

4,646 injury accidents were recorded by the police in May 2025, an increase (+10%) compared with May 2024.

It is estimated that **276 people died on the roads of mainland France in May 2025**, compared with 242 in May 2024, an increase of 14%. The number of fatalities increase for powered two-wheelers users (+19 killed) and car users (+5 killed). The increase in fatalities is mainly among 25-64 years old (+30 killed). The number of fatalities is increasing on all road networks, on rural roads (+16 killed), in urban area (+12 killed) and on motorways (+6 killed).

1,530 people were seriously injured in May 2025, an increase (+15%) compared to May 2024 (according to the estimation method developed by ONISR on the basis of work by Gustave Eiffel University). The increase in the number of seriously injured affects all modes of transport, particularly cyclists (+27%) and motorised two-wheelers users (+16%).



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series for fatalities (definitives until 2024), ONISR-UGE estimations for seriously injured, 2025 estimate based on data as of 2025/06/06

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

	May*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
Fatalities	276	+14%	754	+3%	3 141	-4%
Seriously injured	1 530	+15%	4 218	+10%	16 219	+1%

* May 2025 compared with May 2024

** Cumulative 3 months from March 2025 to May 2025 compared with cumulative 3 months from March 2024 to May 2024

*** Cumulative 12 months from June 2024 to May 2025 compared with cumulative 12 months from June 2023 to May 2024

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

Labelled series for fatalities (definitives until 2024), ONISR-UGE estimations seriously injured, 2025 estimate based on data as of 2025/06/06

The trend over **the last 3 months (March-April-May)** is up compared with the same months a year ago:
the number of people killed is up by +3% and the number of seriously injured is up by +10%.

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 -4% compared to the previous 12 months, and is down -3% 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 1,497 fatalities, a result stable compared to the previous 12 months and down by -8% compared to 2019.

Fatalities among **powered two-wheeler** users is falling: 695 people were killed in the last 12 months, down by -7% on the previous 12 months, and down by -7% compared to 2019.

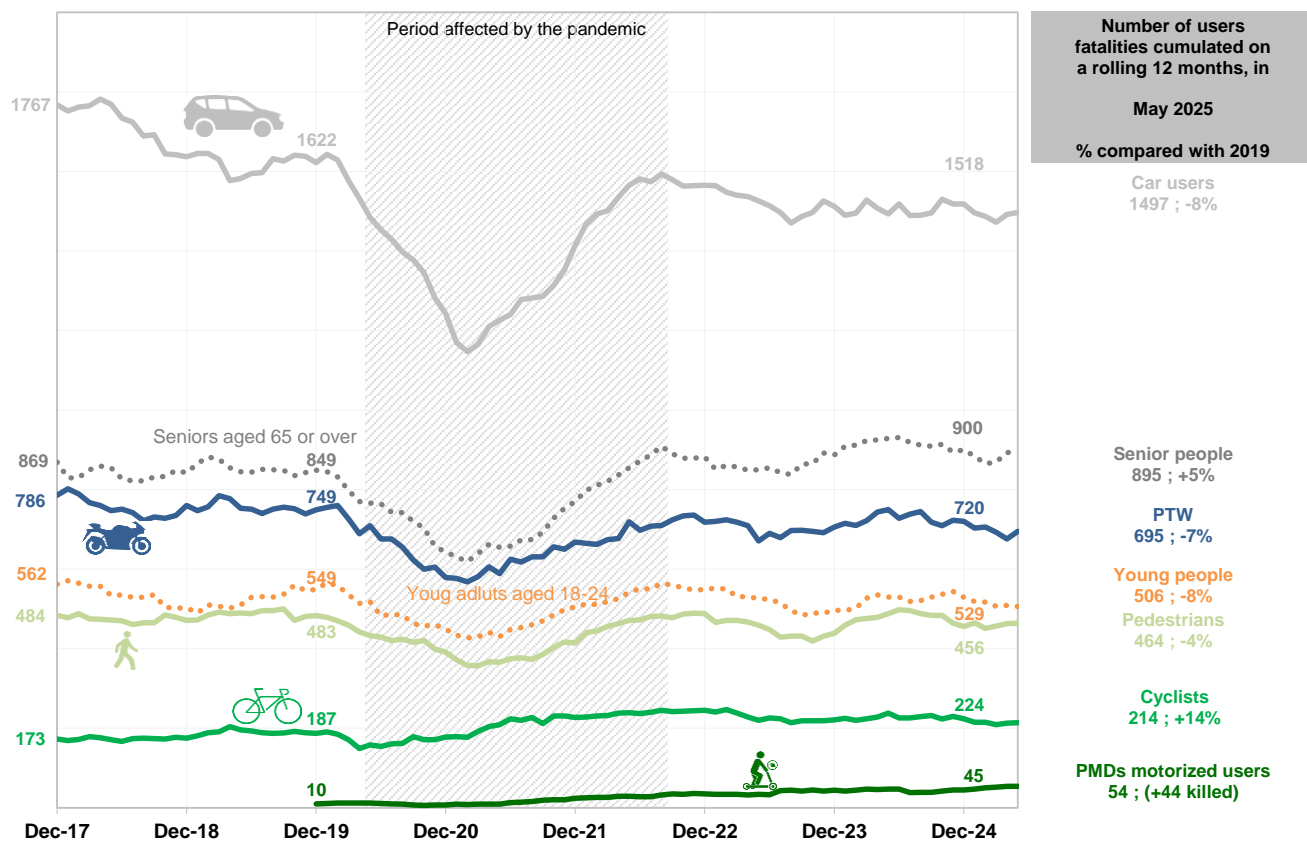
Pedestrian fatalities, is down: 464 pedestrians have died in the last 12 months, down by -5% on the previous 12 months, and down by -4% compared to 2019.

Cycling fatalities over the last 12 months is falling: 214 cyclists were killed, is down by -10% compared to the previous 12 months. However, this result is up in +14% compared to 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 +15% over the last 12 months : 54 people were killed in the last year.

Fatalities among **young adults aged 18-24**, is falling: 506 young people were killed, a result down by -5% compared to the previous 12 months, and down by -8% compared with 2019.

Fatalities among people **aged 65 or over** stands at 895 people killed in the last 12 months, is down by -4% compared with the previous 12 months and up by +5 % 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 2024), 2025 estimate based on data as of 2025/06/06

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 up by +1% compared with the previous 12 months, and stable 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 5,100 seriously injured. This result is lower by -4% compared with the previous 12 months and lower by -11% 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, a result stable compared to the previous 12 months and lower by -7% compared to 2019.

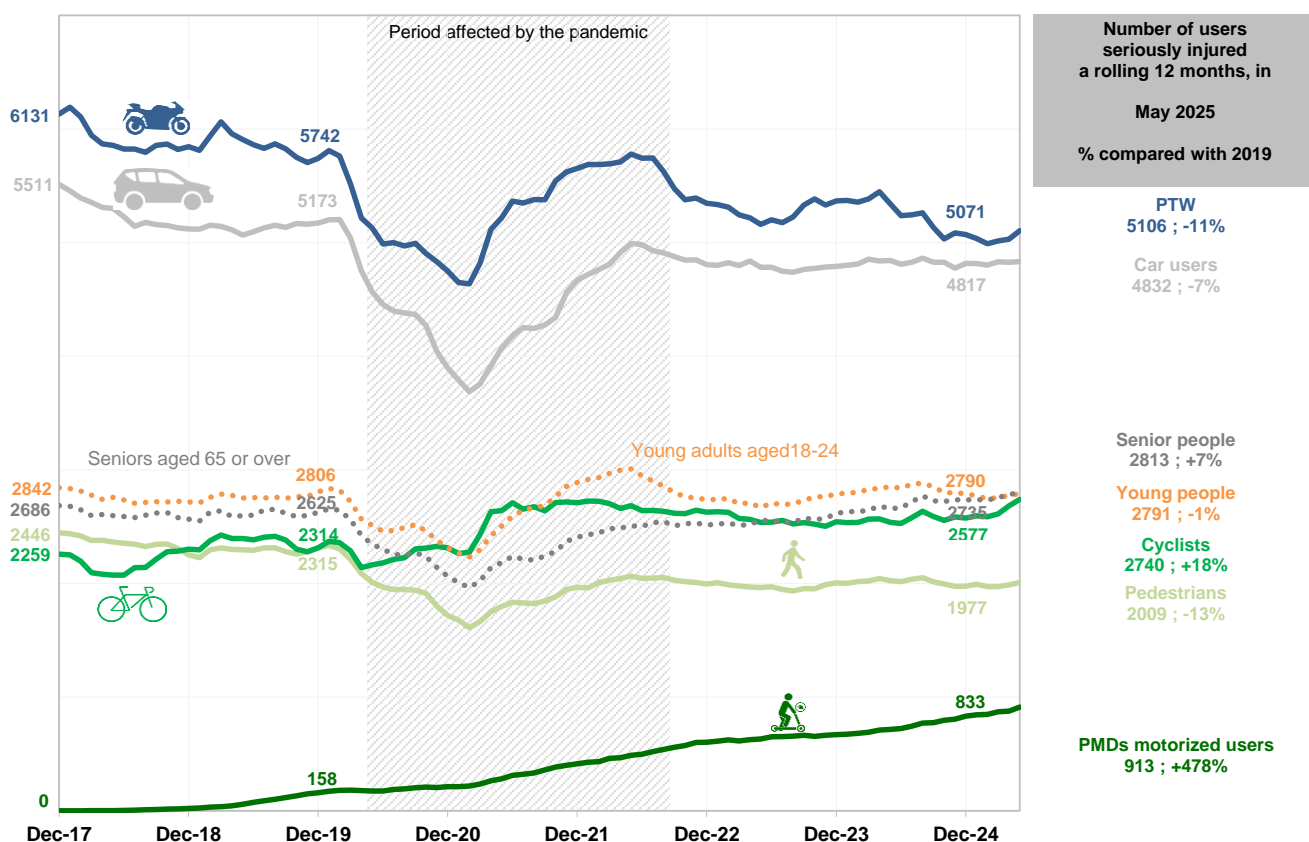
The number of **cyclists** seriously injured over the last 12 months is on the rise: 2,700 cyclists are thought to have been seriously injured over the last 12 months, is up by +8% compared the previous 12 months, and higher by +18% compared to 2019. Indeed, the French are showing an interest in using 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 -1% compared to the previous 12 months and by -13% compared to 2019.

The number of seriously injured **PMDs motorized**, with over 900 seriously injured in the last 12 months, is up by +28% 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 2,800 seriously injured, is down by -2% on the previous 12 months and down by -1% compared to 2019.

The number of seriously injured people among people **aged 65 or over** is estimated at 2,800 seriously injured over the last 12 months, higher by +6% compared with the previous 12 months and by +7% 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 2025/06/06

Serious victims in 2025 by mode of travel and road network

Over the last 3 months

Overall, the trend is **up** for road fatalities in urban area (+6%) and on motorways (+7%), and is **stable** on rural roads. The trend is **up** for seriously injured in urban area (+6%), on rural road (+15%) and on motorways (+10%).

In urban areas, the trend is **up** for pedestrians, users of PMDs motorized and for cyclists seriously injured. The trend is **down** for the powered two-wheeler users and car users.

In rural roads, the trend is **up** for all the road users, except for cyclists killed.

On motorways, the trend is **up** for car users, and is **down** 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 2024), ONISR-UGE estimations for seriously injured, 2025 estimate based on data as of 2025/06/06

Over the last 12 months

Overall, the trend for fatalities is **down** in urban areas (-4%), on rural roads (-2%) and on motorways (-17%). The trend for the seriously injured is **up** in urban areas (+1%) and on rural roads (+2%), and is **down** on motorways (-8%).

In urban areas, the trend for fatalities is **up** for cyclists and for users on PMDs motorized, and is **down** for the other road users.

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

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

Last 12 months
Cumulative from June 2024 to May 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	-5%	-1%	-7%	-5%	-2%	
PMDs motorized	+1%	+22%	+61%	+62%		
Cyclists	+3%	+9%	-20%	+6%		
PTW	-11%	-7%	-3%	-0%	-27%	-14%
Car users	-8%	-3%	+5%	+2%	-17%	-8%

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 2024), ONISR-UGE estimations for seriously injured, 2025 estimate based on data as of 2025/06/06

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 May 2025 compared to the same period last year

	May		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	276	1 530	754	+3%	4 218	+10%	3 141	-4%	16 219	+1%

By mode of travel

Pedestrians	35	160	111	+13%	483	+8%	464	-5%	2 009	-1%
PMDs motorized	4	95	12	+50%	246	+35%	54	+15%	913	+28%
Cyclists	24	269	51	-2%	742	+26%	214	-10%	2 740	+8%
PTW	82	543	184	-6%	1 429	+9%	695	-7%	5 106	-4%
Car users	111	409	346	+3%	1 167	+3%	1 497	+0%	4 832	+0%

By age

Under 18 years	15	222	38	-16%	633	+8%	138	-20%	2 350	+0%
Young adults aged 18-24	36	254	120	-8%	727	+7%	506	-5%	2 791	-2%
Seniors aged 65 or over	75	254	222	+16%	687	+13%	895	-4%	2 813	+6%

On the road network

Urban area	99	634	247	+6%	1 904	+6%	1 018	-4%	7 380	+1%
Rural	155	791	447	+0%	2 028	+15%	1 886	-2%	7 775	+2%
Motorway	22	106	59	+7%	286	+10%	236	-17%	1 065	-8%

** Cumulative 3 months from March 2025 to May 2025 compared with cumulative 3 months from March 2024 to May 2024
*** Cumulative 12 months from June 2024 to May 2025 compared with cumulative 12 months from June 2023 to May 2024
Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series for fatalities (definitives until 2024), ONISR-UGE estimations seriously injured, 2025 estimate based on data as of 2025/06/06

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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. **The final results for 2024 have been included in the May 2025 dashboard.**
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 2025, the dashboard includes labelled data.

The statistical methods are specified on the ONISR website: <https://www.onisr.securite-routiere.gouv.fr/en/data-tools>.