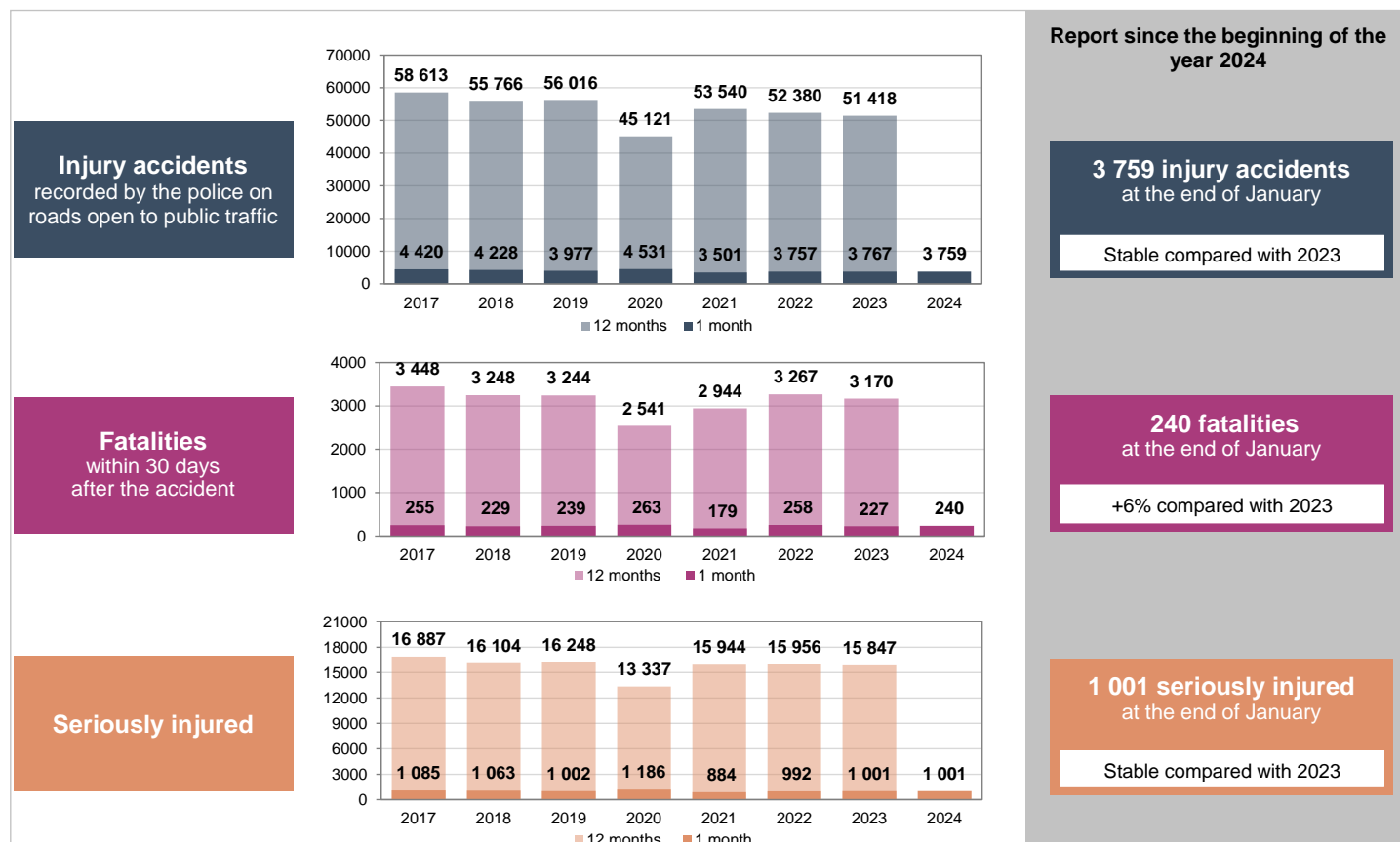


3,759 injury accidents were recorded by the police in **January 2024**, the same number as in January 2022 and January 2023.

It is estimated that **240 people died on the roads of mainland France in January 2024**, compared with 227 in January 2023, an increase of 6%. In particular, there was an increase in the number of pedestrians fatalities (+15 killed), of powered two-wheelers users fatalities (+9 killed) and of the cyclists fatalities (+4 killed), but a fall in car users fatalities (-14 killed). The increase particularly concerned people aged 65 or over (+21 fatalities). The increase occurred on motorways and rural roads.

1,101 people were seriously injured in January 2024, the same number as in January 2023 (according to the estimation method developed by ONISR on the basis of work by Gustave Eiffel University).



**Report since the beginning of the year 2024**

**3 759 injury accidents**  
at the end of January

Stable compared with 2023

**240 fatalities**  
at the end of January

+6% compared with 2023

**1 001 seriously injured**  
at the end of January

Stable compared with 2023

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
Labelled series for fatalities (definitives until 2022, quasi-definitives 2023), ONISR-UGE estimations for seriously injured, 2024 estimate based on data as of 2024/02/08

**Summary table of the month of January 2024 compared to the same period last year**

	January*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
<b>Fatalities</b>	240	+6%	824	+9%	3 183	-2%
<b>Seriously injured</b>	1 001	+0%	3 297	+2%	15 848	-1%

\* January 2024 compared with January 2023

\*\* Cumulative 3 months from November 2023 to January 2024 compared with cumulative 3 months from November 2022 to January 2023

\*\*\* Cumulative 12 months from February 2023 to January 2024 compared with cumulative 12 months from February 2022 to January 2023

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

Labelled series for fatalities (definitives until 2022, quasi-definitives 2023), ONISR-UGE estimations for seriously injured, 2024 estimate based on data as of 2024/02/08

The trend over **the last 3 months (November-December-January)** is up compared with the same months a year ago: the number of people killed is up by 9% and the number of seriously injured is up by 2%.

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

**Overall**, fatalities over the last 12 months have decreased by -2% compared to the previous 12 months, and by -2% compared to 2019, year taken as a reference for the 2020-2030 decade.

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 1,511 fatalities lower by -3% 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: 716 people were killed, lower by -1% compared to the previous 12 months, and lower by -4% compared to 2019.

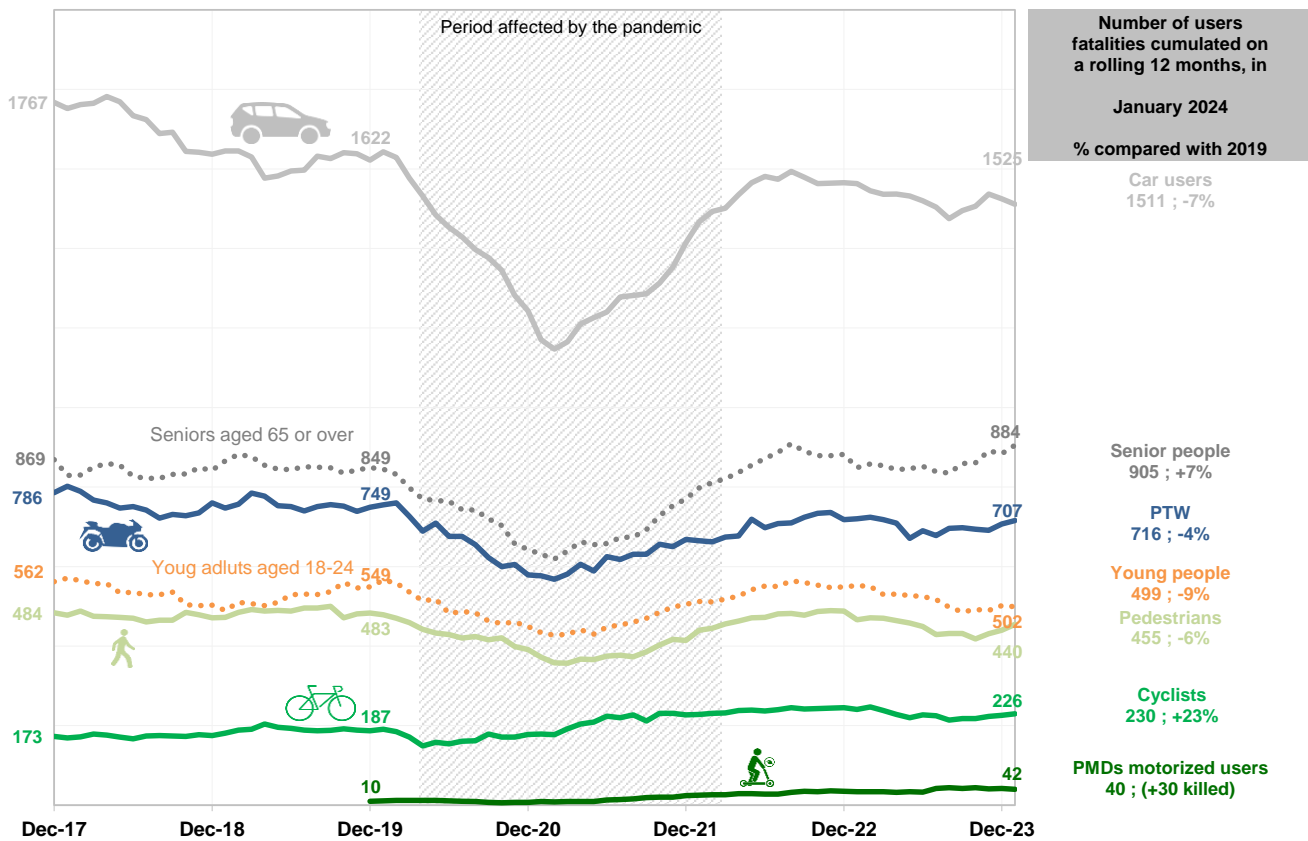
**Pedestrian** fatalities have fallen sharply over the past 12 months: 455 pedestrians have died, lower by -2% compared to the previous 12 months, and by -6% compared to 2019.

**Cycling** fatalities over the last 12 months show a downward trend: 230 cyclists were killed, lower by -5% compared to the previous 12 months. However, this result is +26% 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, 40 people were killed in the last year, a rise of +18% 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: 499 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 905 people killed in the last 12 months, increase of +7% compared with the previous 12 months and up by +7% 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, quasi-definitives 2023), 2024 estimate based on data as of 2024/02/08

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

**Overall**, the number of seriously injured over the last 12 months is lower by -1% compared to the previous 12 months, and by -2% compared to 2019, year taken as a reference for the 2020-2030 decade.

**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.

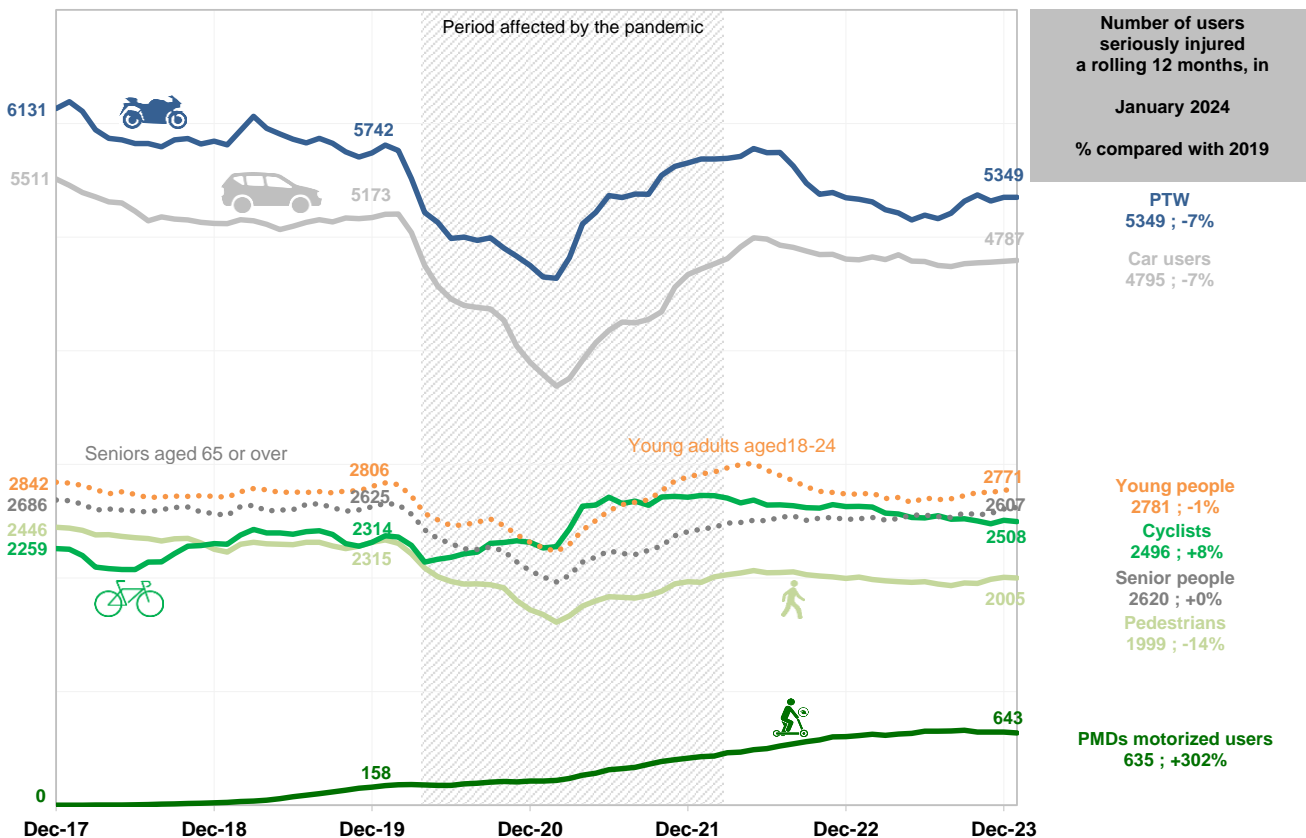
The number of **cyclists** seriously injured over the last 12 months is well above the figure for 2019, but has recently fallen: 2,500 cyclists are thought to have been seriously injured over the last 12 months, lower by -5% compared the previous 12 months, but higher by +8% compared to 2019. Indeed, 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 -14% 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 +4% 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 2% 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 stable compared to 2019.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
ONISR-UGE estimations for seriously injured, 2024 estimate based on data as of 2024/02/08

## Serious victims in 2024 by mode of travel and road network

### Over the last 3 months

Overall, the trend is **up** for fatalities (+7% in urban areas, +10% on rural roads and +14% on motorways) and for seriously injured on motorways (+21%); it is **stable** for seriously injured people on other road networks.

In **urban areas**, the trend is **up** for pedestrians, and for killed in bicycle or in powered two-wheelers and for seriously injured on PMDs motorized and **down** for fatalities in PMDs motorized and for seriously injured in bicycle or in powered two-wheelers.

In **rural areas**, the trend is **up** for pedestrians and cyclists, as well as for those seriously injured in PTW, and **down** for PMDs motorized users and seriously injured in PTW.

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

#### Last 3 months (2024 compared with 2023)

	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, quasi-definitives 2023), ONISR-UGE estimations for seriously injured, 2024 estimate based on data as of 2024/02/08

### Over the last 12 months

Overall, the trend is **down** for fatalities (-1% in urban areas, -1% on rural roads and -4% on motorways) and for seriously injured in urban areas (-2%); for seriously injured people it is **stable** on rural roads and **up** on motorways (+4%).

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 February 2023 to January 2024, 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	+12%	+3%	-23%	-15%	-28%	
PMDs motorized	+26%	+4%	+0%	+3%		
Cyclists	-1%	-5%	-5%	-5%		
PTW	-5%	-4%	-1%	+2%	+36%	+27%
Car users	-7%	-4%	-1%	+1%	-10%	-2%

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, quasi-definitives 2023), ONISR-UGE estimations for seriously injured, 2024 estimate based on data as of 2024/02/08

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 January 2024 compared to the same period last year

	January		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
<b>Total</b>	240	1 001	824	+9%	3 297	+2%	3 183	-2%	15 848	-1%

### By mode of travel

<b>Pedestrians</b>	45	189	163	+29%	619	+8%	455	-2%	1 999	+0%
<b>PMDs motorized</b>	1	33	6	-40%	123	-7%	40	+18%	635	+4%
<b>Cyclists</b>	15	117	48	+33%	401	-1%	230	-5%	2 496	-5%
<b>PTW</b>	40	251	111	+25%	832	-2%	716	-1%	5 349	+0%
<b>Car users</b>	124	352	441	+1%	1 167	+2%	1 511	-3%	4 795	+0%

### By age

<b>Under 18 years</b>	8	139	33	+22%	445	-5%	162	+1%	2 315	-2%
<b>Young adults aged 18-24</b>	40	185	133	+6%	606	+5%	499	-10%	2 781	+2%
<b>Seniors aged 65 or over</b>	75	188	254	+21%	622	+12%	905	+7%	2 620	+4%

### On the road network

<b>Urban area</b>	71	480	265	+7%	1 588	+0%	1 011	-1%	7 153	-2%
<b>Rural</b>	142	415	479	+10%	1 413	+1%	1 893	-1%	7 562	+0%
<b>Motorway</b>	27	106	80	+14%	296	+21%	279	-4%	1 133	+4%

\*\* Cumulative 3 months from November 2023 to January 2024 compared with cumulative 3 months from November 2022 to January 2023

\*\*\* Cumulative 12 months from February 2023 to January 2024 compared with cumulative 12 months from February 2022 to January 2023

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

Labelled series for fatalities (definitives until 2022, quasi-definitives 2023), ONISR-UGE estimations for seriously injured, 2024 estimate based on data as of 2024/02/08

*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 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>.