year 2021, or even the following years, cannot be compared to the year 2020 alone but must be compared to the years "before the health crisis", which could be the year 2019, an average of 2017-2019 or 2015-2019, depending on the significance of the indicators.

4.3. Fatalities and injuries by age group and gender in 2020 – mainland – France

Number of people killed by age group

	0-13y/o		14-17y/o		18-24y/o		25-34y/o		35-44y/o		45-54y/o		55-64y/o		65-74y/o		75y/o+		Total		Total
	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	
2010	73	38	151	29	677	154	596	108	454	91	388	117	252	99	162	102	286	215	3039	953	3992
2013	57	18	132	35	676	137	607	108	466	91	376	105	264	102	169	111	277	202	3024	909	3933
2013	54	45	115	32	591	162	519	96	392	75	396	96	238	97	169	95	256	225	2730	923	3653
2013	58	33	84	24	544	92	458	89	394	64	312	89	239	100	152	102	264	170	2505	763	3268
2014	58	39	100	31	473	109	521	95	345	80	346	104	228	83	183	100	287	202	2541	843	3384
2015	42	43	104	37	491	128	516	91	353	64	340	82	255	84	206	106	297	222	2604	857	3461
2016	63	33	79	29	479	118	485	95	333	81	340	77	291	88	228	92	341	225	2639	838	3477
2017	53	40	87	25	465	97	487	84	368	69	352	70	308	74	228	114	322	205	2670	778	3448
2018	45	31	94	22	404	99	432	79	344	66	334	65	312	79	227	105	300	210	2492	756	3248
2019	38	23	73	19	447	102	450	66	312	71	307	75	324	88	223	94	335	197	2509	735	3244
2020	39	23	72	17	362	87	340	59	236	44	273	51	235	60	216	75	218	134	1991	550	2541
Variation 2017-2018	-15%	-23%	+8%	-12%	-13%	+2%	-11%	-6%	-7%	-4%	-5%	-7%	+1%	+7%	-0%	-8%	-7%	+2%	-7%	-3%	-6%
Variation 2018-2019	-16%	-26%	-22%	-14%	+11%	+3%	+4%	-16%	-9%	+8%	-8%	+15%	+4%	+11%	-2%	-10%	+12%	-6%	+1%	-3%	-0%
Variation 2019-2020	+3%	+0%	-1%	-11%	-19%	-15%	-24%	-11%	-24%	-38%	-11%	-32%	-27%	-32%	-3%	-20%	-35%	-32%	-21%	-25%	-22%
Variation 2010-2020	-47 %	-39%	-52 %	-41%	-47 %	-44%	-43 %	-45%	-48 %	-52%	-30 %	-56%	-7 %	-39%	33 %	-26%	-24 %	-38%	-34 %	-42%	-36 %

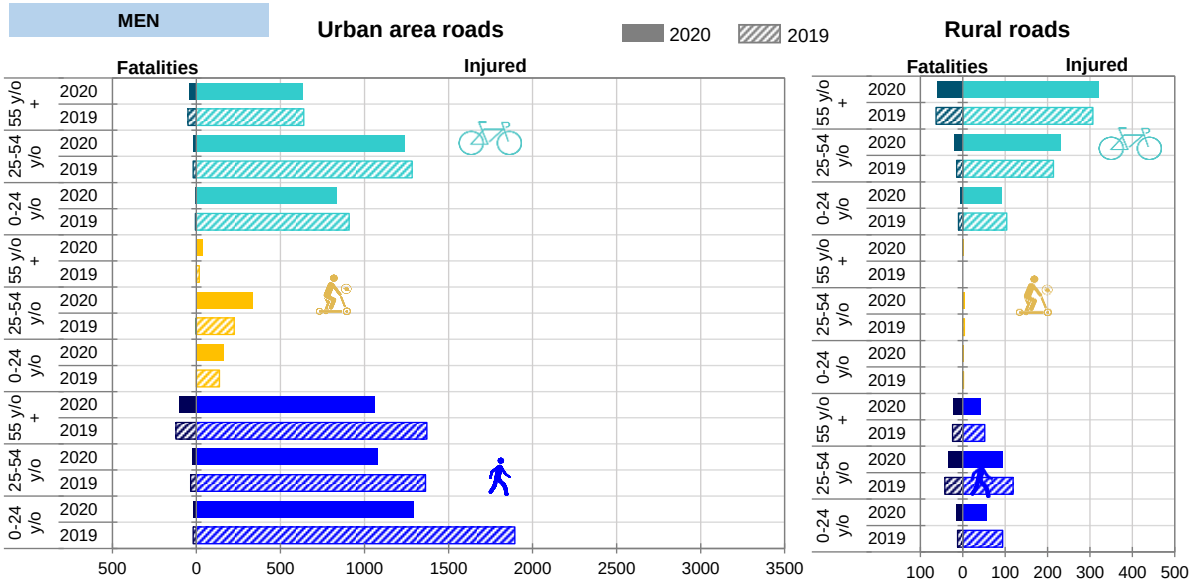
Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

Number of fatalities related to proportion of the population in each age group per million inhabitants

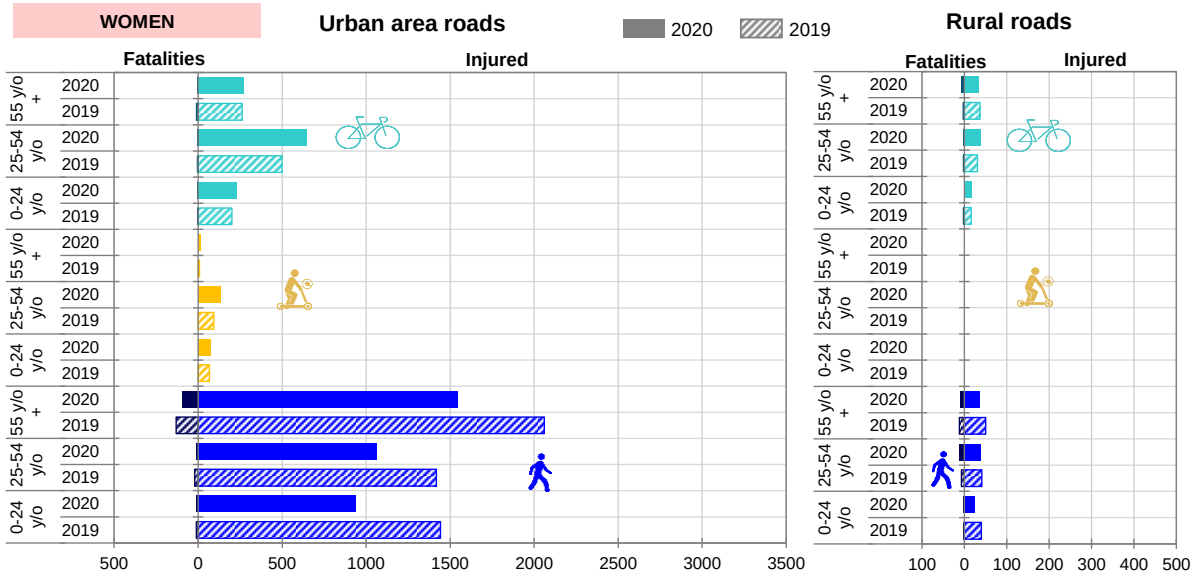
	0-13y/o		14-17y/o		18-24y/o		25-34y/o		35-44y/o		45-54y/o		55-64y/o		65-74y/o		75y/o+		Total		Total
	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	
2010	13,2	7,2	98,1	19,7	241,4	56,2	155,3	27,7	104,8	20,7	92,8	26,8	65,6	24,4	70,4	38,2	138,9	61,0	99,9	29,4	**63,6**
2013	10,3	3,4	86,1	23,9	240,8	50,0	157,3	27,6	108,9	21,0	89,4	24,0	67,2	24,4	72,6	41,5	132,0	56,4	98,9	27,9	**62,3**
2013	9,7	8,4	73,5	21,4	215,4	60,5	134,7	24,3	92,3	17,5	93,4	21,9	60,8	23,2	69,5	34,2	119,1	62,3	88,9	28,2	**57,6**
2013	10,4	6,2	53,2	16,0	201,0	34,9	118,7	22,5	93,6	15,1	73,5	20,3	61,2	23,9	59,4	35,1	120,7	46,7	81,2	23,3	**51,3**
2013	10,3	7,3	62,0	20,2	179,7	42,5	134,2	23,8	83,3	19,1	81,0	23,6	58,7	19,9	65,0	31,5	126,9	54,8	81,7	25,5	**52,7**
2015	7,5	8,0	63,5	23,7	187,5	50,3	133,8	22,9	85,5	15,3	79,3	18,6	65,5	20,1	69,7	31,7	130,0	60,2	83,2	25,8	**53,6**
2016	11,2	6,2	47,8	18,5	182,8	46,4	126,5	24,1	81,4	19,4	78,8	17,4	74,3	20,9	73,6	26,3	148,1	60,9	83,9	25,1	**53,6**
2017	9,5	7,5	52,4	15,8	176,0	37,9	128,4	21,5	91,0	16,6	81,2	15,8	78,6	17,5	71,0	31,4	137,9	55,4	84,8	23,2	**53,0**
2018	8,2	5,9	57,8	14,2	152,6	38,6	115,4	20,4	86,7	16,1	77,4	14,7	79,3	18,6	69,0	28,1	126,4	56,3	79,5	22,6	**50,1**
2019	6,9	4,4	44,7	12,3	169,4	40,0	120,6	17,1	78,5	17,3	71,3	17,0	82,6	20,8	67,9	25,2	140,6	52,1	80,0	22,0	**50,0**
2020	7,1	4,4	43,9	10,9	135,0	33,8	91,3	15,3	59,6	10,7	63,8	11,6	59,4	14,1	64,2	19,5	89,9	35,2	63,2	16,4	**39,0**
Variation 2017-2018	-14%	-21%	+10%	-10%	-13%	+2%	-10%	-5%	-5%	-3%	-5%	-7%	+1%	+6%	-3%	-11%	-8%	+2%	-6%	-3%	-5,5%
Variation 2018-2019	-16%	-26%	-23%	-14%	+11%	+4%	+4%	-16%	-9%	+7%	-8%	+16%	+4%	+12%	-2%	-10%	+11%	-7%	+1%	-3%	-0,1%
Variation 2019-2020	+3%	+0%	-2%	-11%	-20%	-16%	-24%	-10%	-24%	-38%	-11%	-32%	-28%	-32%	-5%	-22%	-36%	-32%	-21%	-26%	-22,0%
Variation 2010-2020	-46%	-39%	-55%	-45%	-44%	-40%	-41%	-45%	-43%	-48%	-31%	-57%	-9%	-42%	-9%	-49%	-35%	-42%	-37%	-44%	-39 %

Source: ONISR - definitive data until 2020 (certified series)
Data on bodily injury accidents recorded by the police in mainland France
Source: INSEE - 2020 population data updated in 2021

Eco-friendly modes mortality (pedestrians, motorised personal mobility devices, cyclists) by location:



Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France



Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

4.4. Fatalities and injured by age group and gender, 2020 - overseas

Number of people killed by age group in the overseas counties

	0-13y/o		14-17y/o		18-24y/o		25-44y/o		45-64y/o		65y/o+		Total		Total
	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	
2010	4	2	12	5	42	11	57	4	23	8	8	5	146	35	**181**
2011	3	2	8	2	35	2	42	11	25	5	10	3	123	25	**148**
2012	5	1	6	0	30	3	73	6	38	4	15	8	167	22	**189**
2013	2	2	3	1	41	5	42	5	35	4	14	5	137	22	**159**
2014	2	1	4	1	33	6	66	11	29	5	10	5	144	29	**173**
2015	5	2	9	0	32	6	45	8	29	7	7	5	127	28	**155**
2016	3	4	9	5	29	7	62	5	31	4	17	2	151	27	**178**
2017	6	1	10	2	23	2	53	6	27	5	12	5	131	21	**152**
2018	5	4	3	0	26	2	55	7	27	5	7	3	123	21	**144**
2019	4	4	4	0	28	4	49	5	36	6	15	7	136	26	**162**
2020	3	1	6	0	24	10	51	8	37	6	17	2	138	27	**165**
Variation 2017-2018	-17%	+300%	-70%	0 %	+13%	+0%	+4%	+17%	+0%	+0%	-42%	-40%	-6%	+0%	-5%
Variation 2018-2019	-20%	+0%	+33%	0 %	+8%	+100%	-11%	-29%	+33%	+20%	+114%	+133%	+11%	+24%	+13%
Variation 2019-2020	-25%	-75%	+50%	0 %	-14%	+150%	+4%	+60%	+3%	+0%	+13%	-71%	+1%	+4%	+2%
Variation 2010-2020	-25%	-50%	-50%	0 %	-43%	-9%	-11%	+100%	+61%	-25%	+113%	-60%	-5%	-23%	-9%

Source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in the overseas counties (including Mayotte from 2012)

Number of people killed by age group in the overseas territories and in New Caledonia

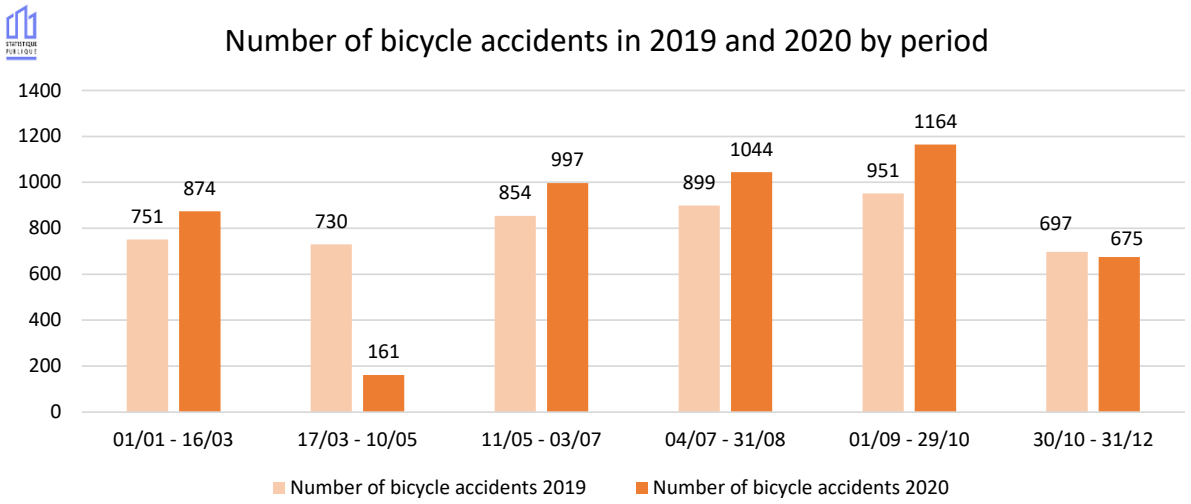
	0-13y/o		14-17y/o		18-24y/o		25-44y/o		45-64y/o		65y/o+		Total		Total
	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	
2010	6	1	5	1	21	4	34	7	15	3	3	0	84	16	**100**
2011	2	1	2	1	22	9	29	2	12	1	2	2	69	16	**85**
2012	3	1	3	1	26	3	35	3	11	2	4	2	82	12	**94**
2013	4	2	1	0	12	5	24	3	9	2	4	2	54	14	**68**
2014	1	2	7	1	19	2	30	6	9	6	3	1	69	18	**87**
2015	2	0	4	1	17	4	24	5	9	2	3	0	59	12	**71**
2016	1	1	5	1	15	1	35	5	12	4	1	2	69	14	**83**
2017	1	2	2	0	17	2	28	4	17	1	7	3	72	12	**84**
2018	2	1	3	2	19	4	40	6	12	2	3	2	79	17	**96**
2019	4	1	6	0	16	1	28	4	20	6	3	3	77	15	**92**
2020	4	3	4	0	14	2	21	5	13	5	3	0	59	15	**74**
Variation 2017-2018	+100%	-50%	+50%	200 %	+12%	+100%	+43%	+50%	-29%	+100%	-57%	-33%	+10%	+42%	+14%
Variation 2018-2019	+100%	+0%	+100%	0 %	-16%	-75%	-30%	-33%	+67%	+200%	+0%	+50%	-3%	-12%	-4%
Variation 2019-2020	+0%	+200%	-33%	0 %	-13%	+100%	-25%	+25%	-35%	-17%	+0%	0 %	-23%	+0%	-20%
Variation 2010-2020	-33%	+200%	-20%	0 %	-33%	-50%	-38%	-29%	-13%	+67%	+0%	0 %	-30%	-6%	-26%

Source: ONISR - definitive data until 2020
Data on injury accidents recorded by the police in the overseas territories and New Caledonia (Saint-Pierre-et-Miquelon from 2016)

4.5. Road accidents of cyclists in 2020 - Mainland France

In 2020, there were **4,915 accidents involving a cyclist**, resulting **in 178 cyclists killed** and **4,594 injured**. This is one of the means of transport for which the decrease in fatalities is the lowest in 2020 compared to 2019, with only 9 fewer fatalities (-5%). In terms of accidents and injured, there is a stagnation compared to 2019, with + 1% and + 2% respectively.

As for the rest of the road users, the cyclist road accidents has been very variable during the year, and has been strongly impacted by the governmental measures to fight the COVID 19 epidemic. For ease of analysis, the year was divided into 6 periods.



Data source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in France mainland

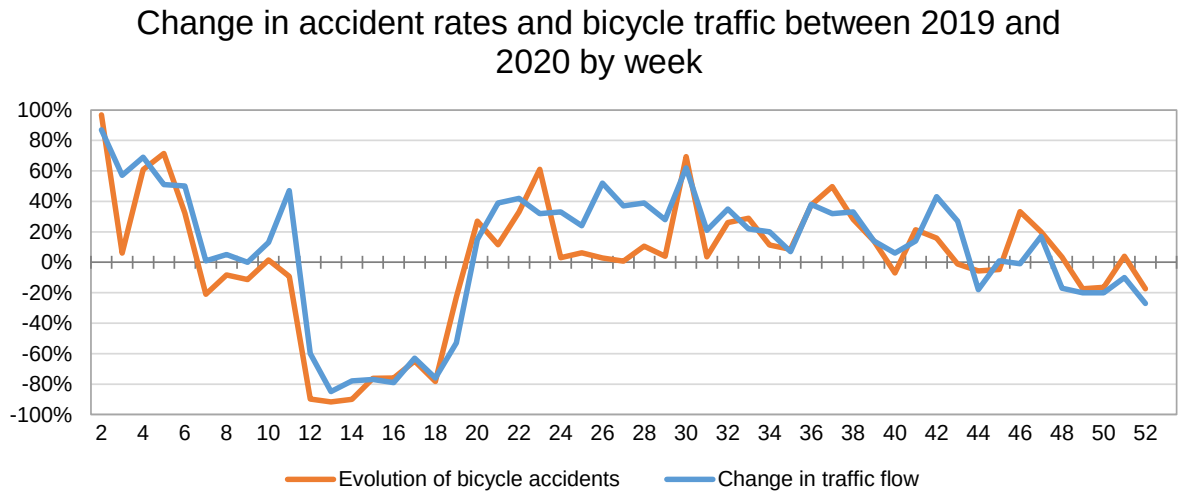
In this way, during the first lockdown (March 17 to May 10), bicycle accidents decreased by nearly 78% compared to 2019. The number of fatalities, meanwhile, fell from 37 to 6 over this period. Over the period preceding the lockdown and the three periods that followed, bicycle accidents were up overall between 16 and 22%.

Bicycle usage data :

All the data on bicycle usage comes from **Vélo & Territoires' newsletters** and from **the Plate-forme Nationale des Fréquentations (PNF)** (https://www.velo-territoires.org). This platform, administered by V&T, gathers and aggregates data from bicycle counters of many local authorities. More specifically, the information included here comes from Vélo & Territoires' newsletter n°13, and presents provisional traffic data for the year 2020 in comparison with 2019.

The year 2020 saw a fairly widespread increase in bicycle use. Including lockdown periods, there was an average increase of 10% in ridership. When we exclude lockdown periods, the increase rises to 27%. Depending on the area, the increase is 31% in urban areas, 14% in suburban areas and 15% in rural areas. This increase has many explanations, such as the desire to use a personal means of transportation instead of public transportation during this period of pandemic, the desire to practice a sport activity in a context of reduced opportunities to practice sports. In addition, one of the main reasons was the implementation of cycling facilities, initially called "temporary", and aiming to give more space to cyclists on the road, in particular by allocating to cycling some lanes formerly dedicated to cars.

The graph below shows the change in bicycle ridership and road accidents by week of 2020 compared to the same week of 2019.



Data source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in France mainland
Vélos & Territoires - the Plate-forme Nationale des Fréquentations (PNF), data 2019 and 2020

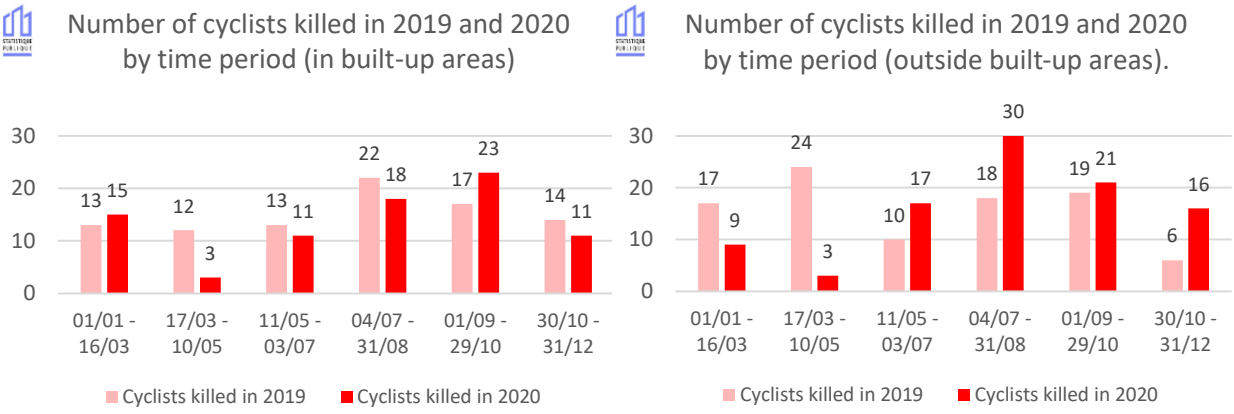
Quite logically, the evolution of the number of accidents is extremely linked to the ridership, and if the number of accidents has greatly decreased during the first lockdown, it is globally higher than 2019 on the periods outside lockdown.

Details of cycling accident data:

Increase in cyclist deaths on roads outside built-up areas

While the number of cyclists killed on French roads is down in 2020 compared to 2019, the situation is different between urban and rural areas. Thus, even though the increase in traffic is greater in urban areas than elsewhere, there are **10 fewer fatalities in built-up areas**, while the number of fatalities outside built-up areas is up by one.

If we divide the year into 6 distinct periods, depending on the governmental measures, we can see that the number of fatalities evolves quite differently according to the environment and between 2019 and 2020. As regards roads outside built-up areas, after a start of the year with a very low number of fatalities (-71% from 01/01 to 10/05), the number of fatalities at the end of the year increased by 58%, from 53 to 84 (from 11/05 to 31/12). In built-up areas, the results are less clear-cut.



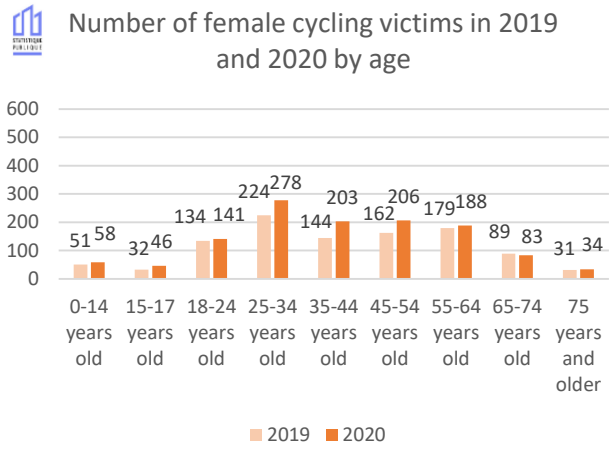
Data source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in France mainland

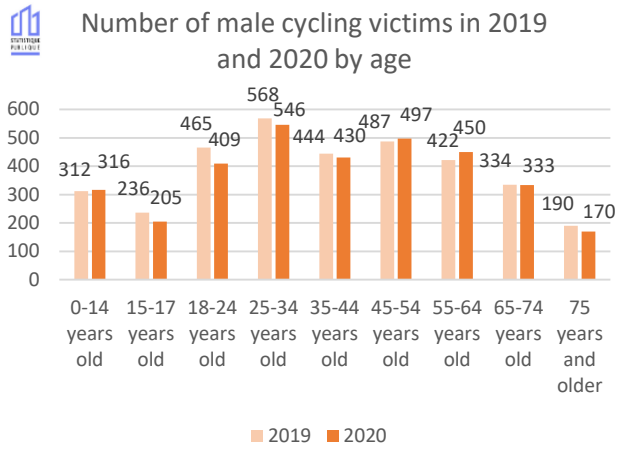
Increase in the number of female cyclists injured

The number of cyclists killed has been overall stable regardless of gender since 2017. **87% of cyclists killed are male, 13% are female.**

While the number of male **cyclist victims (killed or injured)** decreased in 2020 by -3% compared to 2019, it remains **equivalent to that observed in 2017 and 2018**. However, there is a rebalancing by age: fewer young people or young adults and more men aged 55 or older are injured, reflecting an increase in recreational cycling.

On the other hand, the number of **female victims has increased by +18% compared to 2019**, a year equivalent to previous years. However, women still remain a minority in cycling accidents, representing **26% of victims** in 2020 compared to 23% in 2019. This increase is mainly due to the 25-54 year olds, whose number of injured cyclists increased by 30% compared to 2019. This phenomenon is related to cycling, which can be assumed to have increased significantly among women in 2020, particularly in the working age categories.



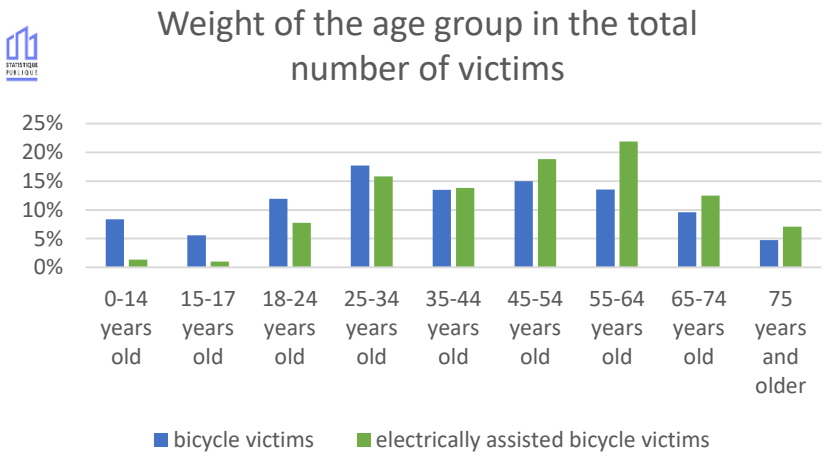


Data source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in France mainland

Focus on the road accidents for electrically assisted bicycles

Among the 178 cyclists killed in 2020 on French roads, 16 were on electrically assisted bicycles, one more than last year. 10 of them were over 65 years old.

In general, the age groups from 55 years and over represent a larger share of the road accidents on an electrically assisted bicycle than on a conventional bicycle (without electric assistance). People over 55 years of age account for 41% of the victims on an electric bicycle and 28% of those on a bicycle.



Data source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in France mainland

4.6. 2019-2020 evolution of victims (fatalities + injured) by region

In the tables below, cells in red highlight variations above the average for mainland France (-21%):

2019-2020 comparison by user group

Variation 2020/2019	Categories of road users fatalities + injured										
	Pedestrians	Pedal cyclists	Moped riders	Light motos	Heavy motos	Motos	Car users	VU	HGV Users	TC	Others	Total
Auvergne-Rhône-Alpes	-32%	-1%	-8%	-24%	-18%	-20%	-22%	-19%	-4%	24%	-20%	-20%
Bourgogne-Franche-Comté	-10%	1%	-15%	-31%	-24%	-26%	-30%	19%	-51%	0%	40%	-23%
Bretagne	-24%	-1%	-17%	11%	-12%	-6%	-20%	-23%	-20%	-13%	-38%	-17%
Centre-Val de Loire	-24%	-20%	-33%	-17%	-37%	-33%	-32%	-49%	-9%	-30%	-17%	-31%
Corse	-38%	-17%	-42%	-27%	-37%	-34%	-41%	-50%	-100%	-50%	-16%	-38%
Grand Est	-33%	-14%	-25%	-16%	-8%	-10%	-24%	-14%	-34%	69%	-45%	-23%
Hauts-de-France	-20%	2%	-11%	-20%	-22%	-21%	-12%	-23%	-7%	-83%	16%	-14%
Île-de-France	-26%	30%	-10%	-24%	-27%	-26%	-22%	-30%	-24%	-47%	-43%	-20%
Normandie	-8%	-8%	-4%	-27%	-36%	-35%	-20%	-39%	-12%	-8%	-36%	-19%
Nouvelle-Aquitaine	-23%	2%	-11%	-21%	-21%	-21%	-25%	-15%	-36%	-69%	23%	-20%
Occitanie	-27%	-6%	0%	-16%	-19%	-18%	-23%	-18%	-14%	-47%	66%	-20%
Pays de la Loire	-33%	-17%	-14%	-14%	-23%	-21%	-36%	5%	-5%	100%	-12%	-28%
Provence-Alpes-Côte d'Azur	-31%	6%	-21%	-16%	-26%	-23%	-20%	-10%	-15%	19%	-16%	-21%
France mainland	-27%	6%	-13%	-21%	-24%	-23%	-23%	-22%	-21%	-36%	-21%	-21%

Source: ONISR – definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

In red, the changes are greater than the change in mainland France (-21%)

2019-2020 comparison by age group

Variation 2020/2019	Age range of those fatalities + injured									
	[0-13]	[14-17]	[18-24]	[25-34]	[35-44]	[45-54]	[55-64]	[65-74]	[75 ans et plus]	Total
Auvergne-Rhône-Alpes	-27%	-24%	-17%	-18%	-20%	-17%	-22%	-29%	-19%	-20%
Bourgogne-Franche-Comté	-1%	-2%	-31%	-22%	-27%	-17%	-31%	-20%	-27%	-23%
Bretagne	-16%	-15%	-18%	-20%	-18%	-23%	-9%	2%	-30%	-17%
Centre-Val de Loire	-50%	-33%	-28%	-31%	-30%	-30%	-23%	-26%	-37%	-31%
Corse	-15%	-21%	-49%	-38%	-33%	-36%	-41%	-39%	-55%	-38%
Grand Est	-30%	-20%	-20%	-16%	-26%	-28%	-22%	-19%	-32%	-23%
Hauts-de-France	-14%	-9%	-10%	-15%	-17%	-21%	-19%	-15%	-3%	-14%
Île-de-France	-31%	-22%	-17%	-15%	-19%	-23%	-21%	-23%	-29%	-20%
Normandie	-10%	-18%	-20%	-21%	-16%	-19%	-20%	-17%	-26%	-19%
Nouvelle-Aquitaine	-27%	-14%	-18%	-21%	-23%	-22%	-18%	-21%	-19%	-20%
Occitanie	-35%	-2%	-15%	-20%	-10%	-17%	-24%	-33%	-33%	-20%
Pays de la Loire	-44%	-18%	-25%	-40%	-25%	-19%	-15%	-31%	-35%	-28%
Provence-Alpes-Côte d'Azur	-18%	-29%	-14%	-16%	-23%	-26%	-18%	-23%	-33%	-21%
France mainland	-28%	-19%	-18%	-19%	-20%	-23%	-21%	-23%	-28%	-21%

Source: ONISR – definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

In red, the changes are greater than the change in mainland France (-21%)

2019-2020 comparison by location

Variation 2020/2019	Fatalities + injuries by location			
	Rural (non motorways) roads	Urban area roads	Motorways	Total
Auvergne-Rhône-Alpes	-19%	-20%	-25%	-20%
Bourgogne-Franche-Comté	-20%	-25%	-26%	-23%
Bretagne	-17%	-18%	-8%	-17%
Centre-Val de Loire	-27%	-31%	-43%	-31%
Corse	-42%	-35%		-38%
Grand Est	-21%	-25%	-13%	-23%
Hauts-de-France	-12%	-17%	-7%	-14%
Île-de-France	-19%	-18%	-27%	-20%
Normandie	-24%	-13%	-42%	-19%
Nouvelle-Aquitaine	-27%	-14%	-27%	-20%
Occitanie	-17%	-18%	-40%	-20%
Pays de la Loire	-21%	-33%	-36%	-28%
Provence-Alpes-Côte d'Azur	-12%	-24%	-22%	-21%
France métropolitaine	-20%	-20%	-26%	-21%

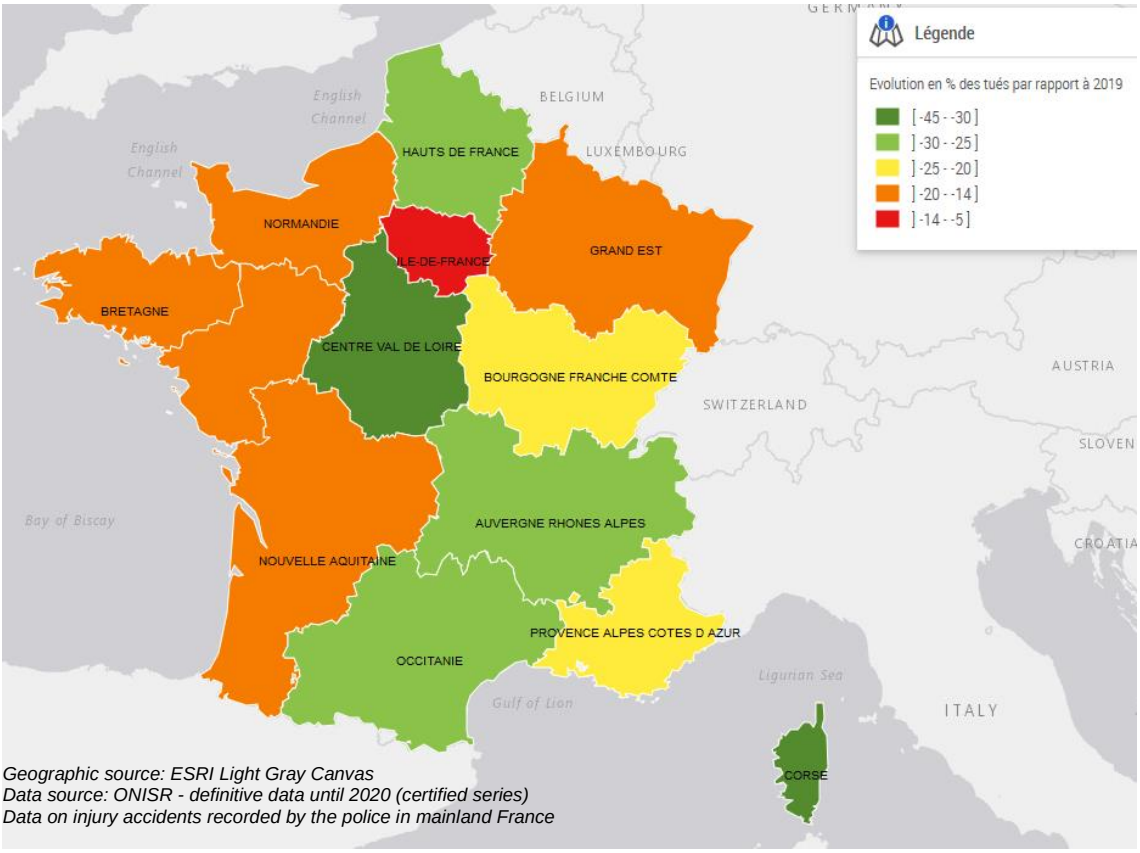
Source: ONISR – definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

In red, the changes are greater than the change in mainland France (-21%)

4.7. Regional analysis (mainland France)

In areas less affected by COVID-19, did people move around more, and as a result, were there more road accidents?

Evolution of the number of road fatalities between 2019 and 2020



Geographic source: ESRI Light Gray Canvas
Data source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

In 2020, in mainland France, the number of fatalities decreased in all regions. The largest decrease is in the Centre-Val de Loire region (-32%); the number of fatalities in Corsica is not important enough, therefore the evolution is not significant.

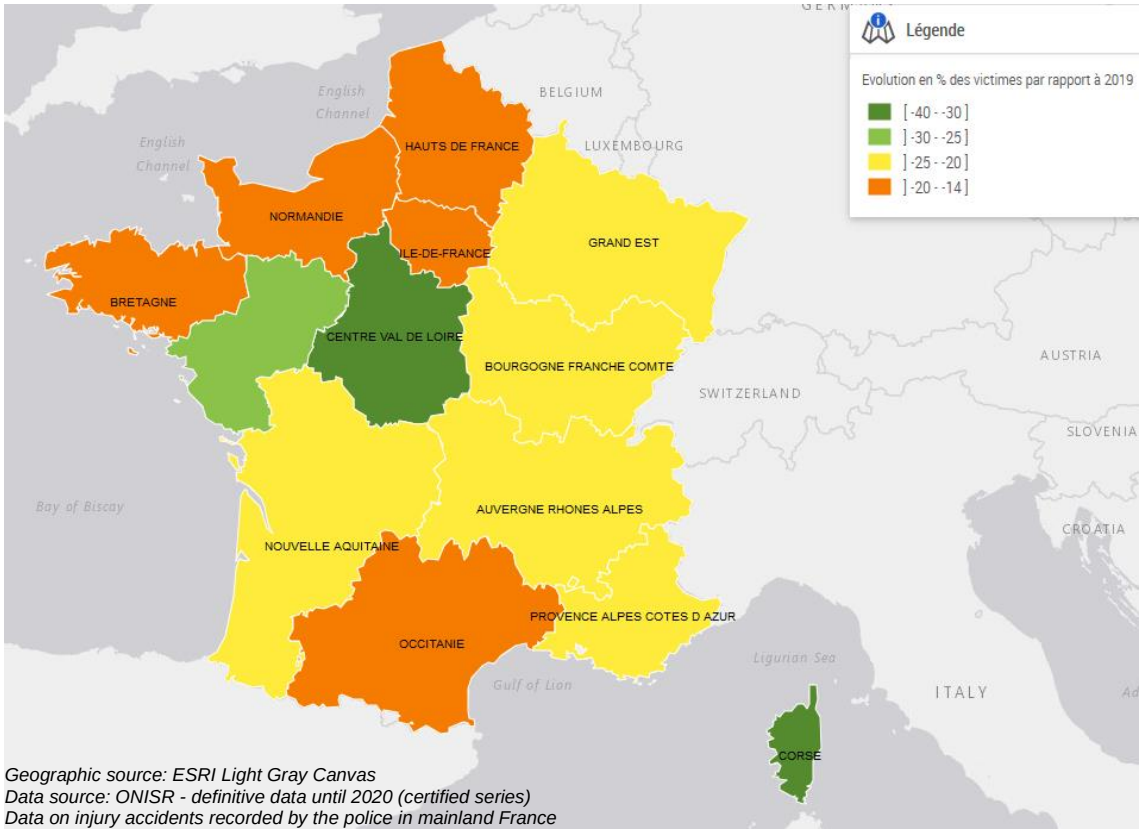
The smallest decrease is in the Ile-de-France region (-7%), which is the only region whose national share of deaths in 2020 (10% of national deaths) is higher than in 2019 (8%).

The regions Auvergne-Rhône-Alpes and Occitanie contribute the most to the decrease in fatalities in 2020, with respectively 1/6 and 1/7 of share of decrease.

France mainland districts	2020	2019	Distribution 2020	Distribution 2019	Difference 2020-2019	Variation 2019-2020	Share in the decrease
Auvergne-Rhône-Alpes	331	451	13,0%	13,9%	-120	-27%	17%
Bourgogne-Franche-Comté	164	207	6,5%	6,4%	-43	-21%	6%
Bretagne	138	171	5,4%	5,3%	-33	-19%	5%
Centre-Val de Loire	111	163	4,4%	5,0%	-52	-32%	7%
Corse	*17*	*30*	*0,7%*	*0,9%*	*-13*	*-43%*	2%
Grand Est	221	276	8,7%	8,5%	-55	-20%	8%
Hauts-de-France	192	257	7,6%	7,9%	-65	-25%	9%
Île-de-France	249	267	9,8%	8,2%	-18	-7%	3%
Normandie	145	173	5,7%	5,3%	-28	-16%	4%
Nouvelle-Aquitaine	298	361	11,7%	11,1%	-63	-17%	9%
Occitanie	286	390	11,3%	12,0%	-104	-27%	15%
Pays de la Loire	160	195	6,3%	6,0%	-35	-18%	5%
Provence-Alpes-Côte d'Azur	229	303	9,0%	9,3%	-74	-24%	11%
France mainland	**2541**	**3244**	**100%**	**100%**	**-703**	**-22%**	**100%**

Data source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

Evolution of the number of road accident victims (killed or injured) between 2019 and 2020



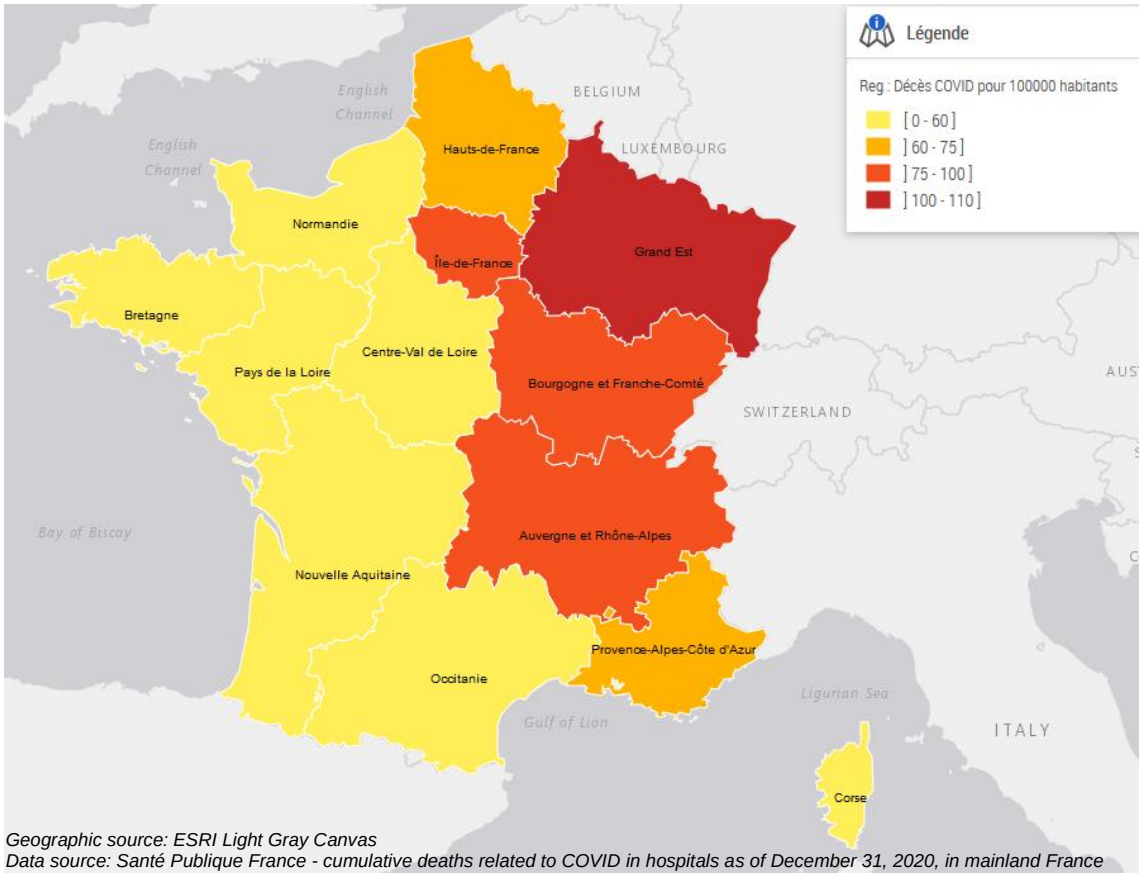
Geographic source: ESRI Light Gray Canvas
Data source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

With regard to the two maps, the Centre-Val de Loire region, which has one of the lowest numbers of deaths per 100,000 inhabitants due to COVID, shows the largest decrease in the number of victims (-31%). On the other hand, in the Hauts-de-France and Brittany regions, the decrease in the number of victims is the smallest, with -14% and -17% respectively, whereas the Hauts-de-France region has more COVID deaths per 100,000 inhabitants.

The decrease in the number of victims in all regions seems to be related to the trips restrictions implemented in all regions. The greater presence of COVID in some regions does not appear to have had an impact on population trips.

Cumulative COVID-related hospital deaths over 2020, in proportion to population

(according to Santé Publique France):

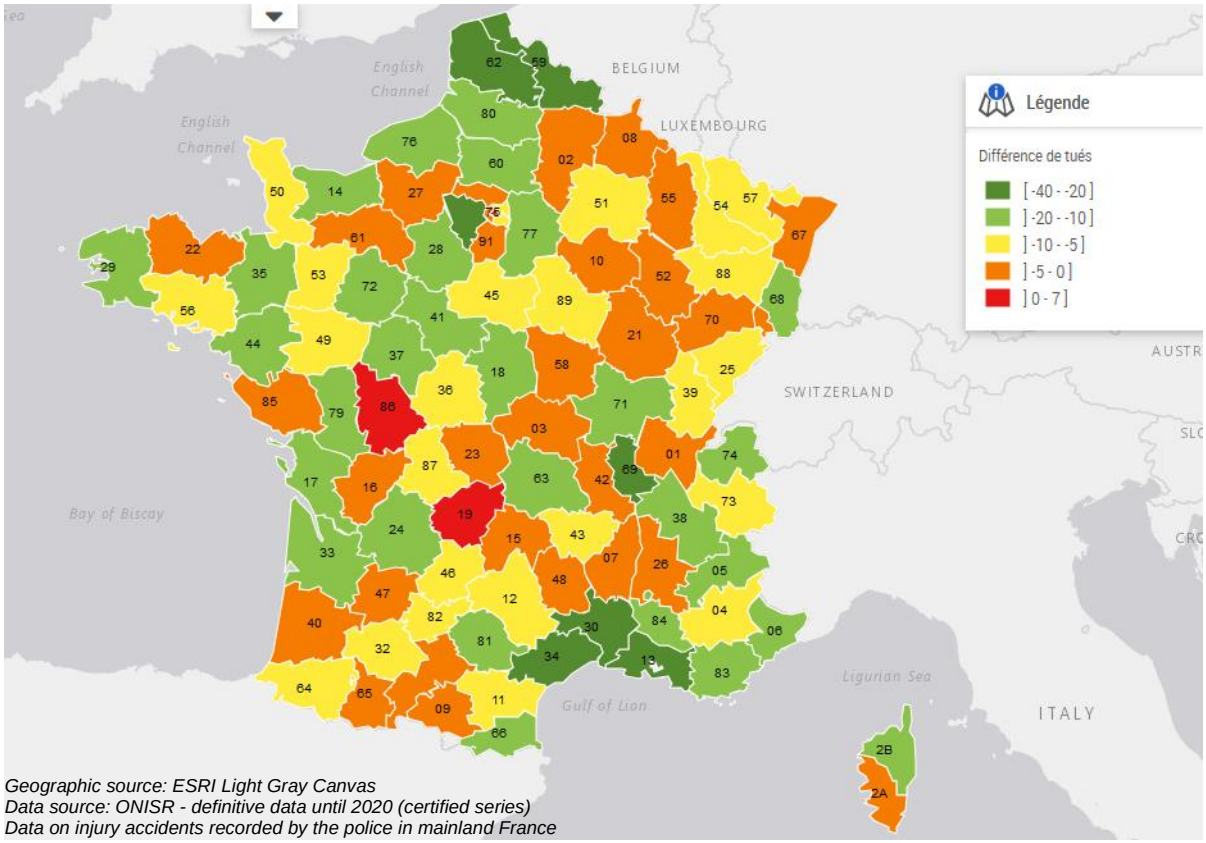


Geographic source: ESRI Light Gray Canvas
Data source: Santé Publique France - cumulative deaths related to COVID in hospitals as of December 31, 2020, in mainland France

There is **no** evidence of a **relationship between the regions** least **affected by COVID-19** and the regions where the **reduction of road accident** would have been less important.

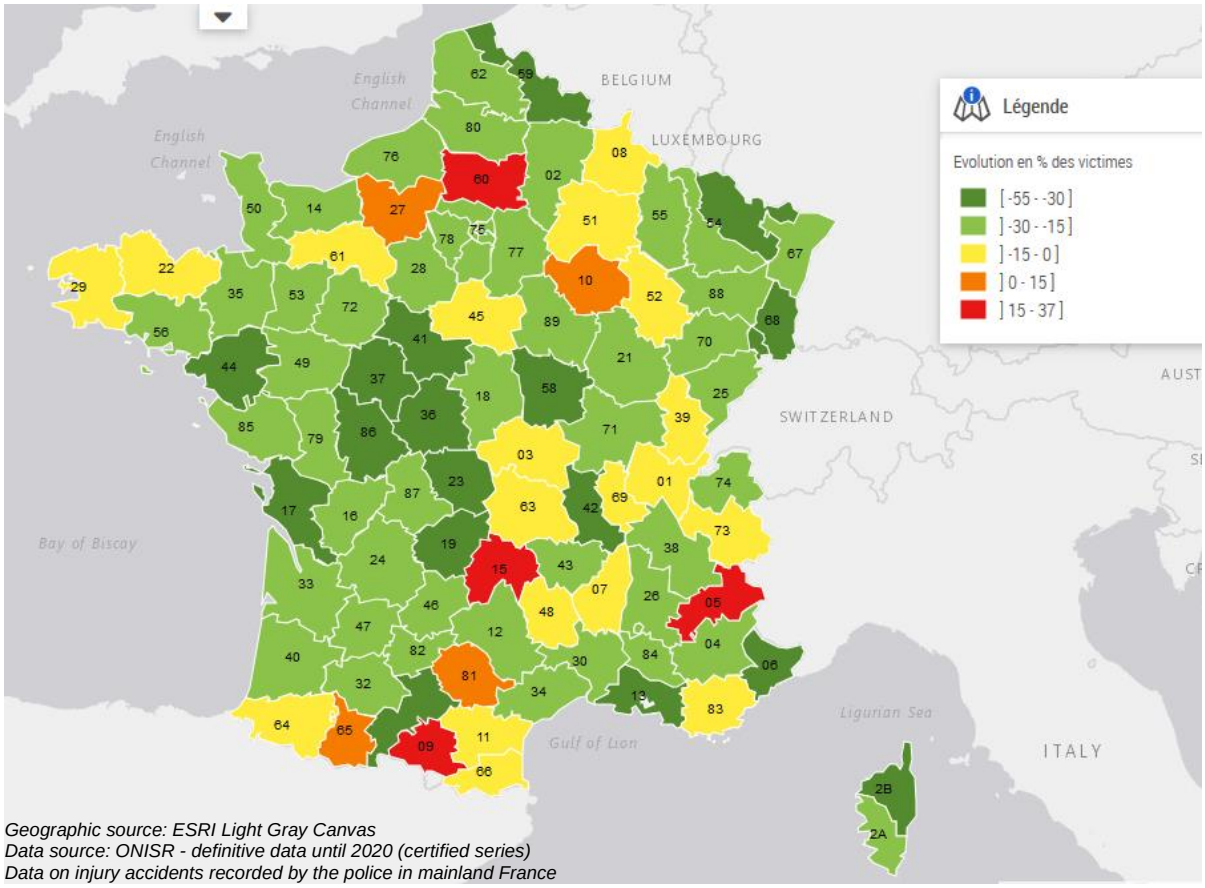
4.8. County analysis (mainland France)

Difference in fatalities between the 2015-2019 average and 2020



Geographic source: ESRI Light Gray Canvas
Data source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

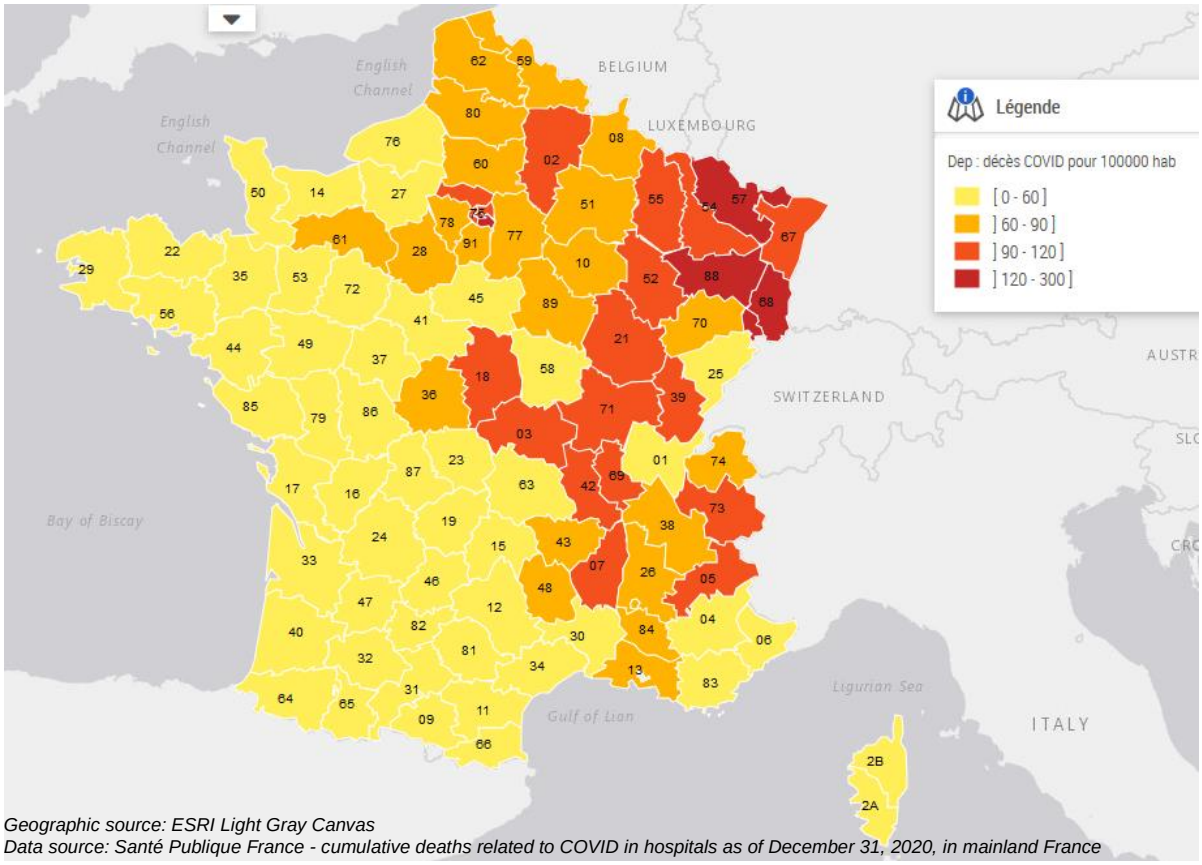
Evolution of the number of victims (killed and injured) between the 2015-2019 average and 2020



Geographic source: ESRI Light Gray Canvas
Data source: ONISR - definitive data until 2020 (certified series)
Data on injury accidents recorded by the police in mainland France

Cumulative COVID-related hospital deaths over 2020, in proportion to population

(according to Santé Publique France):



Geographic source: ESRI Light Gray Canvas
Data source: Santé Publique France - cumulative deaths related to COVID in hospitals as of December 31, 2020, in mainland France

There is **no** evidence of a **relationship between the counties** most **affected by COVID-19** and the counties where the **reduction of road accident** would have been less important.