Work-related accidents

In 2021, 38 % of people who died in a road accident were in an accident involving a person on a work-related travel.

The people who died during a work-related journey are often men (90 % on a professional travel and 81 % on a home-to-work travel).

Evolution of user mortality on home-to-work travels since 2010

2021	2019	2010	Evol. 2010-2021	Evol. 2010-2019
308	295	476	- 35,3 %	- 38,0 %

Annual average change*	2019 to 2021	2010 to 2019
Killed in home-to-work travels	2,2 %	- 5,2 %
Killed not home-to-work travels	- 5,5 %	- 1,9 %
All killed	- 4,7 %	- 2,3 %

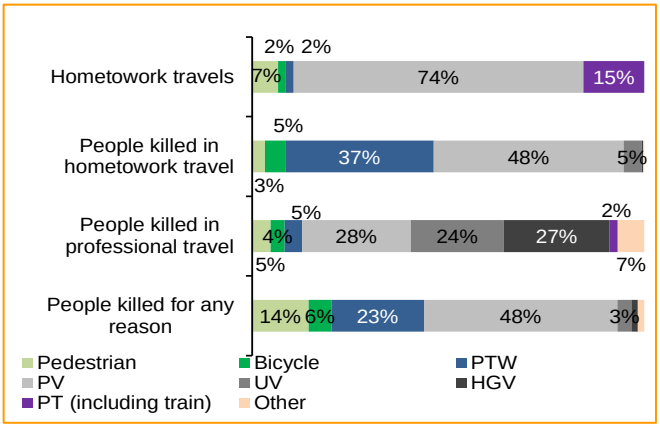
* Reading: between 2010 and 2019, the number of people killed on the home-to-work travel fell by an average of 5.2 % per year.

Evolution of user mortality on home-to-work travels since 2010

Annual average change*	2019 to 2021	2010 to 2019
Professional travels killed	14,7 %	- 4,0 %
Not-professional travels killed	- 5,5 %	- 2,2 %
All killed	- 4,7 %	- 2,3 %

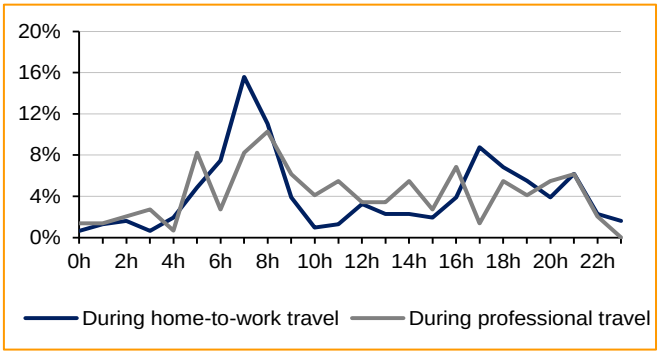
*Reading: between 2010 and 2019, the number of people killed while traveling for work fell by an average of 4.0 % per year.

Home-to-work travels and people killed by type of travel, by mode



Sources: BAAC files and Insee[2]

Breakdown of people killed in work-related accidents by time



In 2021, **454 people** were killed during a work-related trip (and 1,117 if we count all those killed in these accidents), i.e. 15 % of road fatalities (more precisely, 19 % of fatalities where the reason for travel is filled in):

- **Two-thirds (308) during a home-to-work travel** (travel between the place of residence or meal and the place of work), i.e. 13 % of road fatalities for which the reason for travel is given;
- **A third (146) during a professional travel** (travel carried out in the exercise of a professional mission), i.e. 6 % of road fatalities for which the reason for travel is indicated.

Compared to 2010, the number of people killed on a professional travel fell by - 19 % outside urban areas, but conversely, this number rose from 16 to 29 in urban areas (i.e. an increase of + 81 %).

Regarding employees covered by the CNAMTS[1], in 2019, 283 people were killed on a home-to-work travel and 57 on a professional travel, i.e. 19 % of occupational deaths with an identified risk.

According to mode of travel

Powered two-wheelers represent a significant share of mortality in commuting: 50 % in urban areas with 39 people killed and 33 % outside urban areas with 68 people killed, whereas this mode is only used **in 2 % of home-to-work** travels[2]. Users of heavy motorcycles are the most numerous among those killed.
Outside urban areas (including motorways), people killed on a home-to-work travel are mainly killed in passenger vehicles (57 % of cases, i.e. 130 people killed).
In urban areas, pedestrians and cyclists are heavily affected (8 % and 17 % of people killed). Although public transport (including the train) represent 15 % of home-to-work travels, no user was killed in 2021 during these travels.

Half of the 146 people killed during a professional travel were killed in heavy goods vehicles (40 people) or utility vehicles (35 people).

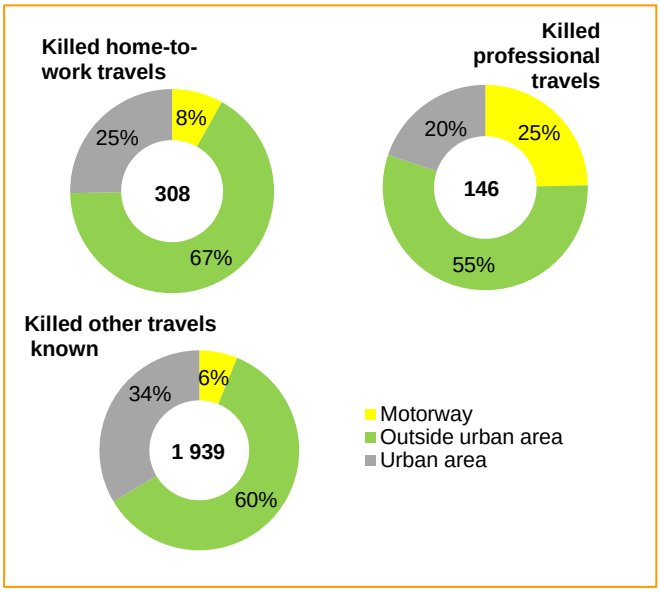
Depending on the day and time

Deaths in a work-related journey occur more often during **working days** (90 % for home-to-work travels, 88 % for professional travels).

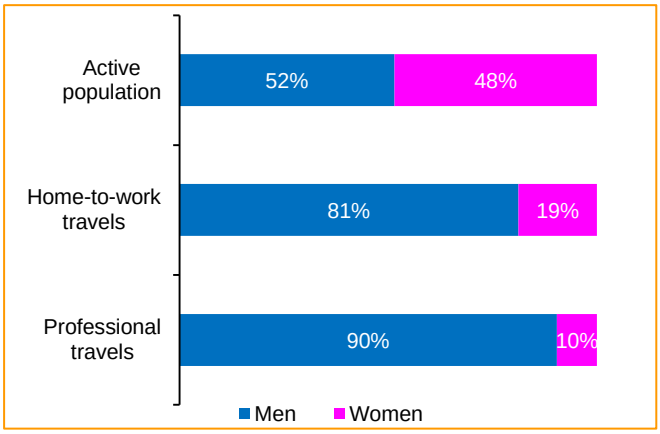
People killed while in **home-to-work travels** are concentrated in the morning and evening **rush hours**. Fatalities in **professional** use occur **throughout the day**.

[1] *Rapport annuel 2019 de l'Assurance maladie Risques professionnels*, CNAMTS. The CNAMTS notably manages the industrial accident branch of the general social security scheme. It covers employees in industry, commerce and services.
[2] *Partir de bon matin, à bicyclette…*, Insee Première n° 1629, Insee, January 2017.

Breakdown of deaths during work-related travel and for other travel reasons, by area



Breakdown of persons killed during a work-related journey by gender



Sources: BAAC and Insee files, active population as defined by BIT.

Source: extract from « L'essentiel du risque routier professionnel » Ministry of Labor, Ministry de l'intérieur, Caisse nationale d'assurance maladie, Mutualité social Agricole, Santé publique France, Umrestte, https://travail-emploi.gouv.fr/actualites/l-actualite-du-ministere/article/risque-routier-professionnel-des-chiffres-cles-pour-sensibiliser-a-la-premiere, numbers of 2020, February 2022

According to the road environment

The share of deaths in urban areas is lower during work-related travels than during other types of travels. **The proportion of deaths on the motorway is much higher during professional travels** (25 %) than during other types of travels (6 %). Among the 36 people killed on the motorway during a professional travels, 18 were traveling in heavy goods vehicles.

By age and gender

During home-to-work travels, **15-24 years old represent 20 % of those killed**, whereas their share in the active population is 10 %. During professional travels, half of the people killed (71 out of 146) are 45 years old or over, while this age group represents 43 % of the working population.

Those killed are **mostly men**. They represent 90 % of deaths during a professional travel and 81 % of deaths during a home-to-work travel, even though they represent only three-quarters of jobs in the transport and warehousing sectors (which include many drivers) and 52 % of the working population.

Accident factors

For fatal accidents between 2019 and 2021 on the **home-to-work travel**, the "speed" factor is present in 26 % of cases and the "inattention" factor is present in 20 % of cases in urban areas.

For fatal accidents between 2019 and 2021 on **professional** travels, the "inattention" factor is present in 21 % of cases. This share rises to 30 % in urban areas. For these same accidents, when a factor related to the vehicle is informed, in 20 % of cases it is a problem of visibility from the passenger compartment.

Alcohol seems to be **less present** in work-related accidents than in all accidents. The share of drivers with a blood alcohol level above 0.5 g/l among those whose level is known is 2 % for home-to-work travels and 1 % for professional travels, whereas it is 7 % for all drivers in injury accidents. However, it is possible that the return travel from work, if not direct, is no longer recorded as a home-to-work travel, thus underestimating the alcohol factor.

Presumed responsibility

In fatal accidents, drivers on a professional travel are less often presumed responsible than other drivers (41 % against 69 %). This gap increases to 35 points on roads outside urban areas (34 % against 69 %).

For home-to-work travels, we observe the same phenomenon but with a lesser amplitude (60 % against 65 %).