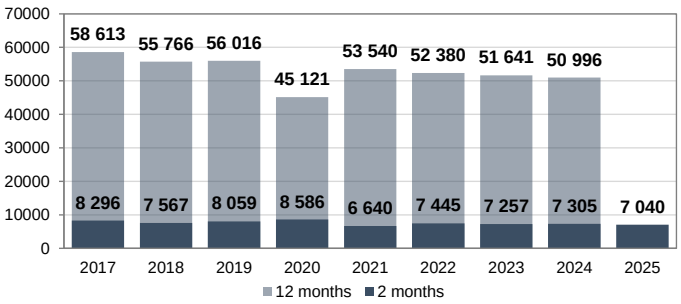
Monthly Road Safety Dashboard
FEBRUARY 2025

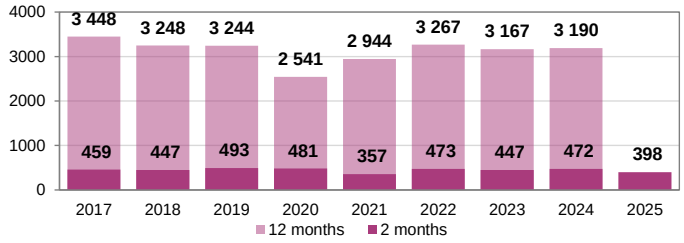
3,276 injury accidents were recorded by the police in February 2025, stable compared with February 2025.
It is estimated that **195 people died on the roads of mainland France in February 2025**, compared with 227 in February 2025, a decrease of 14%. The number of fatalities decrease among pedestrians (-18 killed), car users (-8 killed) and powered two-wheelers users (-5 killed), while the number of fatalities among cyclists is stable. The number of fatalities decrease more highly for the over-65s (-19 killed). The number of fatalities decrease more highly in urban areas (-32%) than on motorways (-8%) or on rural roads (-3%).

914 people were seriously injured in February 2025, a decrease (-9%) compared to February 2024 (according to the estimation method developed by ONISR on the basis of work by Gustave Eiffel University). This decrease concerns all road users and more particularly of powered two-wheelers users (-17%), pedestrians (-14%) and car users (-5%).

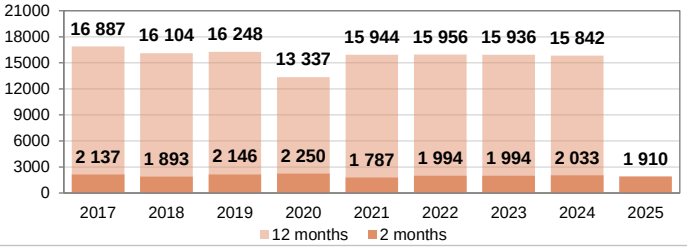
Injury accidents
recorded by the police on roads open to public traffic



Fatalities
within 30 days after the accident



Seriously injured



Report since the beginning of the year 2025

7 040 injury accidents
at the end of February
-4% compared with 2024

398 fatalities
at the end of February
-16% compared with 2024

1 910 seriously injured
at the end of February
-6% compared with 2024

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series for fatalities (definitives until 2023, quasi-definitives 2024), ONISR-UGE estimations for seriously injured, 2025 estimate based on data as of 2025/03/07

Summary table of the month of February 2025 compared to the same period last year

	February*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
Fatalities	195	-14%	668	-12%	3 116	-2%
Seriously injured	914	-9%	3 078	-3%	15 719	-2%

** February 2025 compared with February 2024*
*** Cumulative 3 months from December 2024 to February 2025 compared with cumulative 3 months from December 2023 to February 2024*
**** Cumulative 12 months from March 2024 to February 2025 compared with cumulative 12 months from March 2023 to February 2024*
Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series for fatalities (definitives until 2023, quasi-definitives 2024), ONISR-UGE estimations for seriously injured, 2025 estimate based on data as of 2025/03/07

The trend over **the last 3 months (December-January-February)** is down compared with the same months a year ago:
the number of people killed is down by -12% and the number of seriously injured is down 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).

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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 is down -4% 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 1,506 fatalities, up by +1% compared to the previous 12 months and down by -7% compared to 2019.

Fatalities among **powered two-wheeler** users have been on the rise again recent months: 702 people were killed in the last 12 months, down by -1% on the previous 12 months, and down by -6% compared to 2019.

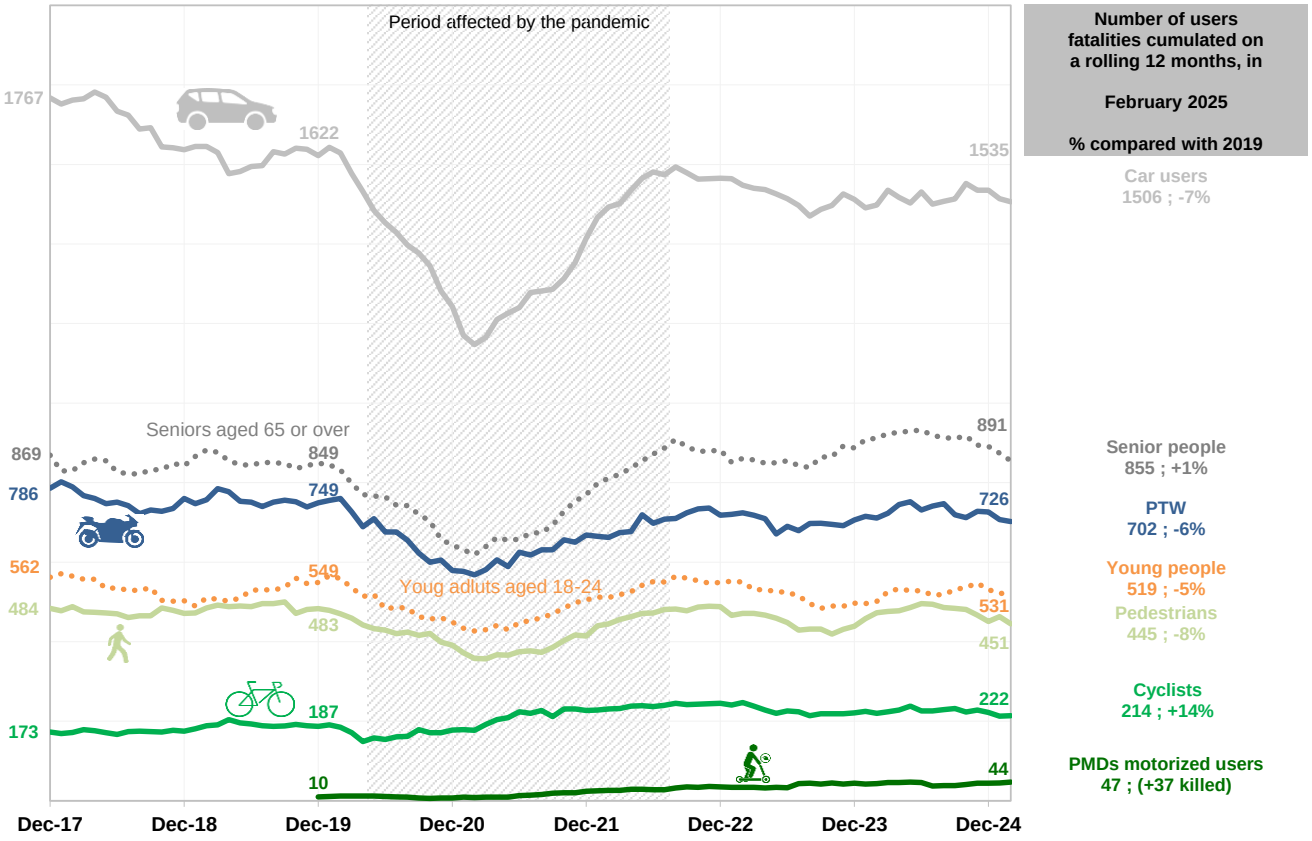
Pedestrian fatalities, after o significant drop, are on the rise: 445 pedestrians have died in the last 12 months, down by -6% on the previous 12 months, and down by -8% compared to 2019.

Cycling fatalities over the last 12 months rise: 214 cyclists were killed, is down by -3% compared to the previous 12 months. However, this result is +14% 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 is up by +9% over the last 12 months : 47 people were killed in the last year.

Fatalities among **young adults aged 18-24**, after falling in 2023, is on rise again: 519 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 855 people killed in the last 12 months, is down by -6% compared with the previous 12 months and up by +1 % compared to 2019.



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Labelled series for fatalities (definitives until 2023, quasi-definitives 2024), 2025 estimate based on data as of 2025/03/07

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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 -2% compared with the previous 12 months, and lower 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 5,000 seriously injured. This result is lower by -7% compared with the previous 12 months and lower by -13% 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, is stable compared to the previous 12 months and lower by -7% compared to 2019.

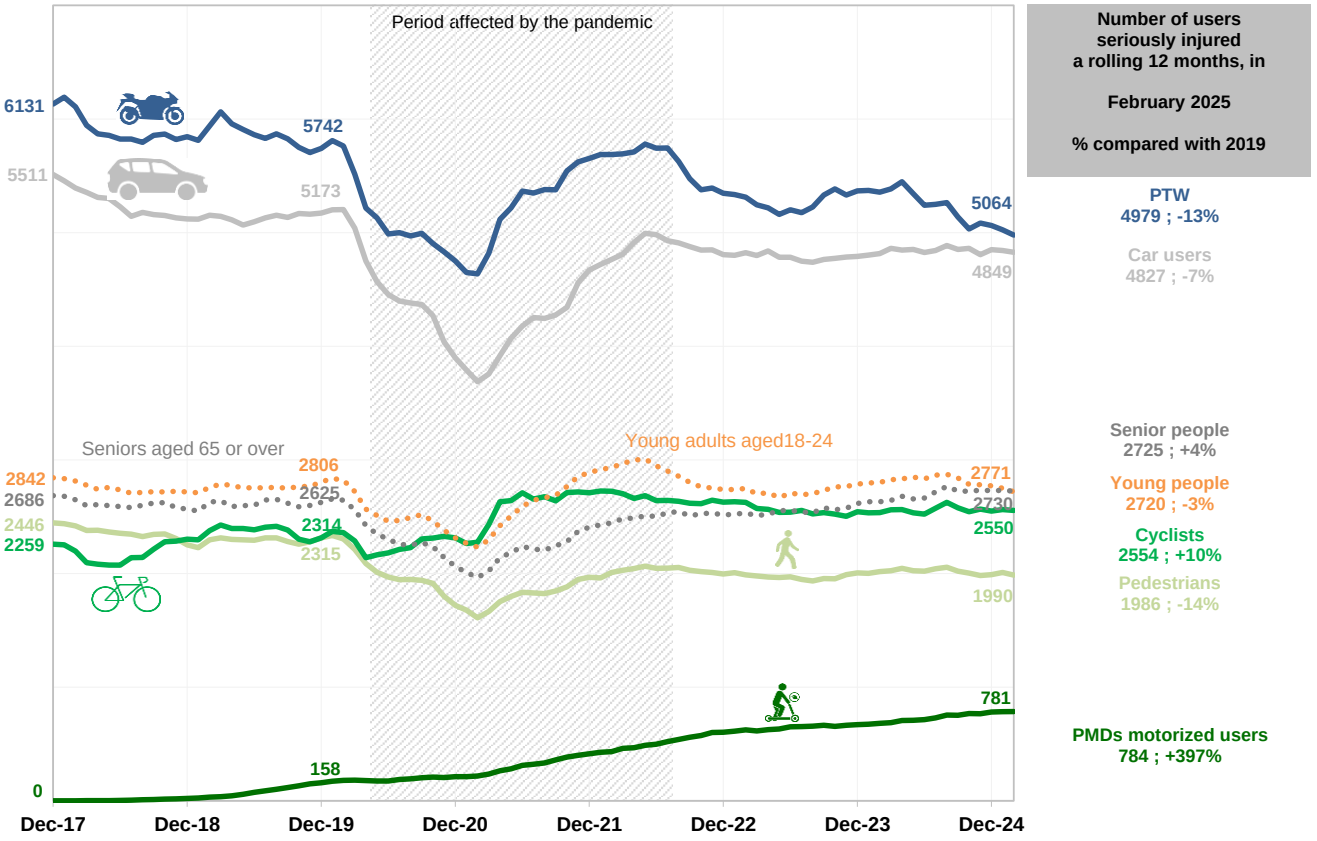
The number of **cyclists** seriously injured over the last 12 months is on the rise: 2,500 cyclists are thought to have been seriously injured over the last 12 months, is up by +1% compared the previous 12 months, and higher by +10% compared to 2019. Indeed, the French are showing an interest in using 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** is falling: an estimated 2,000 pedestrians have been seriously injured over the past 12 months, is down by -2% compared to the previous 12 months and by -14% compared to 2019.

The number of seriously injured **PMDs motorized** , with over 780 seriously injured in the last 12 months, is up by +15% 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 2,700 seriously injured, is down by -3% on the previous 12 months and down by -3% 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 +4% 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, 2025 estimate based on data as of 2025/03/07

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Serious victims in 2025 by mode of travel and road network

Over the last 3 months

Overall, the trend is **down** for road fatalities in urban area (-19%), on rural road (-11%), and is **up** on motorways (+4%).
The trend is **down** for seriouly injured in urban area (-6%), **stable** on rural roads and **up** on motorways (+9%) .

In urban areas, the trend is **down** for the road users.

In rural roads, the trend is **up** for PMDs motorized users and for seriously injured on bicycle or on car. The trend is **down** for the other road users.

On motorways, the trend is **up** for pedestrians, and is **down or stable** for the other road users.

Last 3 months (2025 compared with 2024)

	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, quasi-definitives 2024), ONISR-UGE estimations for seriously injured, 2025 estimate based on data as of 2025/03/07

Over the last 12 months

Overall, the trend for fatalities is **stable** on rural roads, and is **down** in urban areas (-5%) and on motorways (-13%). The trend for the seriously injured is **down** in urban areas (-1%), on rural roads (-2%) and on motorways (-3%).

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

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

On motorways, the trend is **up** for fatalities among pedestrians, and is **down or stable** for car users and powered two-wheelers users.

Last 12 months
Cumulative from March 2024 to February 2025, 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%	-4%	+2%	+1%	+25%	
PMDs motorized	-9%	+9%	+68%	+58%		
Cyclists	+8%	+2%	-10%	-1%		
PTW	-1%	-6%	-0%	-9%	-10%	-0%
Car users	-9%	-3%	+6%	+3%	-20%	-10%

ns : non-significant variation
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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.

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Detailed table for February 2025 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	195	914	668	-12%	3 078	-3%	3 116	-2%	15 719	-2%
By mode of travel										
Pedestrians	32	140	135	-14%	564	+1%	445	-6%	1 986	-2%
PMDs motorized	4	46	11	+38%	150	+14%	47	+9%	784	+15%
Cyclists	13	141	27	-34%	401	-3%	214	-3%	2 554	+1%
PTW	28	230	83	-24%	712	-13%	702	-1%	4 979	-7%
Car users	104	324	360	-7%	1 122	+2%	1 506	+1%	4 827	+0%
By age										
Under 18 years	9	139	28	+4%	448	+0%	144	-7%	2 282	-2%
Young adults aged 18-24	33	152	102	-22%	520	-10%	519	+4%	2 720	-3%
Seniors aged 65 or over	56	162	197	-17%	570	-2%	855	-6%	2 725	+4%
On the road network										
Urban area	55	416	210	-19%	1 429	-6%	985	-5%	7 148	-1%
Rural	117	413	380	-11%	1 364	+0%	1 890	+0%	7 486	-2%
Motorway	23	85	78	+4%	285	+9%	241	-13%	1 086	-3%

*** Cumulative 3 months from December 2024 to February 2025 compared with cumulative 3 months from December 2023 to February 2024*
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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.

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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**.

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