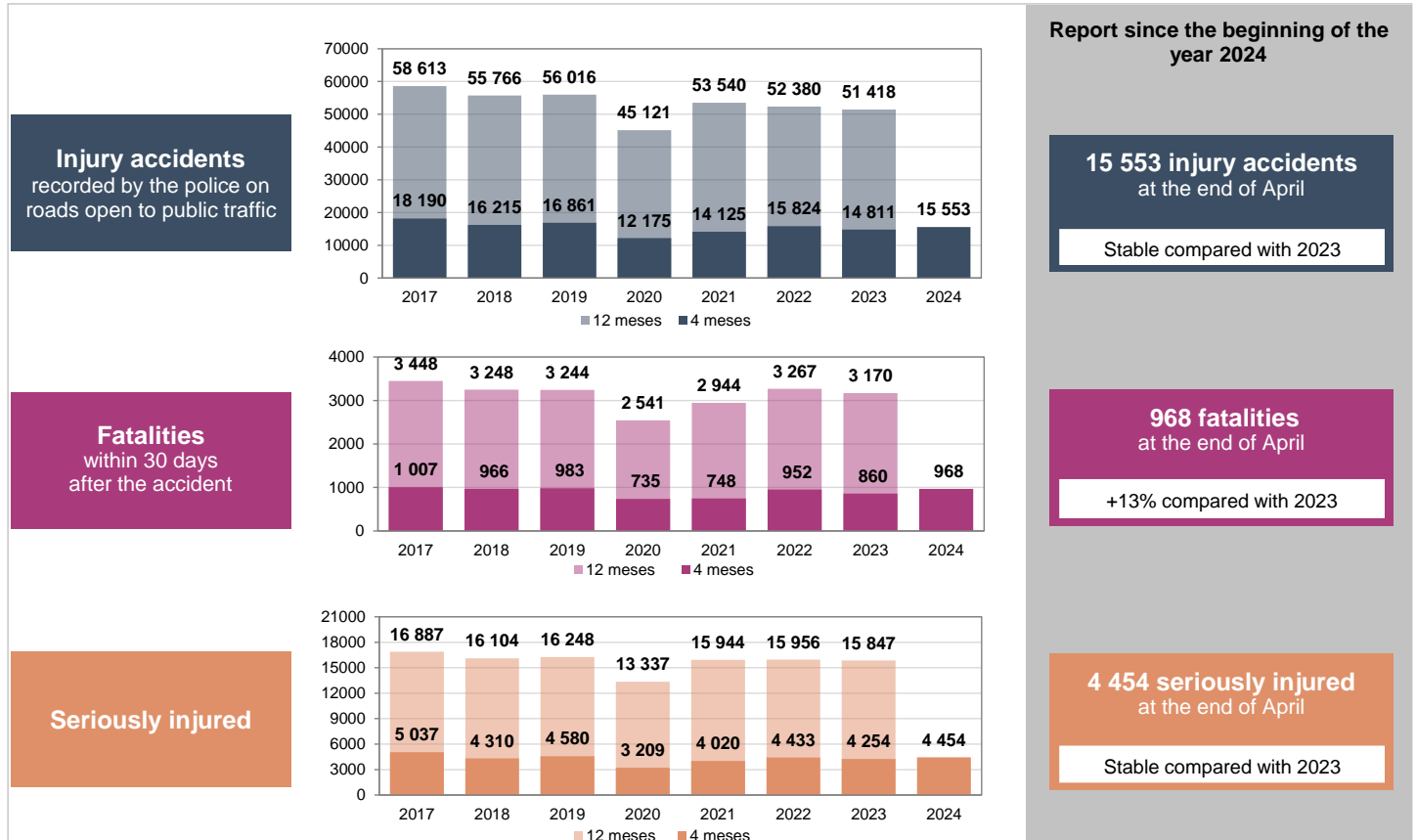


4,246 injury accidents were recorded by the police in **April 2024**, +9% compared with April 2023.

It is estimated that **242 people died on the roads of mainland France in April 2024**, compared with 222 in April 2023, a sharp increase of 9%. In particular, there was a sharp increase in the number of powered two-wheelers fatalities (+24), pedestrian fatalities (+9) and bicycle fatalities (+5). Car users fatalities decrease (-24). The number of fatalities is on the rise, particularly among 14-17 year-olds and 18-24 year-olds on motorised two-wheelers. The increase in the number of PTW fatalities is observed both in urban areas and on rural roads, while the increase in the number of soft-mode fatalities is mainly in urban areas, while the decrease in the number of car users fatalities is both urban area and on rural roads.

1,285 people were seriously injured in April 2024, +6% compared with April 2023 (according to the estimation method developed by ONISR on the basis of work by Gustave Eiffel University). This increase concerned injured to pedestrians (+18%), powered two-wheelers (+15%) and people aged 65 or over (+17%); the number of users injured in cars decrease (-5%).



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 2024/05/07

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

	April*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
Fatalities	242	+9%	723	+14%	3 278	+3%
Seriously injured	1 285	+6%	3 438	+6%	16 047	+2%

* April 2024 compared with April 2023

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

*** Cumulative 12 months from May 2023 to April 2024 compared with cumulative 12 months from May 2022 to April 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 2024/05/07

The trend over **the last 3 months (February-March-April)** is up compared with the same months a year ago: the number of people killed is up by 14% and the number of seriously injured is up by 6%.

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 increased by +3% compared to the previous 12 months, and by +1% 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 1,521 fatalities down by -1% compared to the previous 12 months and by -6% compared to 2019.

Fatalities among **powered two-wheeler** users have been on the rise again recent months: 744 people were killed in the last 12 months, up by +5% on the previous 12 months, and down by -1% compared to 2019.

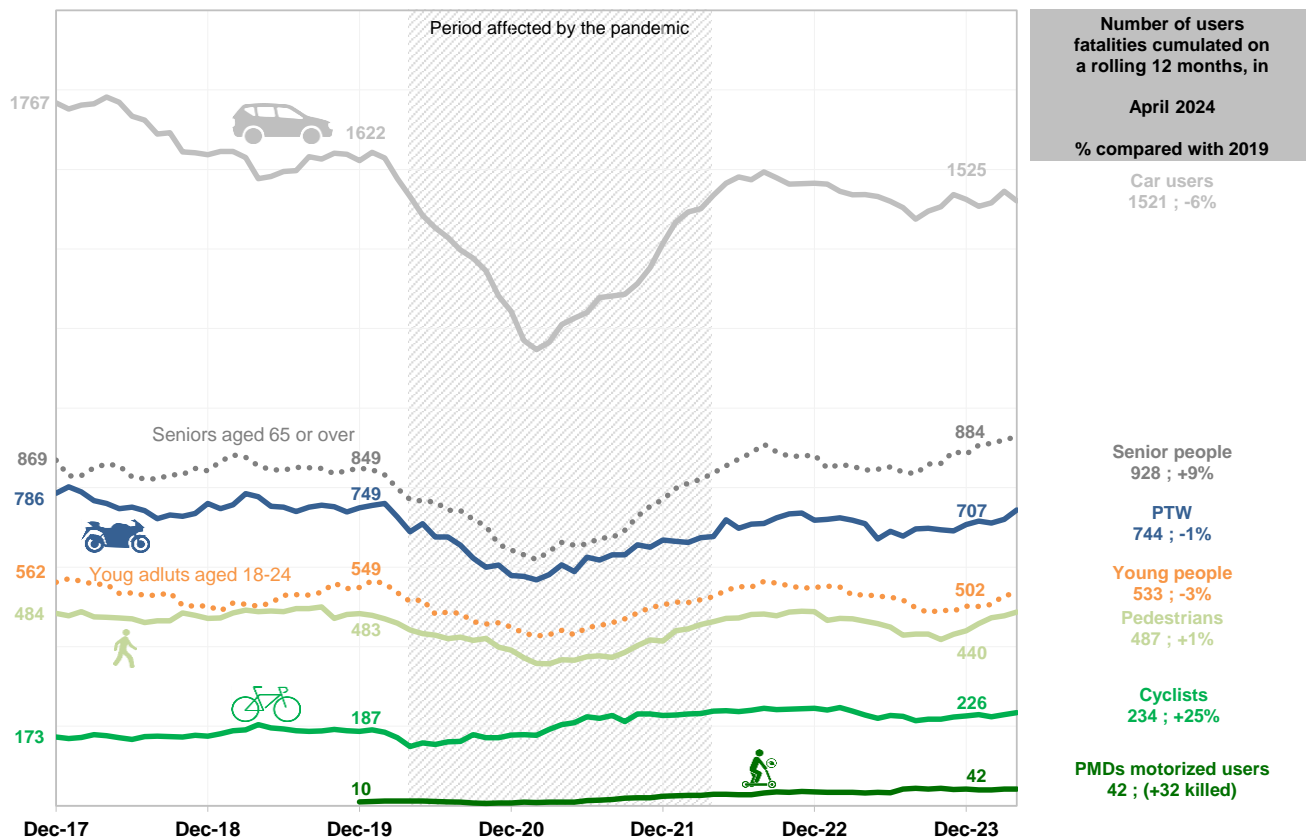
Pedestrian fatalities, after a significant drop, are on the rise: 487 pedestrians have died in the last 12 months, up by +5% on the previous 12 months, and up by +1% compared to 2019.

Cycling fatalities over the last 12 months show a stable trend: 234 cyclists were killed, up by +3% compared to the previous 12 months. However, this result is +25% 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 +31% compared to the previous 12 months.

Fatalities among **young adults aged 18-24**, after falling in 2023, is on rise again: 533 young people were killed, a result equivalent to the previous 12 months, and by -3% compared with 2019.

Fatalities among people **aged 65 or over** stands at 928 people killed in the last 12 months, increase of +10% compared with the previous 12 months and up by +9% 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 2024/05/07

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 up by +2% compared to the previous 12 months, and lower by -1% 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 5,400 seriously injured, up by +4% compared with the previous 12 months and lower by -6% 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 lower by -7% compared to 2019.

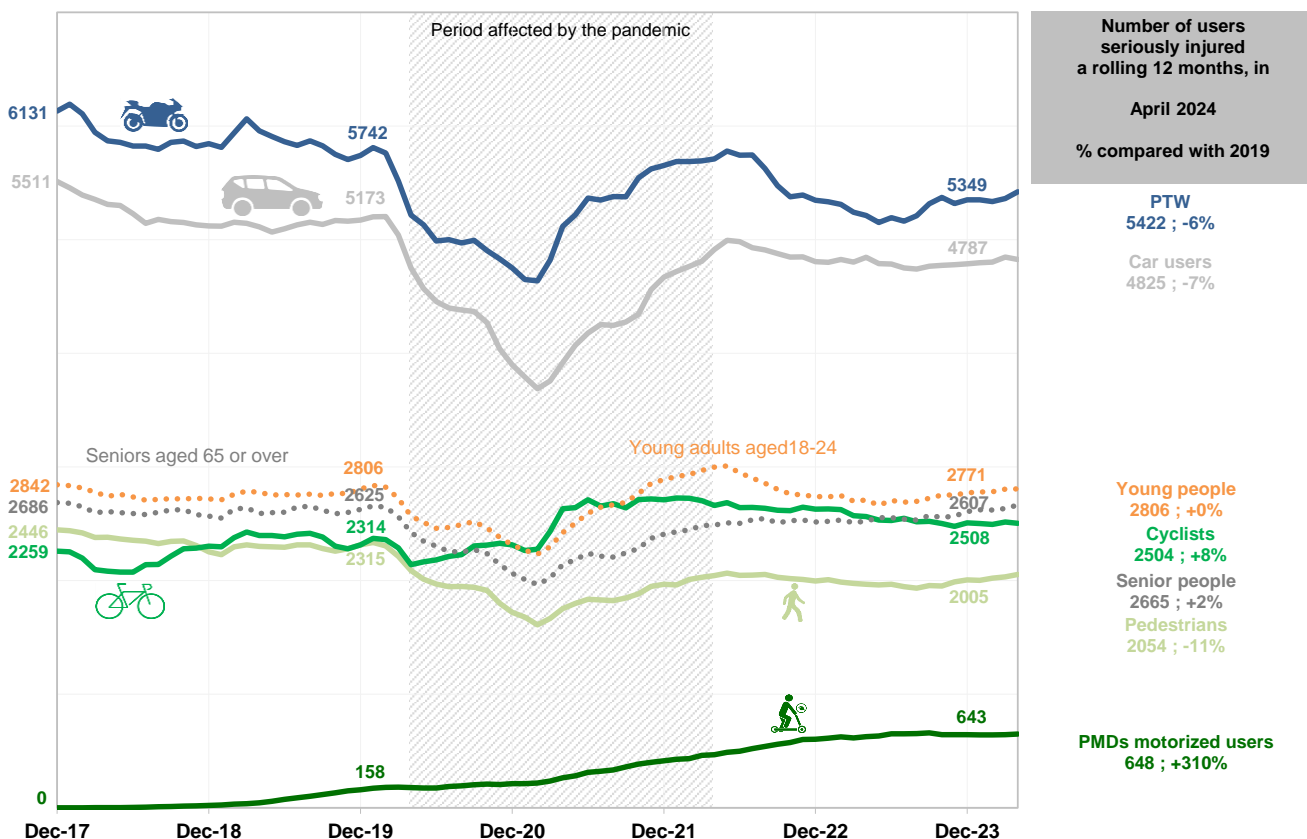
The number of **cyclists** seriously injured over the last 12 months is well above the figure for 2019, but has recently fallen: 2,500 cyclists are thought to have been seriously injured over the last 12 months, lower by -2% compared the previous 12 months, but higher by +8% compared to 2019. Indeed, 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, by +4% compared to the previous 12 months and by -11% compared to 2019.

The number of seriously injured **PMDs motorized** users continues to rise, with over 600 seriously injured in the last 12 months, up 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 4% on the previous 12 months and stable compared to 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 +6% compared with 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
ONISR-UGE estimations for seriously injured, 2024 estimate based on data as of 2024/05/07

Serious victims in 2024 by mode of travel and road network

Over the last 3 months

Overall, the trend is **up** on rural road (+11% for fatalities and +3% for seriously injured) and on motorways (+31% for fatalities and +34% for seriously injured) and in urban areas (+16% for fatalities and +5% for seriously injured).

In urban areas, the trend is **up** for pedestrians, powered two-wheelers users, as well as for fatalities on PMDs motorized and **down** for cyclists.

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

On motorways, the trend is **up** for all road users.

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 2024/05/07

Over the last 12 months

Overall, the trend is **up** for fatalities (+2% on rural roads, +4% on motorways and +5% in urban areas) and for the seriously injured on motorways (+12%). The trend is **stable** for seriously injured in urban areas and on rural roads.

In urban areas, the number of fatalities was **down** for cyclists, as well as for seriously injured on PMDs motorized, the trend is **up** for pedestrians, as well as for fatalities on PMDs motorized, on PTW and in car.

In rural areas, the trend is **up** for PMDs motorized users, cyclists and PTW users, as well as for seriously injured on foot, and **down** for car users, as well as for pedestrian fatalities.

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

Last 12 months

Cumulative from May 2023 to April 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	+13%	+5%	-5%	+3%	-19%	
PMDs motorized	+33%	-2%	+25%	+44%		
Cyclists	-7%	-5%	+10%	+3%		
PTW	+4%	+1%	+2%	+3%	+45%	+41%
Car users	+2%	-0%	-2%	-1%	-3%	+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 2024/05/07

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 April 2024 compared to the same period last year

	April		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	242	1 285	723	+14%	3 438	+6%	3 278	+3%	16 047	+2%

By mode of travel

Pedestrians	32	149	119	+32%	477	+12%	487	+5%	2 054	+4%
PMDs motorized	1	54	5	+67%	137	+4%	42	+31%	648	+4%
Cyclists	18	176	43	+13%	497	+0%	234	+3%	2 504	-2%
PTW	71	473	163	+21%	1 114	+7%	744	+5%	5 422	+4%
Car users	106	378	338	+4%	1 067	+3%	1 521	-1%	4 825	+0%

By age

Under 18 years	20	195	46	+35%	510	+1%	173	+4%	2 323	-1%
Young adults aged 18-24	46	230	122	+36%	609	+4%	533	+0%	2 806	+4%
Seniors aged 65 or over	61	204	195	+12%	551	+8%	928	+10%	2 665	+6%

On the road network

Urban area	72	580	215	+16%	1 603	+5%	1 048	+5%	7 243	+1%
Rural	151	601	441	+11%	1 547	+3%	1 937	+2%	7 607	+1%
Motorway	19	104	67	+31%	288	+34%	293	+4%	1 197	+12%

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

*** Cumulative 12 months from May 2023 to April 2024 compared with cumulative 12 months from May 2022 to April 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 2024/05/07

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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>.