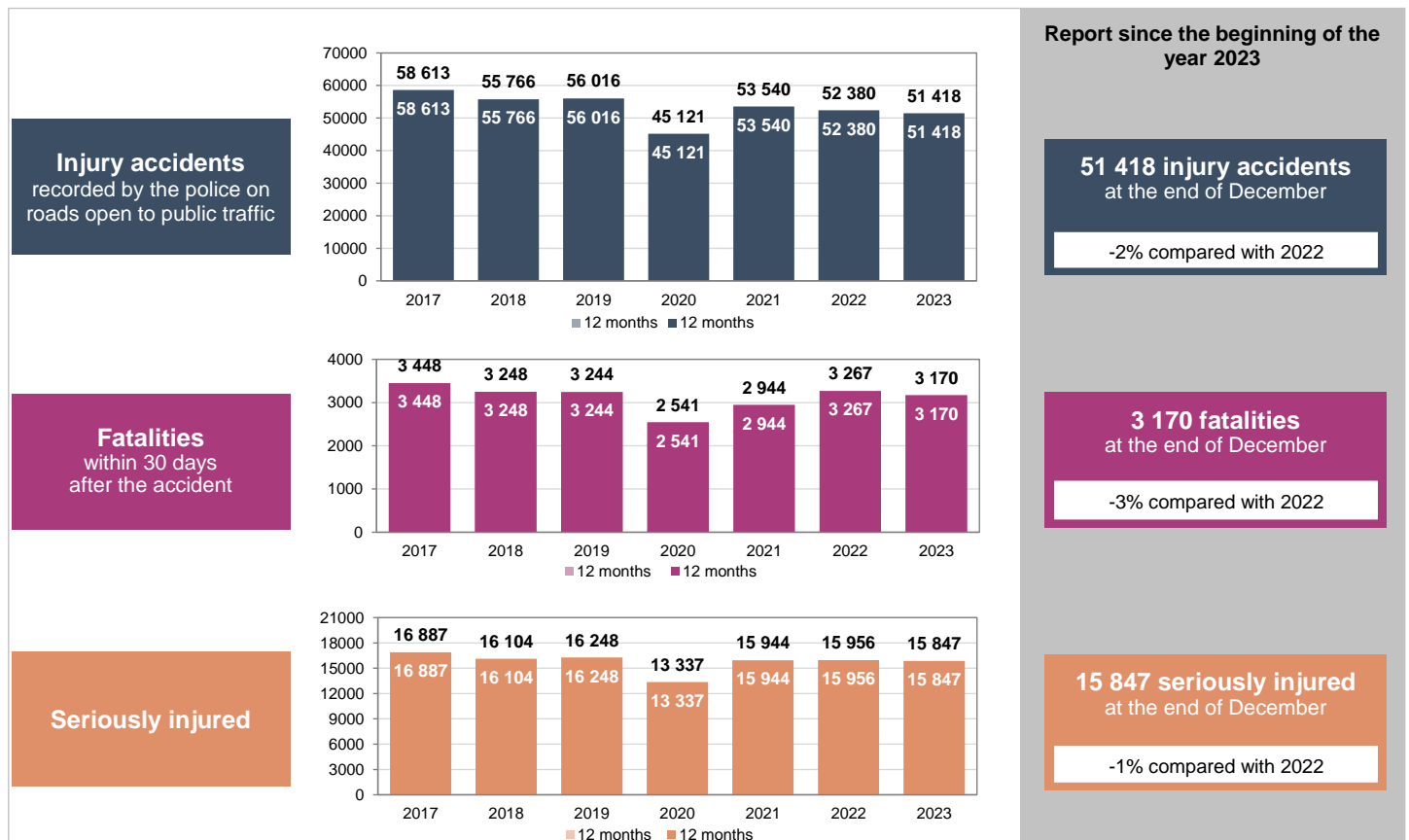


4,098 injury accidents were recorded by the police in **December 2023**, 7% more than in 2022.

It is estimated that **294 people died on the roads of mainland France in December 2023**, compared with 284 in December 2022, an increase of 4%. In particular, there was an increase in the number of powered two-wheeler users fatalities (+16 killed) and pedestrians (+9 killed), but a fall in car users fatalities (-12 killed). The increase was seen on all road networks excluding motorways.

1,109 people were seriously injured in December 2023, i.e. +9% compared with December 2022 (according to the estimation method developed by ONISR on the basis of work by Gustave Eiffel University). This increase mainly concerns users of bicycles and powered two-wheelers.



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 2024/01/22

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

	December*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
Fatalities	294	+4%	892	+8%	3 170	-3%
Seriously injured	1 109	+9%	3 786	+3%	15 847	-1%

* December 2023 compared with December 2022

** Cumulative 3 months from October 2023 to December 2023 compared with cumulative 3 months from October 2022 to December 2022

*** Cumulative 12 months from 2022 to December 2023 compared with cumulative 12 months from 2021 to December 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 2024/01/22

The trend over **the last 3 months (October-November-December)** is up compared with the same months a year ago: the number of people killed is up by 8% and the number of seriously injured is up by 3%.

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 -3% compared to the previous 12 months, and by -2% 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 1,525 fatalities lower by -3% compared to the previous 12 months and by -6% compared to 2019.

Fatalities among **powered two-wheeler** users have fallen significantly over the past 12 months: 707 people were killed, lower by -2% compared to the previous 12 months, and lower by -6% compared to 2019.

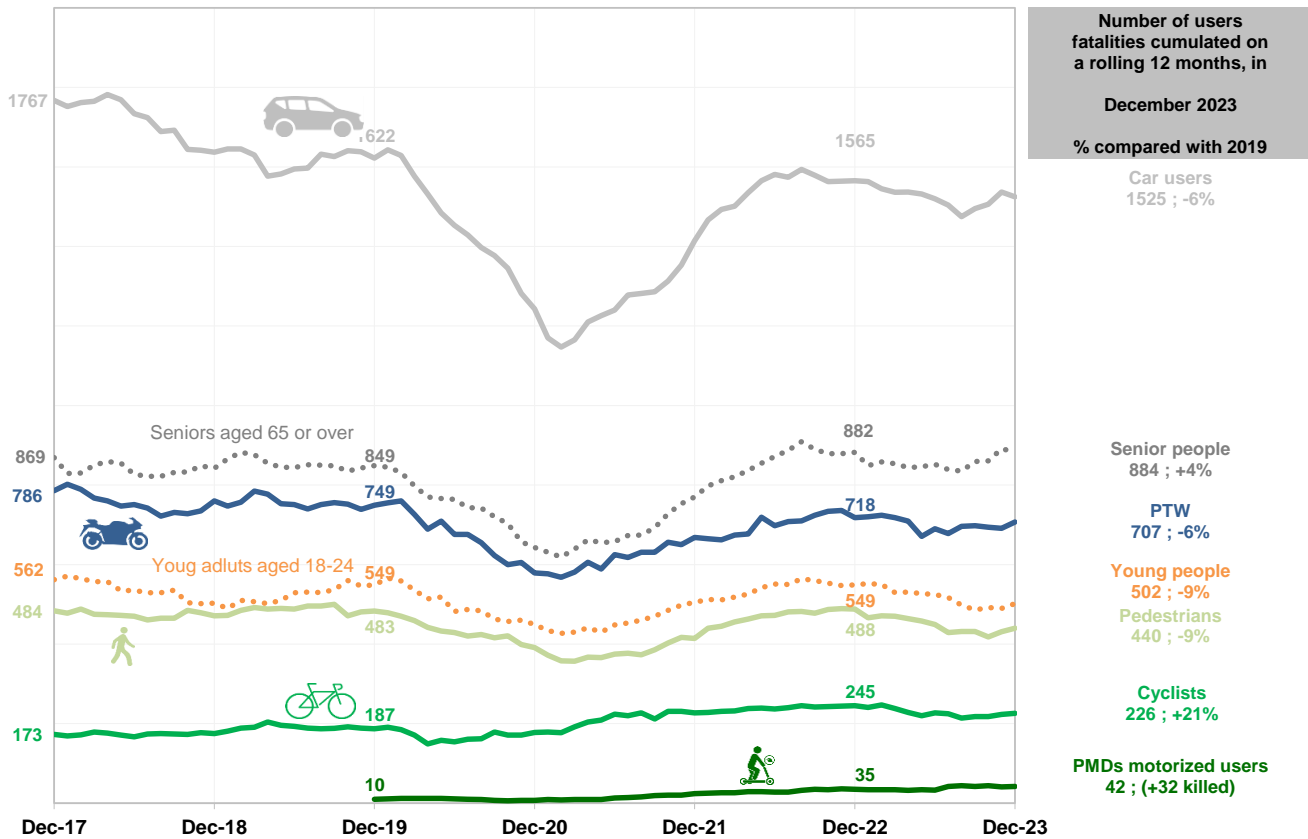
Pedestrian fatalities have fallen sharply over the past 12 months: 440 pedestrians have died, lower by -10% compared to the previous 12 months, and by -9% compared to 2019.

Cycling fatalities over the last 12 months show a downward trend: 226 cyclists were killed, lower by -8% compared to the previous 12 months. However, this result is +21% 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, 42 people were killed in the last year, a rise of +20% 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: 502 young people were killed, a decrease by -9% compared with the previous 12 months, and by -9% compared with 2019.

Fatalities among people **aged 65 or over** stands at 884 people killed in the last 12 months, stable compared with the previous 12 months and up by +4% 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 2024/01/22

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 -2% compared to the previous 12 months, and by -1% compared to 2019.

Powered two-wheeler represent for a third of seriously injured; over the last 12 months, they are estimated at 5,300 seriously injured, stable compared with the previous 12 months and lower by -7% compared to 2019.

Car users account for just under a third of seriously injured; over the last 12 months, they are estimated at 4,800 seriously injured, stable compared to the previous 12 months and by -7% compared to 2019.

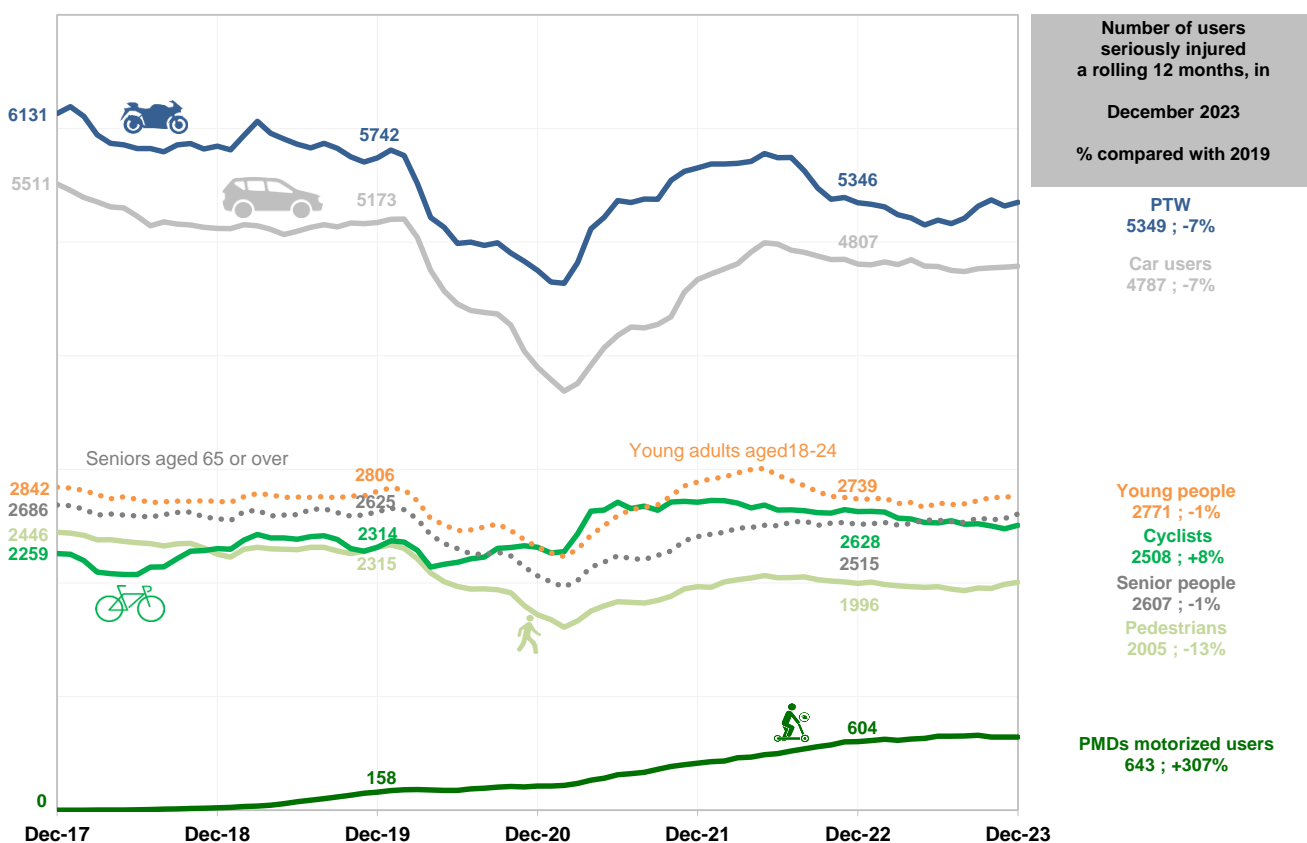
The number of **cyclists** seriously injured over the last 12 months is well above the figure for 2019, but has recently fallen: 2,500 cyclists are thought to have been seriously injured over the last 12 months, lower by -5% compared to the previous 12 months, but higher by +8% compared to 2019. Indeed, 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 2,000 pedestrians have been seriously injured over the past 12 months, stable compared to the previous 12 months and by -13% 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 +7% 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 2,800 seriously injured, up slightly by 1% on the previous 12 months and down slightly by 1% on 2019.

The number of seriously injured people among people **aged 65 or over** is estimated at 2,600 seriously injured over the last 12 months, higher by +4% compared with the previous 12 months and down slightly by 1% on 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 2024/01/22

Serious victims in 2023 by mode of travel and road network

Since the start of the year (12 months), 3,170 people died, 97 fewer than in 2022 and 74 fewer than in 2019, a year which had previously recorded the lowest number of fatalities over the 12 months of the year (excluding the pandemic years 2020 and 2021).

The fall in the number of deaths was mainly due to a fall in deaths among car occupants on rural roads, as well as a fall in deaths among pedestrians both in urban areas and on rural roads. Cycling fatalities remain high, at the same level as in 2021, while the figures for powered two-wheeled users are more contrasted (down for mopeds and light motorbikes, with an upward trend for heavy motorbikes, but mainly in urban areas). Car deaths in urban areas are higher than before the pandemic, but slightly lower than in 2022.

Over the last 3 months

In urban areas, the trend is **down** for PMDs motorized users and for cyclists seriously injured, and **up** for pedestrians and car users, and for killed in bicycle or in car.

In rural areas, the trend is **up** for PMDs motorized users and cyclists, for pedestrians seriously injured and for car users killed, only the trend of pedestrians killed is **down**.

On motorways, the trend is **up** for powered two-wheeler users, and **down** for pedestrians killed.

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 2024/01/22

Over the last 12 months

In urban areas, the number of fatalities was **down** for cyclists, powered two-wheelers users and car users, but the trend is **up** for pedestrians and for PMDs motorized users, as this mode of transport has become more widespread.

In rural areas, the trend is **down** for all modes of transport, with the exception of PMDs motorized users.

On motorways, the trend is **down** for pedestrians and car users, but **up** for powered two-wheelers users.

Last 12 months

Cumulative from January to December 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	+2%	+4%	-28%	-12%	-30%	
PMDs motorized	+20%	+6%	+33%	+9%		
Cyclists	-6%	-4%	-10%	-5%		
PTW	-4%	-4%	-3%	+0%	+44%	+33%
Car users	-3%	-3%	-1%	+1%	-13%	-4%

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 2024/01/22

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 December 2023 compared to the same period last year

The recent trend (last 3 months) is up +8% for fatalities and +3% for seriously injured.

The increase applies to all modes of transport, with the exception of serious injured on bicycles and in PMDs motorized. While the number of fatalities among children, young adults and senior citizens rose, the number of seriously injured under-18s fell slightly.

The number of people killed and seriously injured increased on all types of road.

	December		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	294	1 109	892	+8%	3 786	+3%	3 170	-3%	15 847	-1%

By mode of travel

Pedestrians	59	208	166	+5%	626	+9%	440	-10%	2 005	+0%
PMDs motorized	4	35	8	+0%	141	-10%	42	+20%	643	+7%
Cyclists	15	136	61	+15%	522	-2%	226	-8%	2 508	-5%
PTW	38	279	138	+7%	1 113	+3%	707	-2%	5 349	+0%
Car users	161	406	446	+7%	1 239	+2%	1 525	-3%	4 787	+0%

By age

Under 18 years	14	155	39	+34%	526	-2%	167	+6%	2 320	-2%
Young adults aged 18-24	56	208	144	+13%	690	+7%	502	-9%	2 771	+1%
Seniors aged 65 or over	82	219	264	+10%	673	+5%	884	+0%	2 607	+4%

On the road network

Urban area	97	519	299	+14%	1 782	+2%	1 016	-2%	7 180	-1%
Rural	170	493	512	+6%	1 715	+2%	1 881	-3%	7 556	-1%
Motorway	27	97	81	+4%	289	+12%	273	-7%	1 111	+3%

** Cumulative 3 months from October 2023 to December 2023 compared with cumulative 3 months from October 2022 to December 2022

*** Cumulative 12 months from 2022 to December 2023 compared with cumulative 12 months from 2021 to December 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 2024/01/22

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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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.

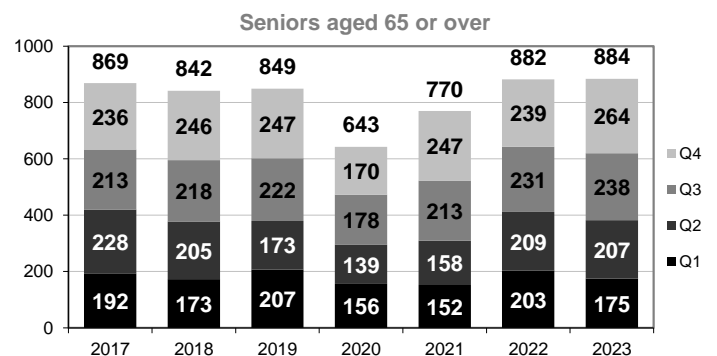
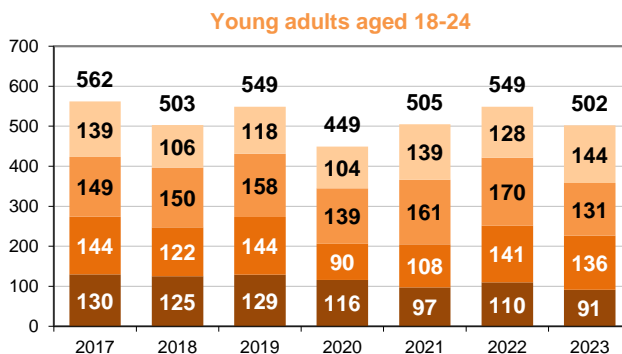
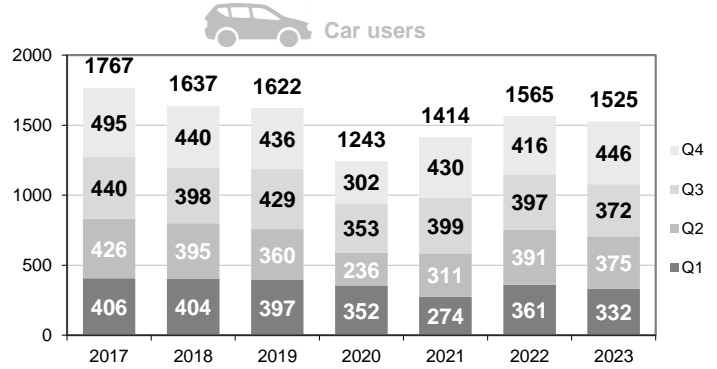
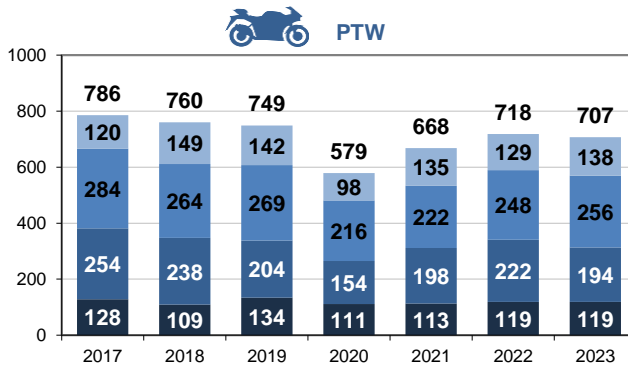
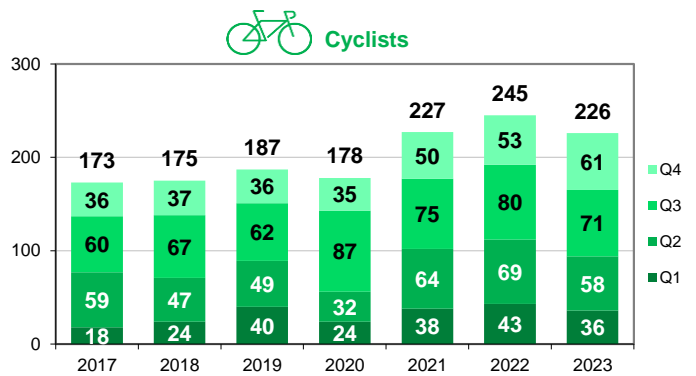
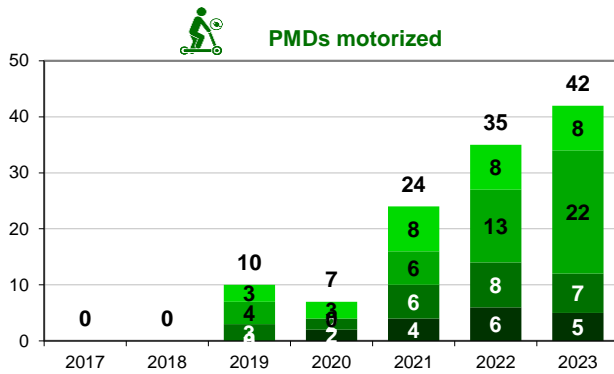
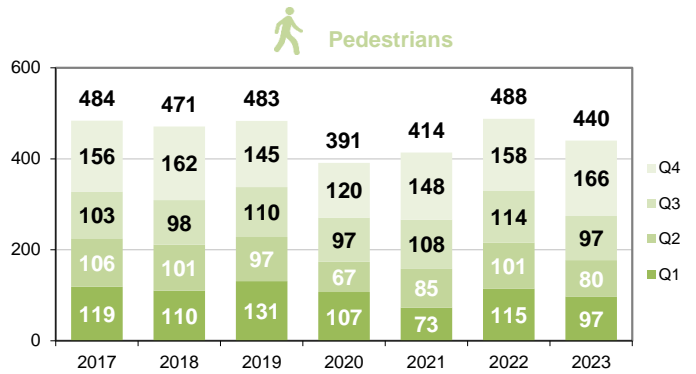
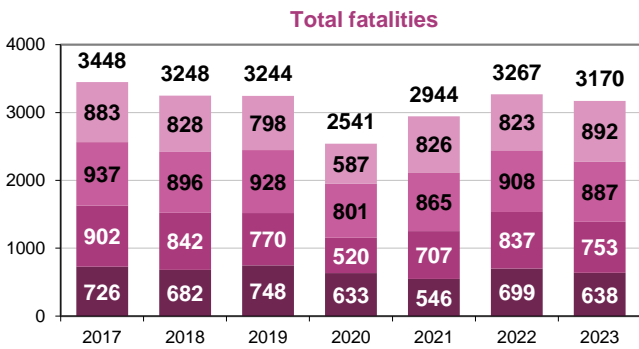
Serious injuries are estimated from the data on injuries recorded in TRAxY using the adjustment method mentioned above.

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>.

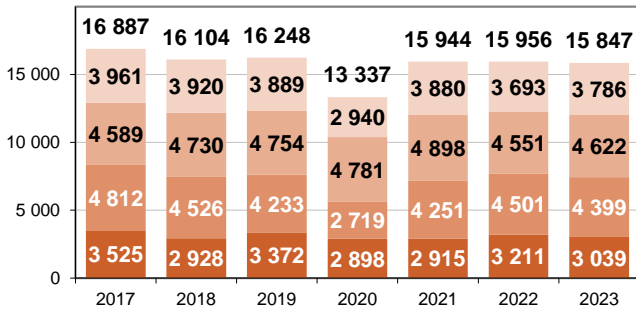
Trends in fatalities by mode of travel by quarter for each year



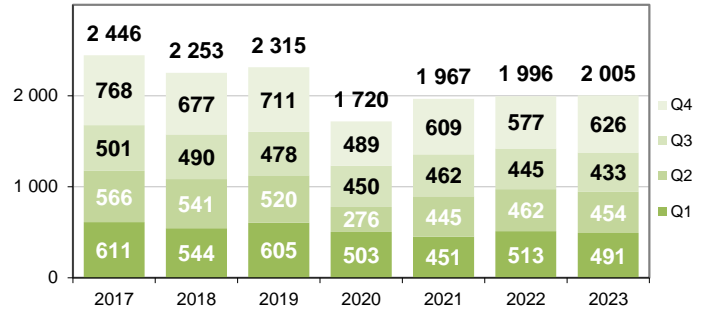
Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
 Labelled series for fatalities (definitives until 2022), 2023 estimate based on data as of 2024/01/22

Trends in seriously injured by mode of travel by quarter for each year

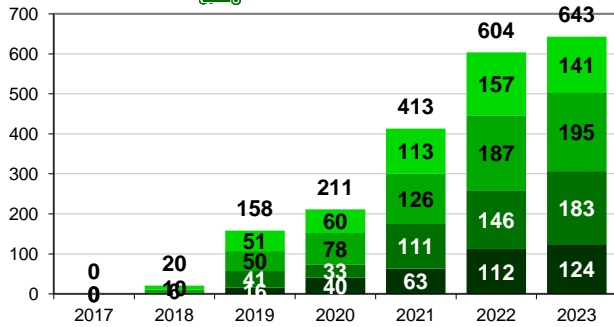
Total seriously injured



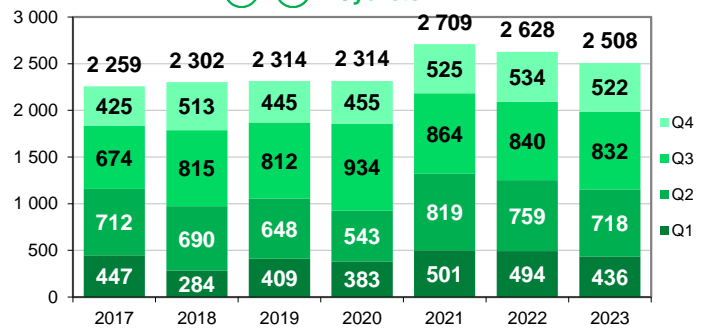
Pedestrians



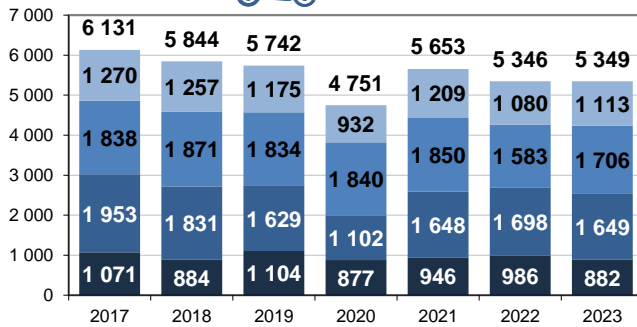
PMDs motorized



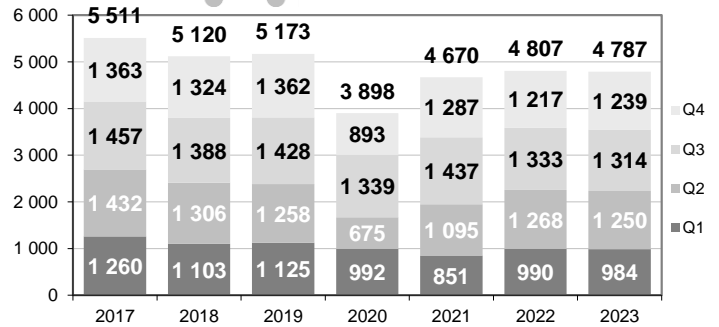
Cyclists



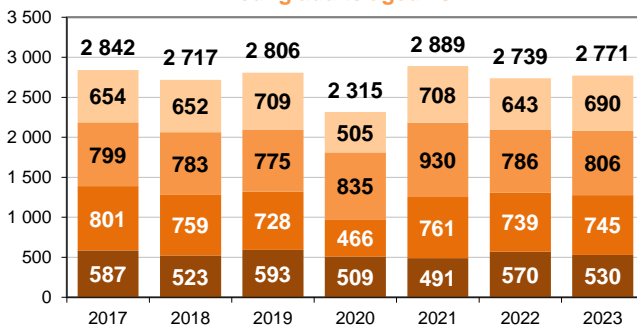
PTW



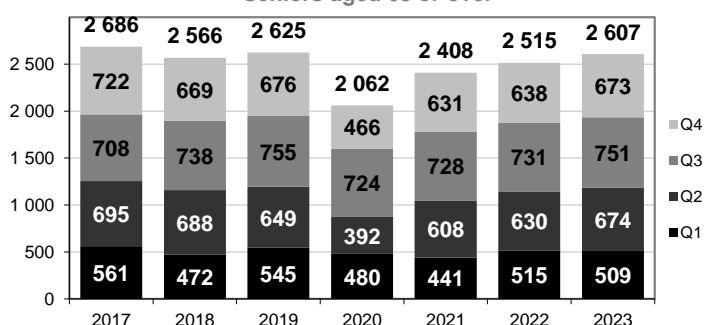
Car users



Young adults aged 18-24



Seniors aged 65 or over



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 2024/01/22