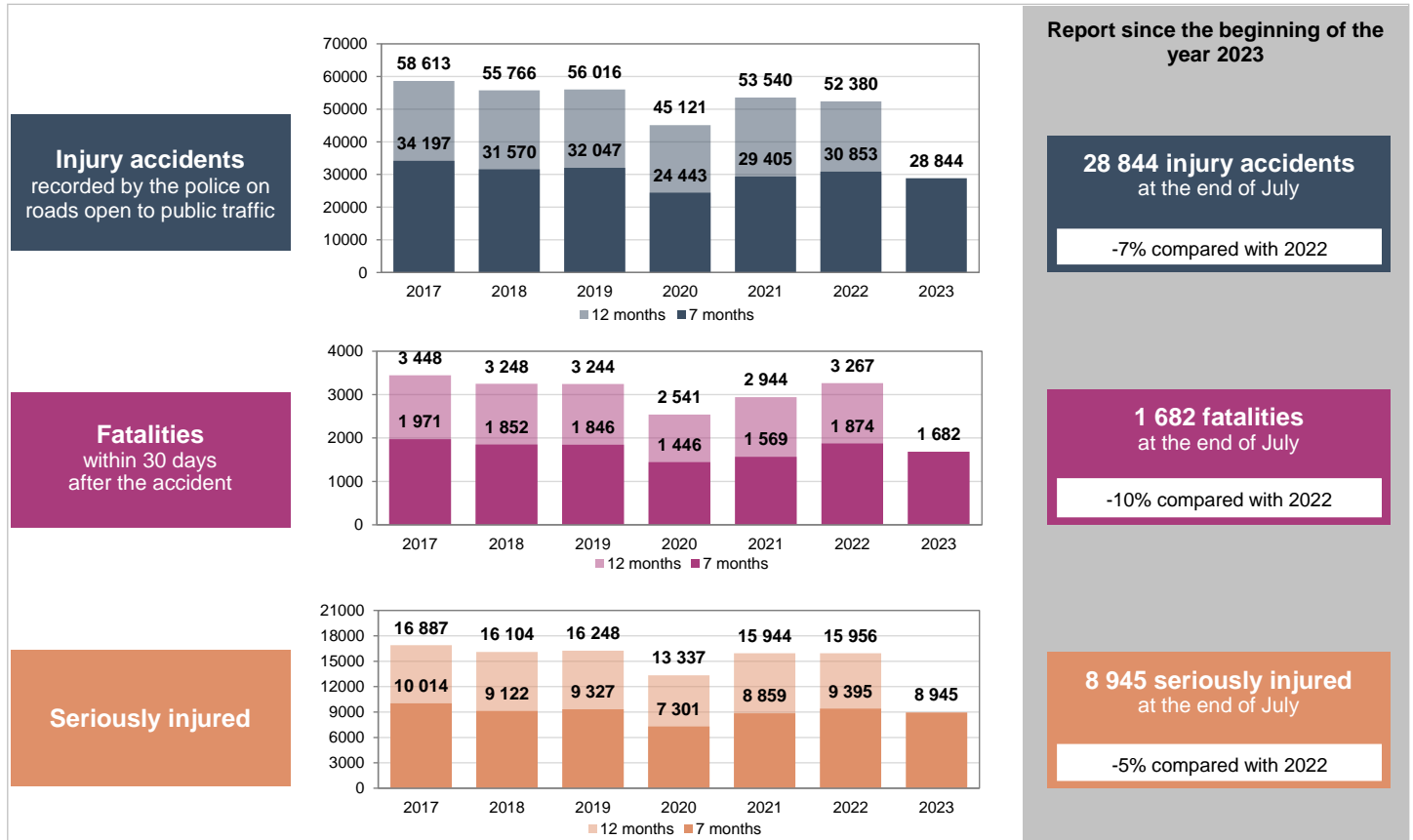


In July 2023, 4,396 injury accidents were recorded by the police, 8% fewer than in 2022.

It is estimated that 305 people died on the roads of mainland France in July 2023, compared with 338 in July 2022, a drop of 10%. In particular, there was a fall in the number of pedestrian fatalities (-49%), powered two-wheeler fatalities (-12%) and car users fatalities (-11%), but a sharp rise in PMDs motorized fatalities, reaching a record level of 10.

1,558 people were seriously injured, a drop of -7% compared with July 2022 (according to the estimation method developed by ONISR on the basis of work by Gustave Eiffel University). The fall in the number of seriously injured in July mainly concerns pedestrians and car users.

The trend over the last 3 months (May-June-July) is downward compared to the same months a year ago: the number of fatalities is -10% lower and the number of seriously injured is -5% lower.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series for fatalities (definitives until 2022), ONISR-UGE estimations for seriously injured, 2023 estimate based on data as of 2023/08/08

Summary table of the month of July 2023 compared to the same period last year

	July*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
Fatalities	305	-10%	827	-10%	3 075	-5%
Seriously injured	1 558	-7%	4 712	-5%	15 506	-6%

* July 2023 compared with July 2022

** Cumulative 3 months from May 2023 to July 2023 compared with cumulative 3 months from May 2022 to July 2022

*** Cumulative 12 months from August 2022 to July 2023 compared with cumulative 12 months from August 2021 to July 2022

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland

Labelled series for fatalities (definitives until 2022), ONISR-UGE estimations seriously injured, 2023 estimate based on data as of 2023/08/08

Information on injury accidents is recorded by law enforcement agencies, which are not systematically informed when the accident is not fatal. Therefore, the estimate of seriously injured people (according to the M.AIS3+ medical definition) is based on the findings of the police forces corrected by the ONISR-Université Gustave Eiffel model (Rhône Register).

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

The **health crisis** has deeply affected trips since March 2020, for all users, but to varying degrees depending on the alternation of restrictions and authorized movements. Even if the pandemic is still active, trips and accident rates are returning to near pre-pandemic levels, sometimes with changes linked to new habits.

Overall, fatalities over the last 12 months have decreased by -5% compared to the previous 12 months, and by -5% compared to 2019.

Since the pandemic, **car users** have accounted for just under half of all road deaths. Their fatalities over the last 12 months is estimated at 1,505 fatalities lower by -4% compared to the previous 12 months and by -7% compared to 2019.

Fatalities among **powered two-wheeler** users have fallen significantly over the past 12 months: 676 people were killed, lower by 5% on the previous 12 months, and lower by 10% compared to 2019.

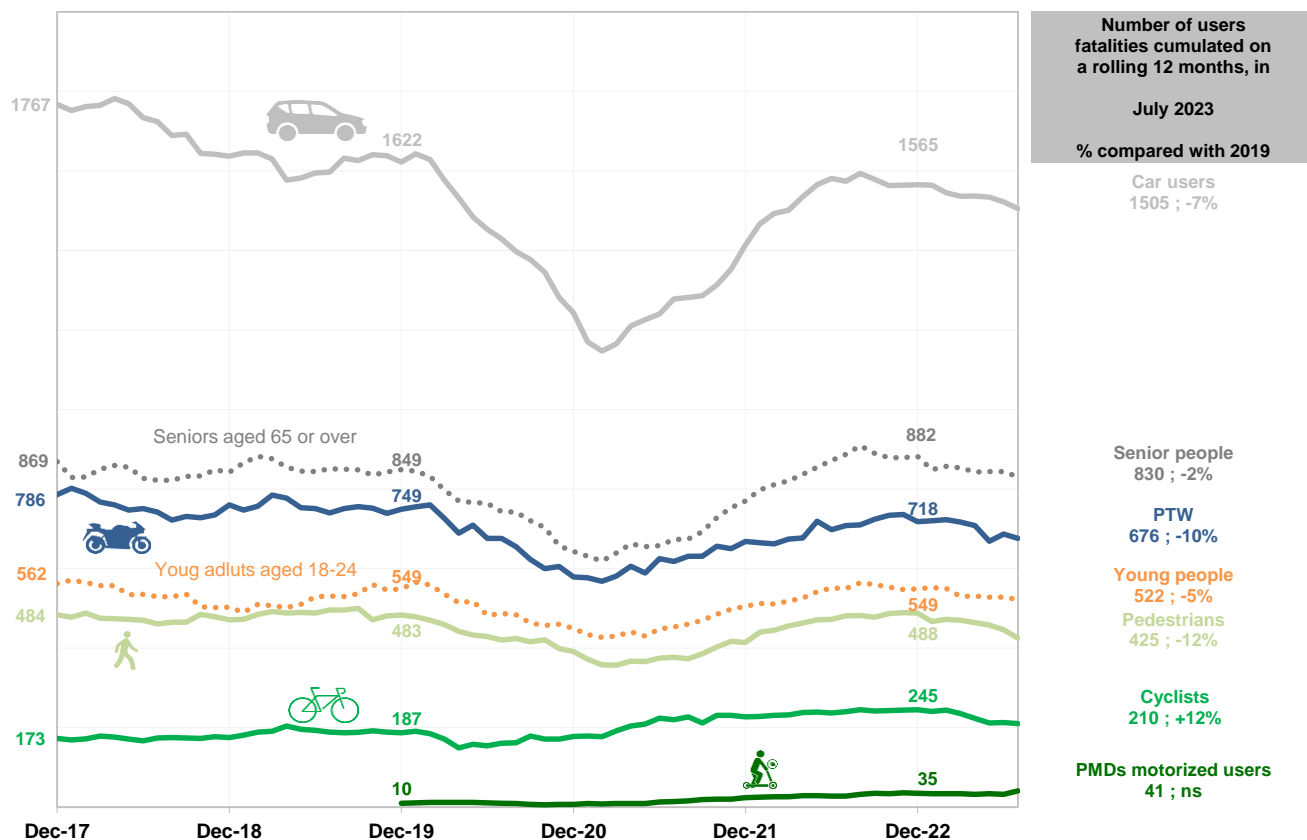
Pedestrian fatalities have fallen sharply over the past 12 months: 425 pedestrians have died, lower by 12% compared to the previous 12 months, and by 12% compared to 2019.

Cycling fatalities over the last 12 months show a downward trend: 210 cyclists were killed, lower by 13% compared to the previous 12 months. However, this result is +12% higher than in 2019. The French are showing an interest in using individual modes of transport for short journeys in towns and cities, but they also use bicycles for leisure activities in rural areas.

Fatalities among **PMDs motorized** users has risen sharply over the last 12 months, and in July in particular. 41 people were killed in the last year, a rise of 46% compared to the previous 12 months.

Fatalities among **young adults aged 18-24**, at high risk of serious road accidents, has also fallen over the last 12 months: 522 young people were killed, a decrease by -5% compared with the previous 12 months, and by -5% compared with 2019.

Fatalities among people **aged 65 or over** stands at 830 people killed in the last 12 months, lower by -6% compared to the previous 12 months and by -2% compared to 2019.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
 Labelled series for fatalities (definitives until 2022), 2023 estimate based on data as of 2023/08/08

Evolution of the number of users seriously injured cumulated on a rolling 12 months

The **health crisis** has deeply affected trips since March 2020, for all users, but to varying degrees depending on the alternation of restrictions and authorized movements. Even if the pandemic is still active, trips and accident rates are returning to near pre-pandemic levels, sometimes with changes linked to new habits.

Overall, the number of seriously injured over the last 12 months is lower by -6% compared to the previous 12 months, and by -5% compared to 2019.

Powered two-wheeler represent for a third of seriously injured; over the last 12 months, they are estimated at 5,100 seriously injured, lower by -11% compared to the previous 12 months and by -11% compared to 2019.

Car users account for just under a third of seriously injured; over the last 12 months, they are estimated at 4,700 seriously injured, lower by -4% compared to the previous 12 months and by -9% compared to 2019.

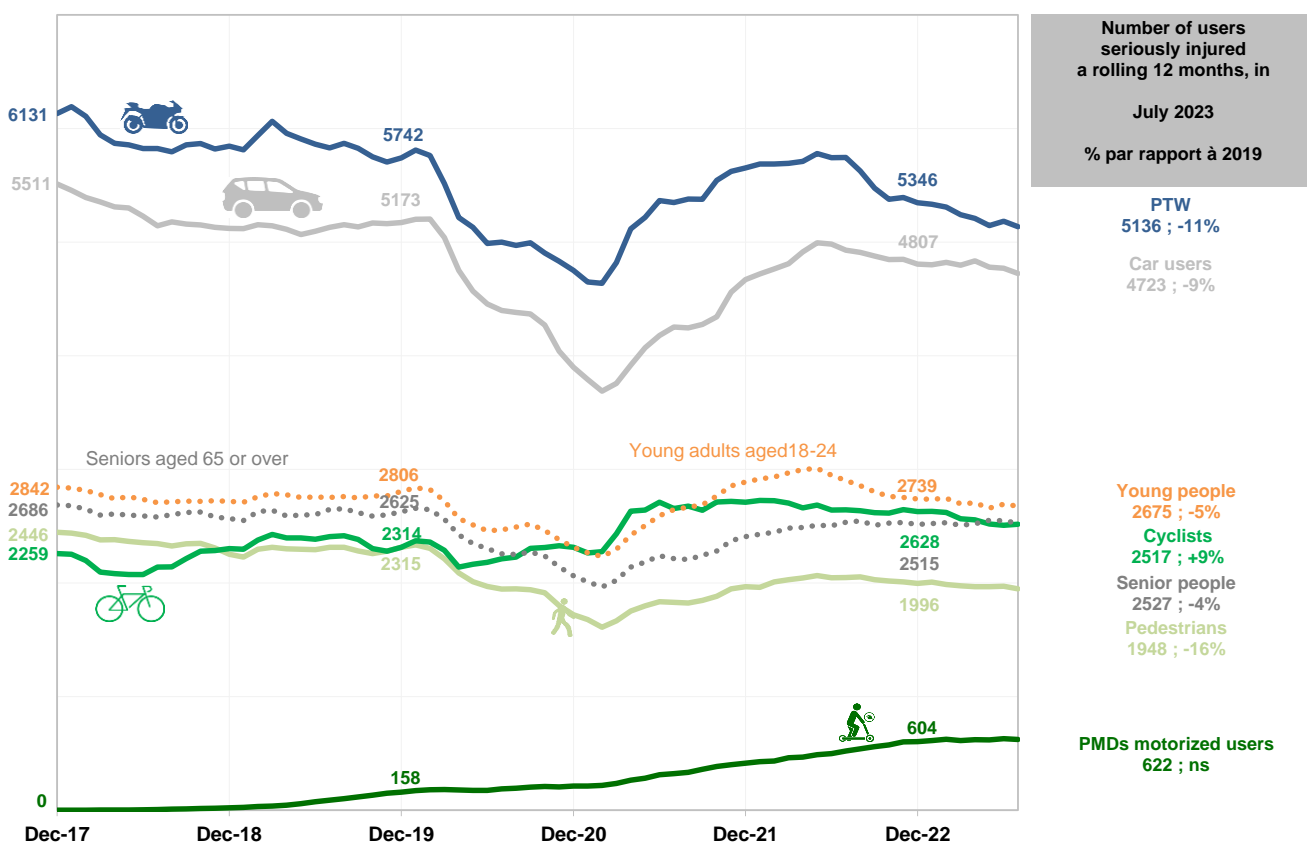
The number of **cyclists** seriously injured over the last 12 months is well above the figure for 2019, but has recently fallen: 2,500 cyclists are thought to have been seriously injured over the last 12 months, lower by -5% compared to the previous 12 months, but higher by +9% compared to 2019. Indeed, the French are showing an interest in using individual modes of transport for short journeys in towns and cities, but they also use bicycles for leisure activities in rural areas.

The number of seriously injured **pedestrians** has been stable over the past year, but remains significantly lower than in 2019: an estimated 1,900 pedestrians have been seriously injured over the past 12 months, lower by -5% compared to the previous 12 months and by -16% compared to 2019.

The number of seriously injured **PMDs motorized** users continues to rise, with over 600 seriously injured in the last 12 months, higher by +19% compared to the previous 12 months.

The number of seriously injured among **young adults aged 18-24**, an age group at high risk of severe road crashes, has been on a downward trend over the last 12 months, with 2,700 seriously injured, lower by -8% on the previous 12 months and by -5% on 2019.

The number of seriously injured people among people **aged 65 or over** is estimated at 2,500 seriously injured over the last 12 months, stable compared with the previous 12 months and lower by -4% compared with 2019.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
ONISR-UGE estimations for seriously injured, 2023 estimate based on data as of 2023/08/08

Serious victims in 2023 by mode of travel and road network

Over the last 3 months

In **urban areas**, the trend is **down** for pedestrians, cyclists and powered two-wheeler, and **up** for car users and PMDs motorized users.

In **rural areas**, the trend is **down** for all users, with a particularly sharp fall for **pedestrians**.

On **motorways**, car users is on an **upward** trend and powered two-wheeler is on a **downward** trend.

Last 3 months (2023 compared with 2022)

	Urban area		Rural		Motorway	
	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation
Pedestrians	↓	↓	↓	↓	↓	
PMDs motorized	↗	→	→	→		
Cyclists	↓	↓	↓	↓		
PTW	↓	↓	↓	→	↗	↗
Car users	↗	↗	↓	↓	↓	↓

ns : non-significant variation

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland

Labelled series for fatalities (definitives until 2022), ONISR-UGE estimations for seriously injured, 2023 estimate based on data as of 2023/08/08

Over the last 12 months

In **urban areas**, the number of **seriously injured** on **PMDs motorized** has increased over the last 12 months compared to the previous 12 months, and this mean of transport has become more widespread. The trend is **downward** for other means of transport.

In **rural areas**, the number of **fatalities** and **seriously injured** among **PMDs motorized** users has risen over the last 12 months compared with the previous 12 months, while the number of **fatalities** and **seriously injured** among all other means of transport has fallen.

On **motorways**, the number of **powered two-wheeler** users killed and seriously injured has risen, while the number of car users killed and seriously injured has fallen.

Last 12 months

Cumulative from August 2022 to July 2023, compared to the same period last year

	Urban area		Rural		Motorway	
	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation
Pedestrians	-18%	-5%	-8%	-7%	+0%	
PMDs motorized	+48%	+20%	+33%	+16%		
Cyclists	-5%	-0%	-22%	-11%		
PTW	-14%	-14%	-3%	-9%	+33%	+4%
Car users	+1%	-4%	-8%	-4%	-9%	-5%

ns : non-significant variation

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland

Labelled series for fatalities (definitives until 2022), ONISR-UGE estimations for seriously injured, 2023 estimate based on data as of 2023/08/08

Pedestrians contain Personal mobility devices non-motorized (rollerblades, skateboards, classic scooters, etc.), which move in the same spaces as pedestrians on foot and are considered pedestrians in the highway code..

Personal mobility devices (PMDs) motorized contains electric scooters, gyropods, hoverboards, segways, etc.; they move like a bicycle.

Cyclists are users who move around on a bicycle, whether or not it is electrically assisted.

Powered two-wheelers (PTW) include mopeds (less than 50 cc and with a maximum design speed not exceeding 45 km/h, including scooters less than 50 cc) and motorbikes (more than 50 cc, including scooters more than 50 cc).

Car users are light vehicles (LDVs); vans are not included in this category.

The "urban area" road network refers to the lanes between the entrance and exit signs of a municipality.

The "rural" road network refers to non-motorway roads outside the "urban areas" lanes.

The "motorway" network concerns the traffic lanes with motorway status, indicated by blue signs.

Detailed table for July 2023 compared to the same period last year

The recent trend (last 3 months) has shown a decrease of -10% for fatalities and -5% for seriously injured.

The number of seriously injured is decreasing for all means of transport except for **powered two-wheeler** users (in slight increase).

With regard to age, the decrease in the number of seriously injured was particularly marked in the under-25 age group.

The number of seriously injured fell in rural and urban areas, but rose on **motorways**.

	July		Last 3 months**				Last 12 months***			
	Fatalities	Seriously injured	Fatalities		Seriously injured		Fatalities		Seriously injured	
	Number	Number	Number	Variation	Number	Variation	Number	Variation	Number	Variation
Total	305	1 558	827	-10%	4 712	-5%	3 075	-5%	15 506	-6%

By mode of travel

Pedestrians	22	125	76	-34%	456	-4%	425	-12%	1 948	-5%
PMDs motorized	10	53	15	+150%	171	+1%	41	+46%	622	+19%
Cyclists	25	293	61	-18%	810	-4%	210	-13%	2 517	-5%
PTW	84	586	229	-12%	1 817	-4%	676	-5%	5 136	-11%
Car users	136	447	383	-8%	1 292	-8%	1 505	-4%	4 723	-4%

By age

Under 18 years	18	229	44	-14%	705	-8%	159	-2%	2 290	-7%
Young adults aged 18-24	54	277	151	-6%	788	-3%	522	-5%	2 675	-8%
Seniors aged 65 or over	74	231	221	-6%	729	+1%	830	-6%	2 527	+0%

On the road network

Urban area	105	640	287	-3%	2 072	-4%	989	-6%	7 105	-5%
Rural	175	792	478	-13%	2 318	-7%	1 821	-6%	7 321	-7%
Motorway	26	126	63	-19%	323	+4%	266	-2%	1 079	-2%

** Cumulative 3 months from May 2023 to July 2023 compared with cumulative 3 months from May 2022 to July 2022

*** Cumulative 12 months from August 2022 to July 2023 compared with cumulative 12 months from August 2021 to July 2022

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland

Labelled series for fatalities (definitives until 2022), ONISR-UGE estimations seriously injured, 2023 estimate based on data as of 2023/08/08

Pedestrians contain Personal mobility devices non-motorized (rollerblades, skateboards, classic scooters, etc.), which move in the same spaces as pedestrians on foot and are considered pedestrians in the highway code.

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Cyclists are users who move around on a bicycle, whether or not it is electrically assisted.

Powered two-wheelers include mopeds (less than 50 cc and with a maximum design speed not exceeding 45 km/h, including scooters less than 50 cc) and motorbikes (more than 50 cc, including scooters more than 50 cc).

Car users are light vehicles (LDVs); vans are not included in this category.

Persons "under 18 years old" are children and adolescents aged 0 to 17 years old inclusive.

Young people aged between 18 and 24 inclusive are the category most at risk in terms of road safety.

The "urban area" road network refers to the lanes between the entrance and exit signs of a municipality.

The "rural" road network refers to non-motorway roads outside the "urban areas" lanes.

The "motorway" network concerns the traffic lanes with motorway status, indicated by blue signs.

Data processing methods for France mainland

The **BAAC file** (Bulletin of Analysis of Road Traffic Accidents recorded by the Police Forces) includes injury accidents as defined in the decree of 27 March 2007 on the conditions for compiling statistics. The ONISR, which is responsible for the administration and dissemination of accident statistics under the terms of the decree of 15 May 1975 relating to the CISR, has long specified the methods for taking accidents into account.

Method of adjusting injuries

In order to comply with European statistical standards, the ONISR produces a new series of data on injuries for France mainland. It also integrates the AIS scale of injury severity (light or moderate, serious). These data are determined by a new method established jointly by the Gustave Eiffel University (UGE) and the ONISR. This method is based in particular on recent data relating to injuries recorded by the police, but aims to estimate the actual number of people injured in road accidents who are treated by hospital services: <https://www.onisr.securite-routiere.gouv.fr/etudes-et-recherches/victimes/blessures/methode-de-redressement-du-nombre-de-blesses-de-la-route> (in french).

The monthly barometer

The monthly barometer for a given month concerns accidents occurring up to the end of that month and is compiled and published the following month.

Estimates are produced on the basis of accidents recorded in the TRAxY information system concerning BAAC data currently being entered, transmitted within 48 hours by the police to the ONISR.

Serious injuries are estimated from the data on injuries recorded in TRAxY using the adjustment method mentioned above.

Labelling

The Public Statistics Authority has certified the main accident indicators from the BAAC file (France mainland and french overseas counties) for the quasi-definitive data for year N published at the end of January of year N+1, and the definitive data published from May of year N+1. For the years prior to 2021, the dashboard includes labelled data.

The statistical methods are specified on the ONISR website: <https://www.onisr.securite-routiere.gouv.fr/en/data-tools>.