

4,152 injury accidents were recorded by the police in **August 2024**, +8% compared with August 2023.

It is estimated that **291 people died on the roads of mainland France in August 2024**, compared with 285 in August 2023, an increase of 2%. In particular, there was an increase in the number of cyclists (+9 killed) and powered two-wheelers users (+4 killed). Pedestrians fatalities fell (-7 killed). The number of fatalities fell for people aged 65 or over (-11 fatalities) and rose for those aged 25-64 (+17 fatalities). The number of fatalities rose in rural roads (+8%) and fell in urban areas (-5%).

1,546 people were seriously injured in August 2024, an increase of +9% compared with August 2023 (according to the estimation method developed by ONISR on the basis of work by Gustave Eiffel University). This increase concerns all road users, in particular users of PMDs motorized (+22%), cyclists (+15%) and pedestrians (+13%).

This summer's results (July-August) are generally more favourable than last summer (-22 killed, -4%): 30 fewer fatalities in cars, 9 fewer fatalities on PMDs motorized, 7 fewer fatalities on foot; but 12 more fatalities on bicycles and 16 more fatalities on powered two-wheelers. Fatalities fell among the under-18s (-13 killed), the 18-24s (-8 killed) and those aged 65 and over (-23 killed). While fatalities rose by 7% outside built-up areas, they fell by 12% in built-up areas and by 40% on motorways.



Report since the beginning of the year 2024

33 566 injury accidents
at the end of August

+2% compared with 2023

2 071 fatalities
at the end of August

+4% compared with 2023

10 608 seriously injured
at the end of August

+1% 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 2023), ONISR-UGE estimations for seriously injured, 2024 estimate based on data as of 2024/09/06

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

	August*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
Fatalities	291	+2%	861	-2%	3 254	+6%
Seriously injured	1 546	+9%	4 805	+1%	16 049	+3%

* August 2024 compared with August 2023

** Cumulative 3 months from June 2024 to August 2024 compared with cumulative 3 months from June 2023 to August 2023

*** Cumulative 12 months from September 2023 to August 2024 compared with cumulative 12 months from September 2022 to August 2023

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

Labelled series for fatalities (definitives until 2023), ONISR-UGE estimations seriously injured, 2024 estimate based on data as of 2024/09/06

The trend over **the last 3 months (June-July-August)** is down compared with the same months a year ago: the number of people killed is down by -2% and the number of seriously injured is up by +1% .

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 +6% compared to the previous 12 months, and is stable 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 1,500 fatalities, up by +2% compared to the previous 12 months and down by -8% compared to 2019.

Fatalities among **powered two-wheeler** users have been on the rise again recent months: 746 people were killed in the last 12 months, up by +7% on the previous 12 months, and stable compared to 2019.

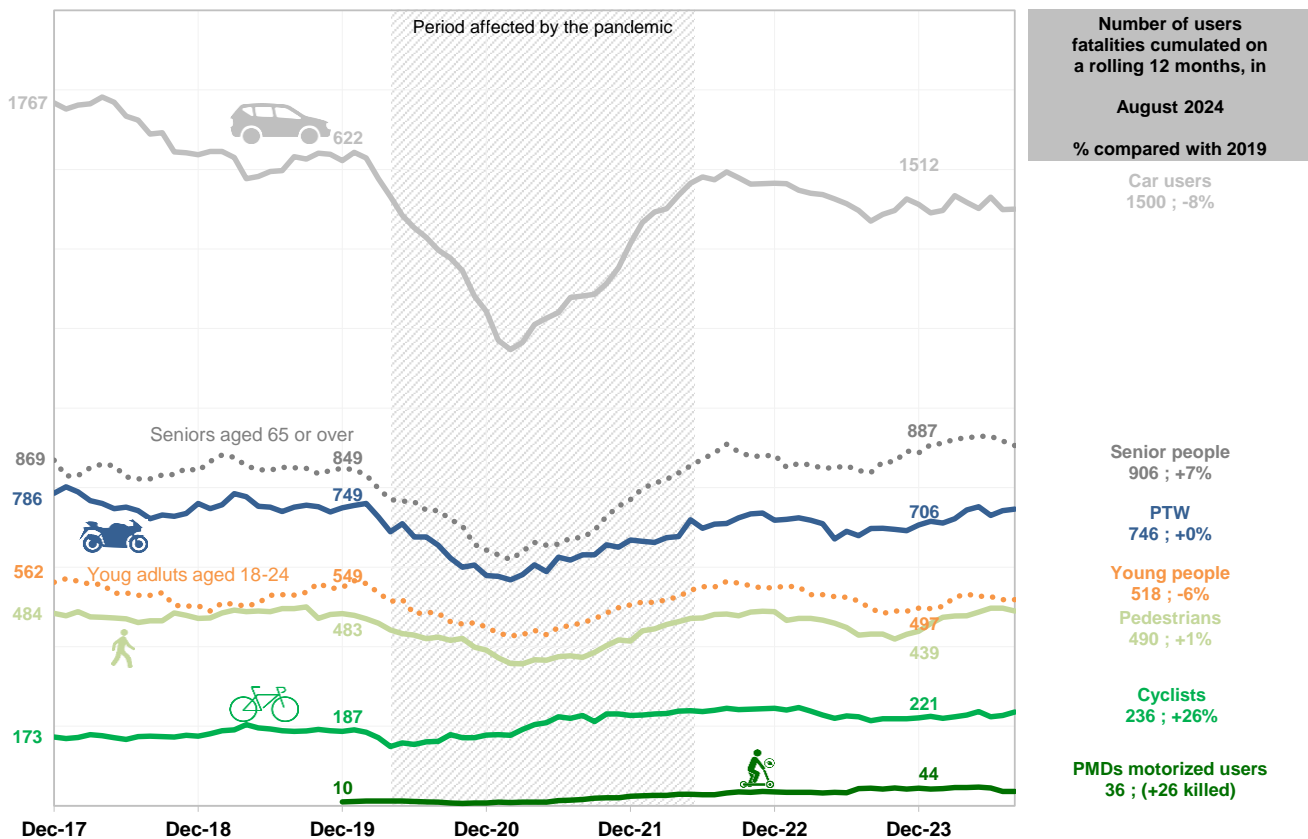
Pedestrian fatalities, after a significant drop, are on the rise: 490 pedestrians have died in the last 12 months, up by +13% on the previous 12 months, and up by +1% compared to 2019.

Cycling fatalities over the last 12 months rise: 236 cyclists were killed, up by +10% 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 fallen over the last 12 months, 36 people were killed in the last year, a fall of -18% compared to the previous 12 months.

Fatalities among **young adults aged 18-24**, after falling in 2023, is on rise again: 518 young people were killed, a result up by +4% compared to the previous 12 months, and down by -6% compared with 2019.

Fatalities among people **aged 65 or over** stands at 906 people killed in the last 12 months, up by +8% 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 2023), 2024 estimate based on data as of 2024/09/06

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 higher by +3% 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 5,200 seriously injured. This result is stable compared with the previous 12 months and lower by -9% compared to 2019.

Car users account for just under a third of seriously injured; over the last 12 months, they are estimated at 4,900 seriously injured, is up by +3% compared to the previous 12 months and lower by -7% compared to 2019.

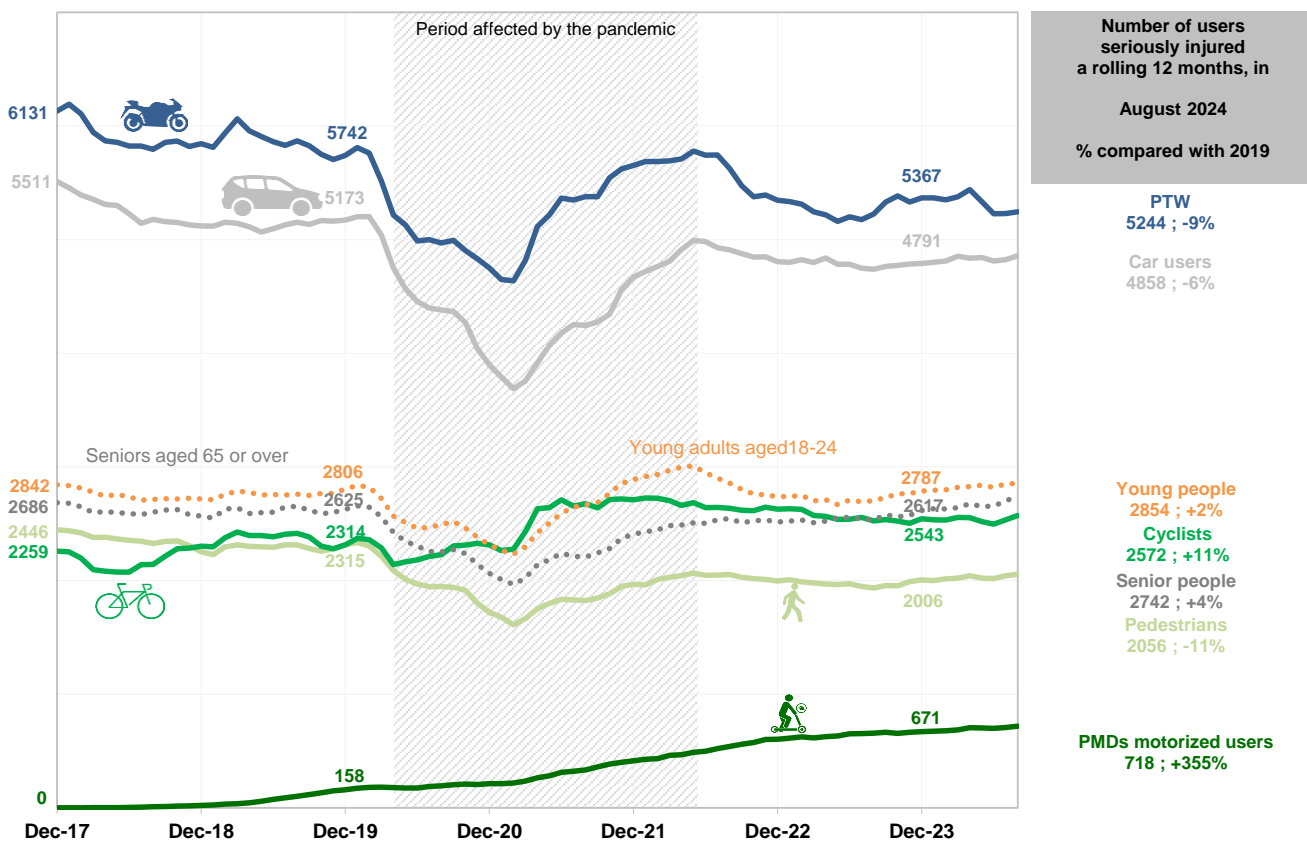
The number of **cyclists** seriously injured over the last 12 months is well above the figure for 2019, but has recently fallen: 2,600 cyclists are thought to have been seriously injured over the last 12 months, up by +2% compared the previous 12 months, and higher by +11% compared to 2019. Indeed, the 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 rise over the past year, but remains significantly lower than in 2019: an estimated 2,100 pedestrians have been seriously injured over the past 12 months, by +6% compared to the previous 12 months and by -11% compared to 2019.

The number of seriously injured **PMDs motorized** , with over 700 seriously injured in the last 12 months, is back on the rise, up by +9% 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, is estimated in the last 12 months to 2,900 seriously injured, up by 6% on the previous 12 months and on the rise by +2% compared to 2019.

The number of seriously injured people among people **aged 65 or over** is estimated at 2,700 seriously injured over the last 12 months, higher by +8% compared with the previous 12 months and by +4% 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 2024/09/06

Serious victims in 2024 by mode of travel and road network

Over the last 3 months

Overall, the trend for road fatalities is **up** on rural road (+7%) and **down** in urban area (-11%) and on motorways (-27%). The trend for seriously injured is **up** on rural roads (+2%) and in urban area (+1%), and **down** on motorways (-5%) .

In urban areas, the trend for fatalities is **up** for cyclists, and **down or stable** for other road users. The trend for seriously injured is **up** for pedestrians and cyclists and **down** for powered two-wheelers users.

In rural roads, the trend for fatalities is up for all users except cyclists. The trend for seriously injured is **up** for pedestrians, users on PMDs motorized and car users, the trend is **down or stable** for powered two-wheelers users and cyclists.

On motorways, the trend is **up** pedestrians and powered two-wheelers users, and **down** for car 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 2023), ONISR-UGE estimations for seriously injured, 2024 estimate based on data as of 2024/09/06

Over the last 12 months

Overall, the trend is **up** for fatalities (+5% in urban areas,+6% on rural roads and +4% on motorways) and for the seriously injured (+3% in urban areas, +2% in rural roads, +9% on motorways).

In urban areas, the trend for fatalities is **down** for users on PMDs motorized and car users and **up** for pedestrians, cyclists and powered two-wheelers. The trend for seriously injured is **up** for all road users, except for powered two-wheelers where it is stable.

In rural roads, the trend is **up** for all road users, expect for seriously injured on bicycle and on powered two-wheelers.

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

Last 12 months

Cumulative from September 2023 to August 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	+19%	+7%	+14%	+17%	-18%	
PMDs motorized	-36%	+2%	+60%	+74%		
Cyclists	+20%	+3%	+3%	-1%		
PTW	+3%	-0%	+7%	-3%	+24%	+30%
Car users	-6%	+1%	+5%	+3%	+0%	+1%

ns : non-significant variation

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Labelled series for fatalities (definitives until 2023), ONISR-UGE estimations for seriously injured, 2024 estimate based on data as of 2024/09/06

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 August 2024 compared to the same period last year

	August		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	291	1 546	861	-2%	4 805	+1%	3 254	+6%	16 049	+3%

By mode of travel

Pedestrians	26	124	88	+4%	441	+9%	490	+13%	2 056	+6%
PMDs motorized	7	70	10	-52%	214	+8%	36	-18%	718	+9%
Cyclists	32	291	79	-1%	902	+6%	236	+10%	2 572	+2%
PTW	97	537	261	-2%	1 704	-5%	746	+7%	5 244	+0%
Car users	110	472	362	-1%	1 369	+1%	1 500	+2%	4 858	+3%

By age

Under 18 years	12	201	34	-44%	665	-5%	145	-10%	2 297	+0%
Young adults aged 18-24	46	272	137	-6%	858	+2%	518	+4%	2 854	+6%
Seniors aged 65 or over	66	272	213	-10%	822	+13%	906	+8%	2 742	+8%

On the road network

Urban area	83	589	248	-11%	1 959	+1%	1 038	+5%	7 290	+3%
Rural	188	846	562	+7%	2 535	+2%	1 950	+6%	7 609	+2%
Motorway	20	110	52	-27%	311	-5%	267	+4%	1 150	+9%

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*** Cumulative 12 months from September 2023 to August 2024 compared with cumulative 12 months from September 2022 to August 2023

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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.

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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>.