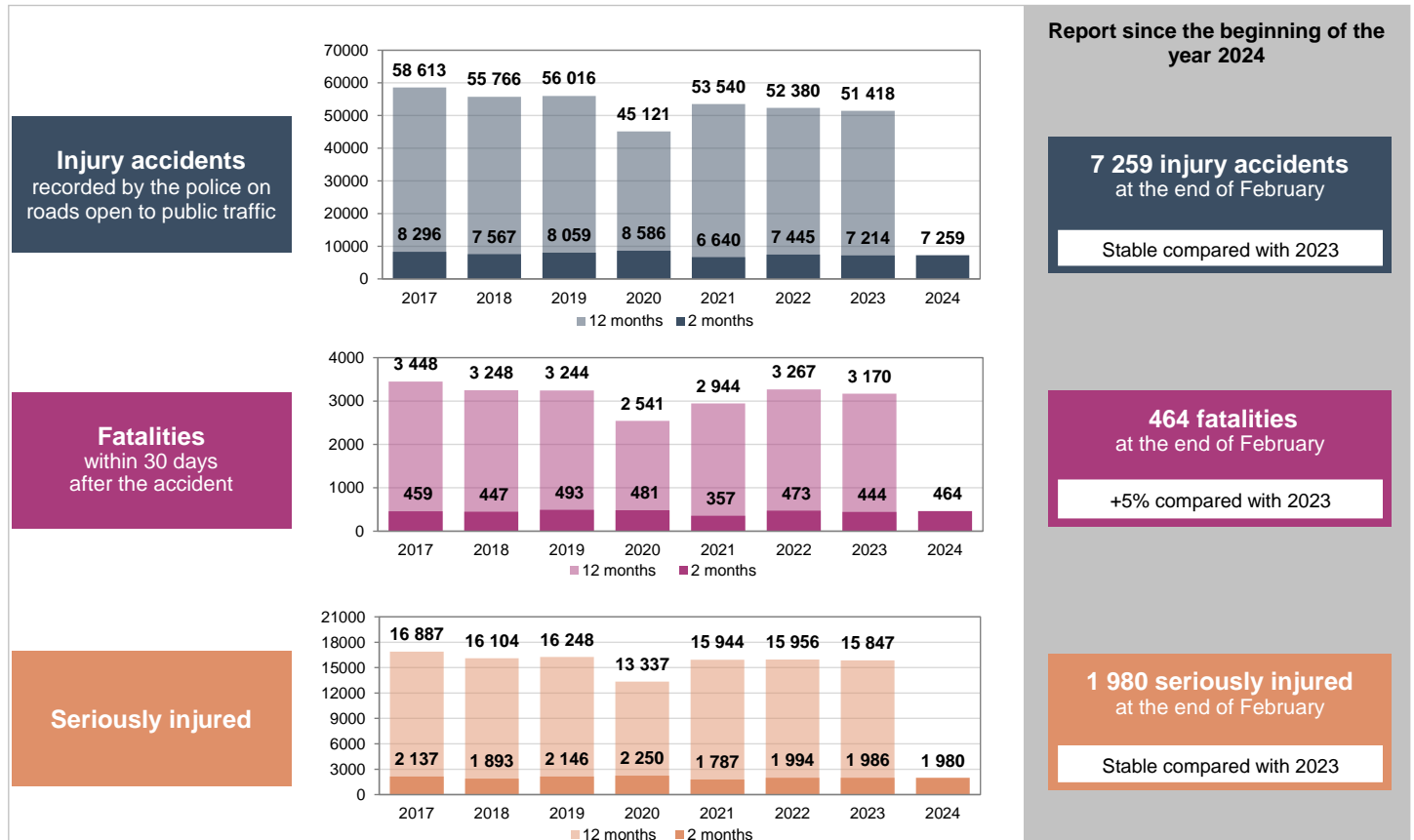


3,500 injury accidents were recorded by the police in **February 2024**, +2% compared with February 2023.

It is estimated that **224 people died on the roads of mainland France in February 2024**, compared with 217 in February 2023, a slight increase of 3%. In particular, there was an increase in the number of pedestrians fatalities (+12 killed) and of car users fatalities (+11 killed), which remains lower than in February in previous years, while the number of fatalities on bicycles or on powered two-wheelers fell (-4 and -5 killed respectively). The slight increase particularly concerned young people aged 18-24 (+6 fatalities). The increase occurred on motorways and rural roads.

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



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 2024/03/08

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

	February*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
Fatalities	224	+3%	758	+4%	3 190	-1%
Seriously injured	973	-1%	3 089	+3%	15 841	-1%

* February 2024 compared with February 2023

** Cumulative 3 months from December 2023 to February 2024 compared with cumulative 3 months from December 2022 to February 2023

*** Cumulative 12 months from March 2023 to February 2024 compared with cumulative 12 months from March 2022 to February 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 2024/03/08

The trend over **the last 3 months (December-January-February)** is up compared with the same months a year ago: the number of people killed is up by 4% 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

Overall, fatalities over the last 12 months have decreased by -1% 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 1,522 fatalities lower by -1% 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: 711 people were killed, lower by -2% compared to the previous 12 months, and lower by -5% compared to 2019.

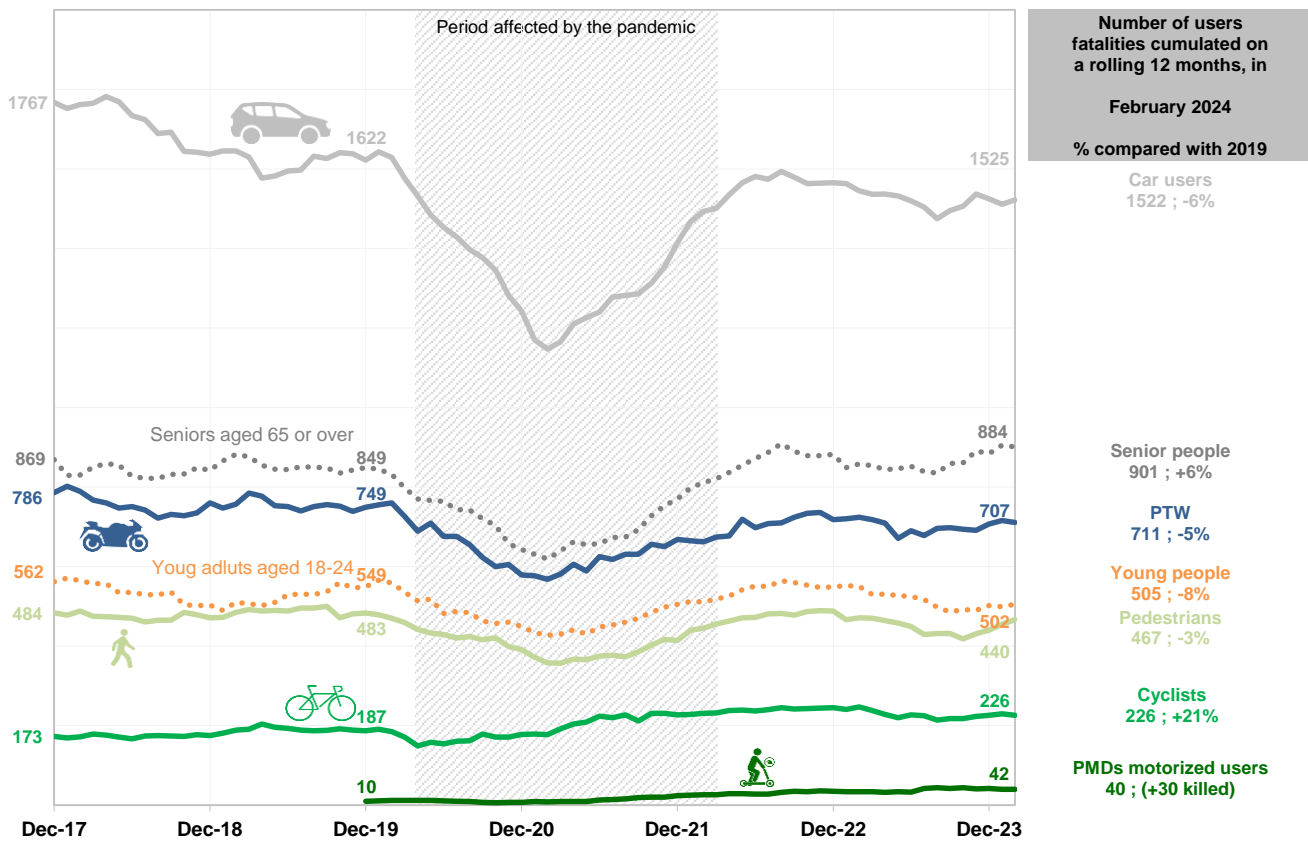
Pedestrian fatalities have fallen sharply over the past 12 months: 467 pedestrians have died, lower by -1% compared to the previous 12 months, and by -3% compared to 2019.

Cycling fatalities over the last 12 months show a downward trend: 226 cyclists were killed, lower by -9% 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, 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: 505 young people were killed, a decrease by -8% compared with the previous 12 months, and by -8% compared with 2019.

Fatalities among people **aged 65 or over** stands at 901 people killed in the last 12 months, increase of +5% compared with the previous 12 months and up by +6% 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-définitives 2023), 2024 estimate based on data as of 2024/03/08

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 -3% 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.

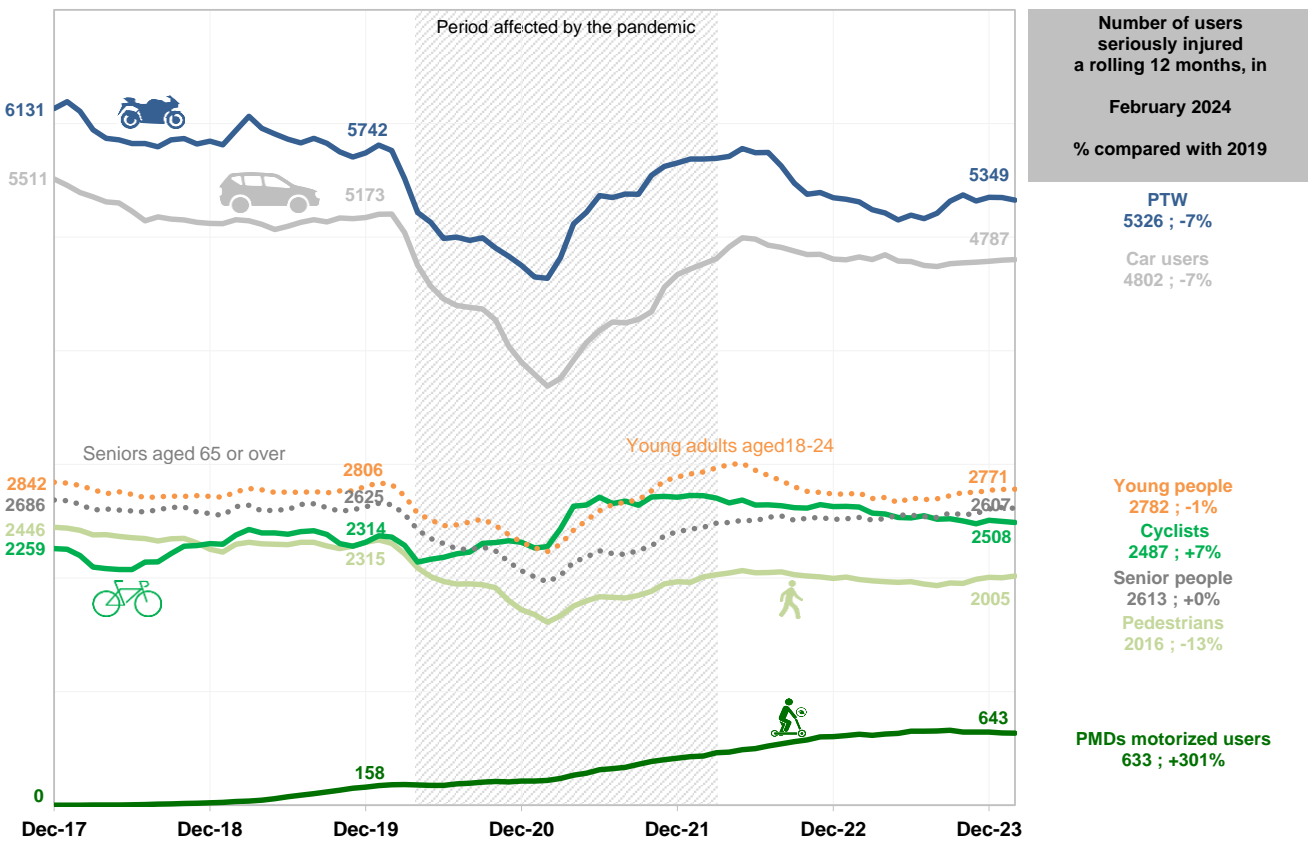
The number of **cyclists** seriously injured over the last 12 months is well above the figure for 2019, but has recently fallen: 2,500 cyclists are thought to have been seriously injured over the last 12 months, lower by -5% compared the previous 12 months, but higher by +7% compared to 2019. Indeed, 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, by +2% 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, stable 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 +3% 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 2024/03/08

Serious victims in 2024 by mode of travel and road network

Over the last 3 months

Overall, the trend is **up** on rural road (+5% for fatalities, +3% for seriously injured) and on motorways (+14% for fatalities, +21% for seriously injured); it is **stable** in urban areas for fatalities and seriously injured people.

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

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

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 2024/03/08

Over the last 12 months

Overall, the trend is **down** for fatalities in urban areas (-3%) and it's **stable** on rural roads and on motorways. The trend is **down** for seriously injured in urban areas (-2%), it's **stable** on rural roads and **up** on motorways (+7%).

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 and for seriously injured in car.

Last 12 months

Cumulative from March 2023 to February 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	+11%	+4%	-16%	-6%	-31%	
PMDs motorized	+30%	+1%	+0%	+6%		
Cyclists	-7%	-4%	-11%	-6%		
PTW	-8%	-4%	-1%	+1%	+33%	+29%
Car users	-4%	-3%	-1%	-0%	-0%	+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, quasi-definitives 2023), ONISR-UGE estimations for seriously injured, 2024 estimate based on data as of 2024/03/08

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 February 2024 compared to the same period last year

	February		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	224	973	758	+4%	3 089	+3%	3 190	-1%	15 841	-1%

By mode of travel

Pedestrians	47	160	151	+31%	559	+5%	467	-1%	2 016	+2%
PMDs motorized	1	36	6	-14%	104	-8%	40	+18%	633	+1%
Cyclists	13	137	43	+8%	391	+3%	226	-9%	2 487	-5%
PTW	32	267	110	+22%	797	+1%	711	-2%	5 326	+0%
Car users	114	332	399	-4%	1 093	+2%	1 522	-1%	4 802	+0%

By age

Under 18 years	8	134	30	+11%	430	+0%	160	-4%	2 303	-2%
Young adults aged 18-24	37	179	133	+13%	570	+5%	505	-8%	2 782	+1%
Seniors aged 65 or over	66	162	223	+5%	568	+9%	901	+5%	2 613	+3%

On the road network

Urban area	64	450	232	-1%	1 457	+0%	1 005	-3%	7 141	-2%
Rural	131	424	443	+5%	1 336	+3%	1 898	-1%	7 545	-1%
Motorway	29	98	83	+14%	295	+21%	287	+0%	1 155	+7%

** Cumulative 3 months from December 2023 to February 2024 compared with cumulative 3 months from December 2022 to February 2023

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

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

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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>.