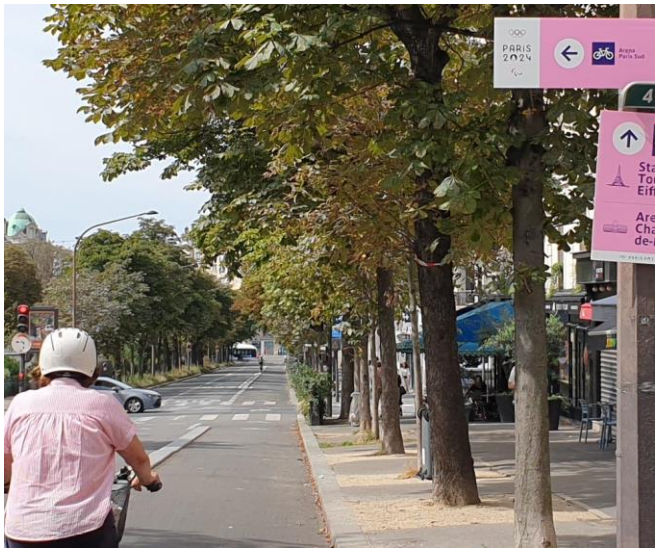
ROAD SAFETY OBSERVATORY

2024

FRENCH

Road safety in France

Report for the year 2024



Observatoire national interministériel de la sécurité routière

ONISR

September 2025

FRENCH

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2024

Road safety in France

Report for the year **2024**

Observatoire national interministériel de la sécurité routière

ONISR

September 2025

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The French Road Safety Observatory (ONISR) is a statistical and research organization attached to the Interministerial Director for Road Safety. Its role is to collect, format, interpret and disseminate French statistical data relating to road safety at national and international level. It leads the study, research and evaluation program of the Road Safety Directorate**.**

The main indicators produced by ONISR relating to road accidents recorded by police forces have been certified by the French Public Statistics Authority since 2013 (*Official Journal of 18 June 2013 and 27 November 2019)*. The corresponding tables are marked with the public statistics logo. In the document, non-certified data are distinguished with an asterisk and italicized.

Road accidents recorded by police forces are entered into the national file known as BAAC file (Traffic Accident Analysis Bulletins).

An injury (fatal or non-fatal) **road traffic accident**:

- involves at least one victim;
- occurs on a public or private road open to public traffic;
- involves at least one vehicle.

An injury accident involves a number of road users. Among these, we distinguish**:**

- uninjured persons : involved but not deceased and whose condition does not require medical attention as a result of the accident ;
- **victims**: involved who were injured.

Among the victims, we distinguish:

- **persons killed** : people who die as a result of the accident, immediately or within thirty days of the accident;
- **persons injured** : victims not killed.

Based on the number of injured persons recorded in the BAAC file, the ONISR and Gustave Eiffel University produce an estimate **of the number of injuries.** This aims to compensate for the under-reporting of accidents by police forces, as road accidents are not systematically reported to them, and to classify the severity of injuries according to an internationally used scale (AIS scale, see page 180). A distinction is then made:

- **minor or moderate injuries** (known as MAIS1-2: all injuries are level 1 or 2 at most on the AIS score ranging from 1 to 6) ;
- **serious injuries** (known as MAIS3+: the most serious injury is level 3 or higher on the AIS scale).

More information and reference documents: *https://www.onisr.securite-routiere.gouv.fr/en/data-tools*

Directorate of Legal and Administrative Information, Paris, 2025.

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Key road safety figures 2024

3 193
DEATHS

236 000
INJURIES
ON ROADS IN FRANCE MAINLAND

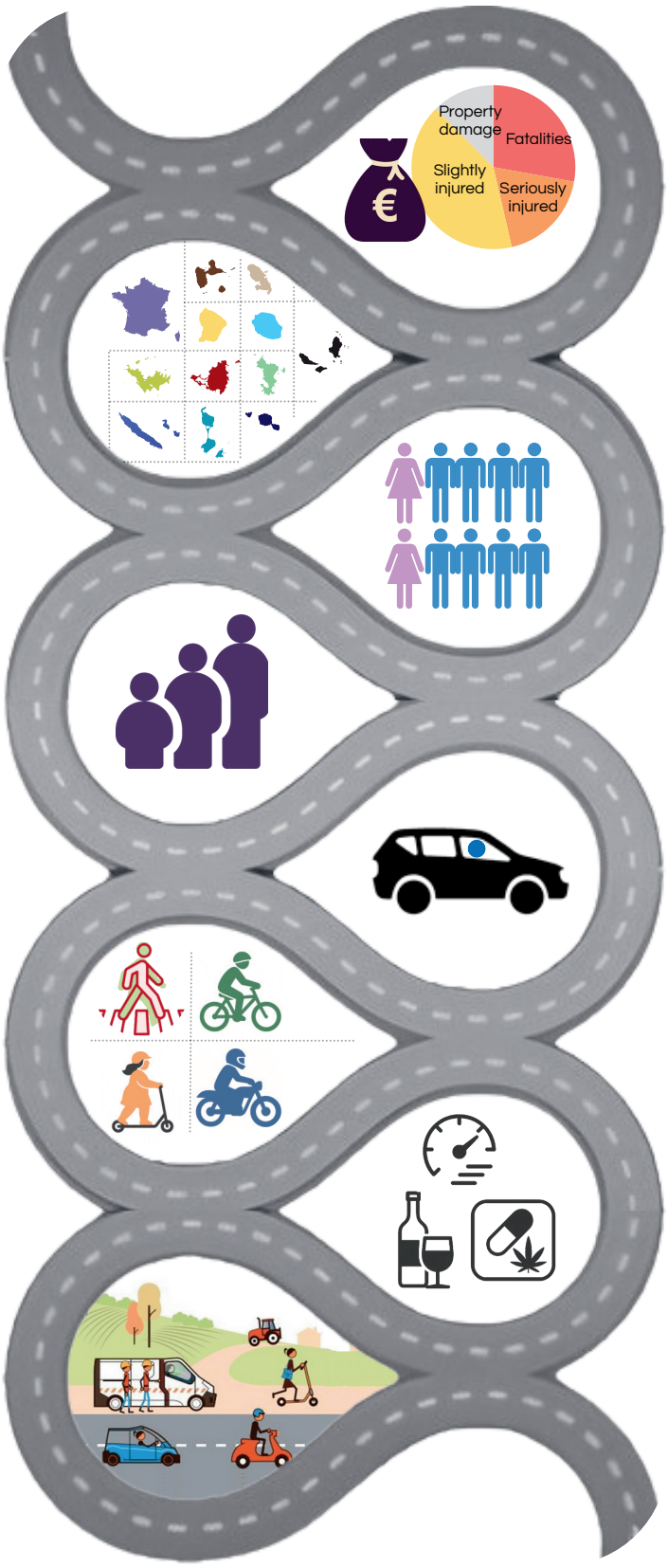
239
DEATHS

4 300
INJURIES
IN OVERSEAS TERRITORIES

LEADING CAUSE OF DEATH
AMONG PEOPLE UNDER 30

NEARLY 1 IN 2 DEATHS
2 IN 3 SERIOUS INJURIES
are **VULNERABLE USERS**
who represent less than 20% of travel time

2 OUT OF 5 DEATHS
occur during an accident involving a person commuting to or from **WORK**



€100 BILLION
Cost of road accidents, or 3% of GDP

84 % of the presumed responsible
77 % of those killed
75 % of the seriously injured
are **MEN**

71 % of deaths involve a **CAR**

FACTORS IN FATAL ACCIDENTS

1 IN 3 linked to **SPEED**

1 IN 4 linked to **ALCOHOL**

1 IN 5 linked to **ILLEGAL DRUGS**

Observatoire national interministériel de la sécurité routière
ONISR

By 2050, France has committed to « Vision zero »
which aims for zero deaths and zero serious injuries on European roads
(Valetta Declaration, 2017).

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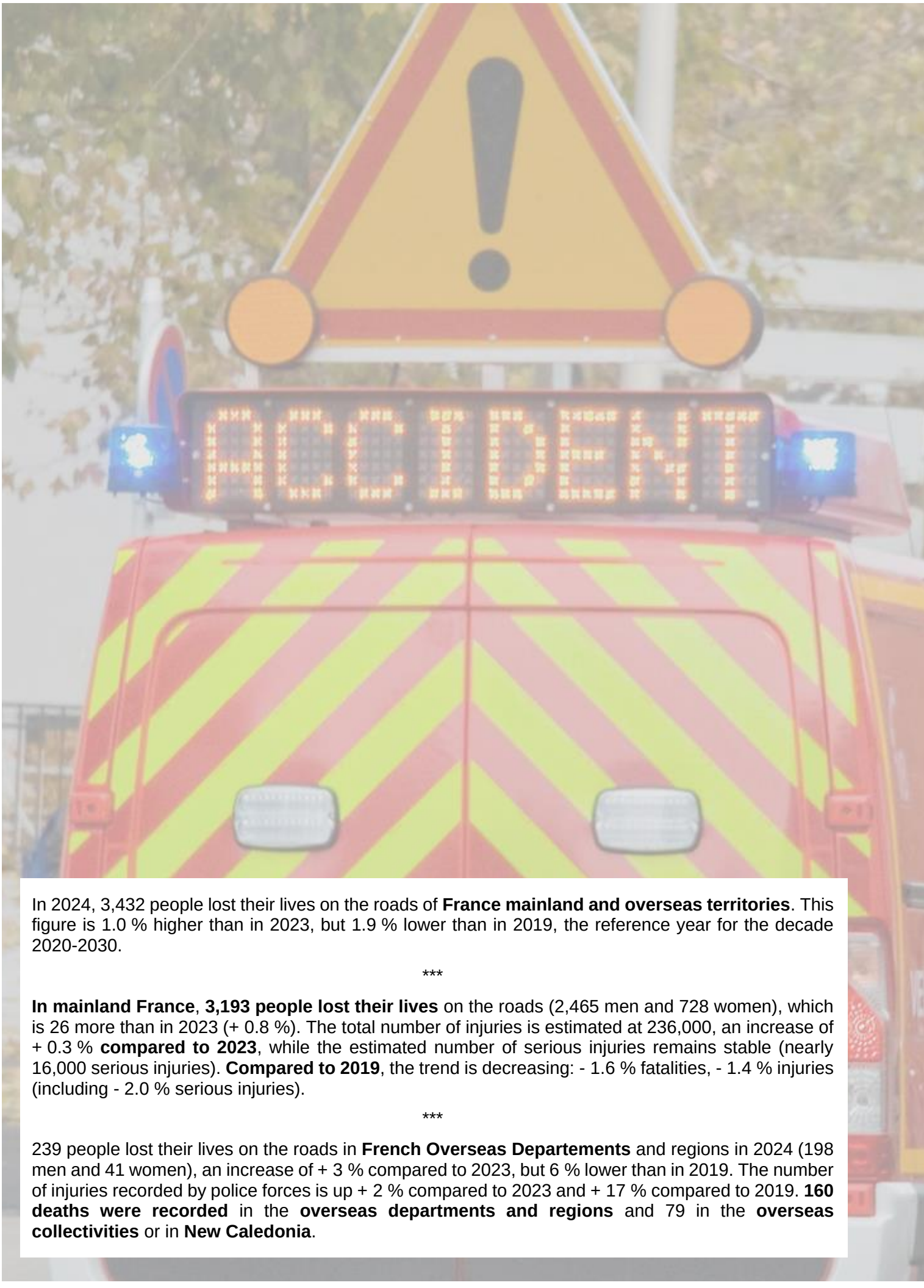


In 2024, 3,432 people lost their lives on the roads of **France mainland and overseas territories**. This figure is 1.0 % higher than in 2023, but 1.9 % lower than in 2019, the reference year for the decade 2020-2030.

***

In mainland France, **3,193 people lost their lives** on the roads (2,465 men and 728 women), which is 26 more than in 2023 (+ 0.8 %). The total number of injuries is estimated at 236,000, an increase of + 0.3 % **compared to 2023**, while the estimated number of serious injuries remains stable (nearly 16,000 serious injuries). **Compared to 2019**, the trend is decreasing: - 1.6 % fatalities, - 1.4 % injuries (including - 2.0 % serious injuries).

***

239 people lost their lives on the roads in **French Overseas Departements** and regions in 2024 (198 men and 41 women), an increase of + 3 % compared to 2023, but 6 % lower than in 2019. The number of injuries recorded by police forces is up + 2 % compared to 2023 and + 17 % compared to 2019. **160 deaths were recorded** in the **overseas departments and regions** and 79 in the **overseas collectivities** or in **New Caledonia**.

Panorama

Overview

In 2024, 3,193 people lost their lives in France mainland, 26 more than in 2023, despite stable motorised traffic.

In overseas territories, road fatalities rose slightly by 3.5 % in 2023, with 239 fatalities.

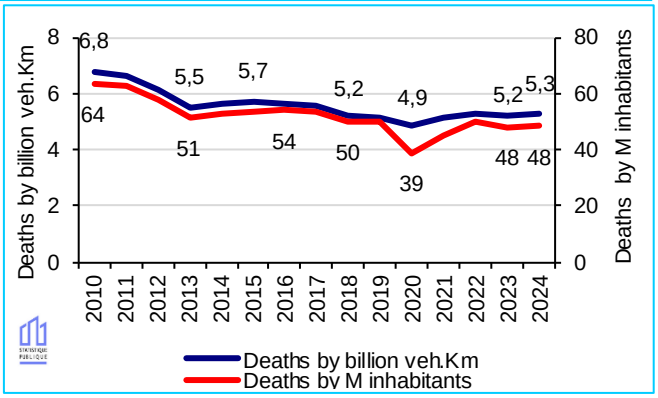
Report of accidents in France mainland

		Injury accidents		Injured (all severities)		Seriously injured (MAIS3+)	Deaths within 30 days
		BAAC	Estimated	BAAC	Estimated	Estimated	
2024		51 058	180 026	64 535	235 610	15 924	3 193
2023		51 641	181 170	64 674	234 836	15 936	3 167
2010		67 288	228 823	84 461	296 806	19 193	3 992
Evolution	nb	- 16 230	- 48 797	- 19 926	- 61 196	- 3 269	- 799
2024 / 2010	%	- 24,1%	- 21,3%	- 23,6%	- 20,6%	- 17,0%	- 20,0%
Evolution	nb	- 583	- 1 144	- 139	+ 774	- 12	+ 26
2024 / 2023	%	- 1,1%	- 0,6%	- 0,2%	+ 0,3%	- 0,1%	+ 0,8%

Report of accidents in Overseas Territories

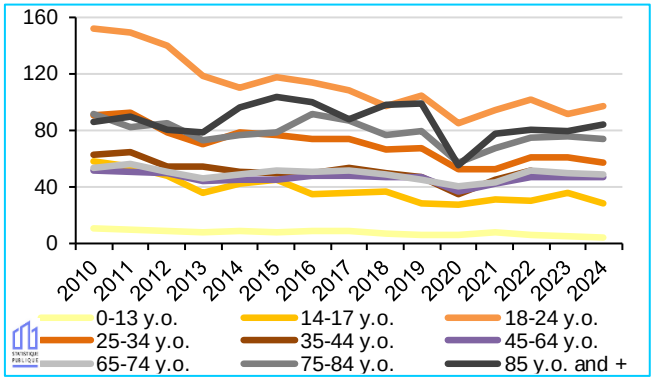
		Injury accidents		Injured (all severities)		Deaths within 30 days
		BAAC	Estimated	BAAC	Estimated	
2024		3 344	ND	4 300	ND	239
2023		3 181	ND	4 200	ND	231
2010		2 853	ND	3 706	ND	281
Evolution	nb	+ 491	ND	+ 594	ND	- 42
2024 / 2010	%	+ 17,2%	ND	+ 16,0%	ND	- 14,9%
Evolution	nb	+ 163	ND	+ 100	ND	+ 8
2024 / 2023	%	+ 5,1%	ND	+ 2,4%	ND	+ 3,5%

Variation in annual number of deaths per million inhabitants and per billion vehicle kilometres travelled (billion veh.km) in France mainland



Sources: ONISR, Insee – population estimated, SDES – traffic estimated, rebased until 1990, interim for 2024

Variation in deaths per population by age group, 2010-2024 (deaths/million inhabitants)



In 2024, 3,432 people lost their lives on French roads, an increase of + 1.0% compared to 2023, despite a decrease in the number of accidents (- 0.8%). This figure breaks down into 3,193 deaths on the roads of France mainland (-20.0% and +0.8% compared to 2010 and 2023) and 239 in the French Overseas territories (-14.9 % and +3.5 %).

Since 2010, mortality has fallen by -20.0%, but the number of serious injuries has fallen by only -17.0%.

In 2024, France mainland ranked **16th** out of the **European Union** (27) in terms of road fatalities relative to population: 48 people were killed per million inhabitants in 2024. This ratio is the lowest since 2010, with the exception of the years marked by the pandemic (2020 and 2021). The average rate in the French Overseas territories (84 deaths/million inhabitants) is higher than that of France mainland. It is 71 in the DROMs alone, and 129 in the COM-NCs.

Traffic-related mortality in France mainland is stable in 2024 compared to 2023, with 5.3 deaths per billion kilometers traveled by vehicles, a rate slightly higher than in 2019 (5.1): motorised traffic increased slightly in 2024 compared to 2023 (+0.2%), mainly on departmental roads and the local network.

The following chapters concern France mainland, unless otherwise stated.

Road networks

In 2024, **60 % of fatalities** occurred on **roads outside urban areas** (1,924 deaths, +2.5% compared to 2023). One-third of fatalities, or 1,030 deaths, occurred in urban areas (+0.9%). After a decline in 2023, motorway fatalities continued to fall (239 deaths) in 2024.

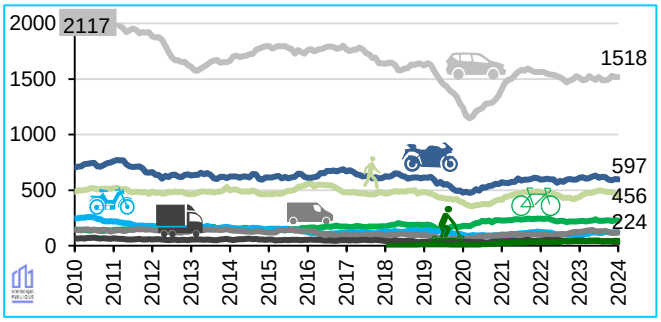
Age group

In 2024, 46 children aged **0-13** (- 6.1 % compared to 2023) and 94 adolescents aged **14-17** (- 19.0 %) died. Their risk remains the lowest (10 deaths/million inhabitants under the age of 18) among all age groups.

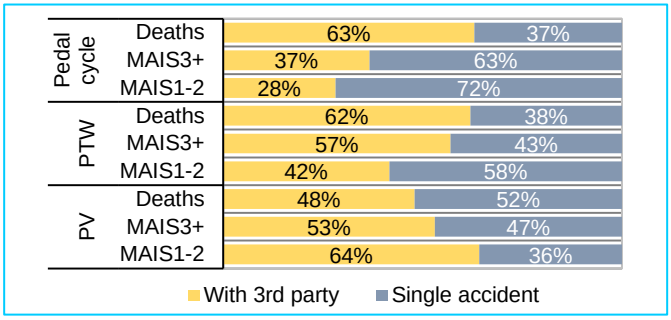
Among young adults aged 18-24, 529 died, an increase of + 6.4 % compared to 2023. Young adults still have the highest risk (97 deaths/million inhabitants). Mortality among **25-34 year olds** (441 fatalities) is down (-5.2%), with an above-average risk (57 fatalities/million population).

Among **seniors**, the number of people aged 75-84 killed is up (+2.4%) with 346 killed (74 deaths/million inhabitants), while mortality among 65-74 year olds is down - 1.4 % with 365 killed. Finally, 189 people aged 85 and over died, making this the second most at-risk age group (84 deaths/million inhabitants).

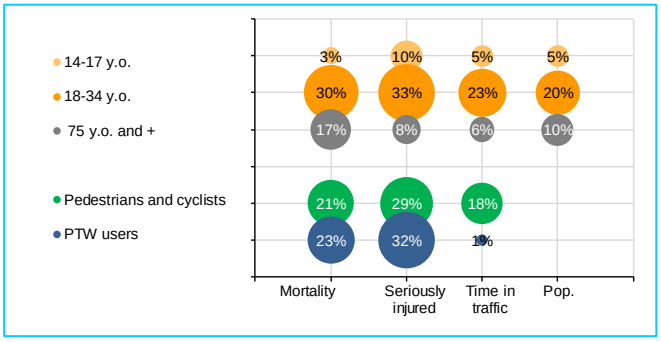
Mortality trends by travel mode 2010-2024 (cumulative 12 months)



Breakdown of victims according to the presence of a third party in the accident and according to the travel mode



Shares of key road users in mortality, morbidity, traffic and population



Source: Sdes-EMP 2019 (land transport), INSEE-population 2024, ONISR processing

Factor in fatal accidents

Accidents are multifactorial: according to the FLAM study on factors triggering fatal accidents (FA) in 2015, **human factors** contribute to 92 % of FAs, **infrastructure** factors to 30%, **traffic** conditions to 18 % and **vehicle** factors to 20%. In 2024, the main human factors identified among those presumed responsible (PR) for fatal accidents were excessive or inappropriate **speed** cited for 29% of PRs, **alcohol** for 22 %, **inattention** for 14 %, **drugs** for 13% and faintness for 10 %. 39% of deaths occur in accidents involving at least one driver under the influence of alcohol, drugs, or both.

3,161 people were PR in fatal accidents, of whom 1,142 survived. 1,174 people **died and were not presumed responsible**.

Travel mode

In 2024, 1,518 passenger vehicle users were killed, 6 more than in 2023. This represents 48% of road deaths. The number of serious injuries[1] ((MAIS3+) is estimated at 4,800 (30 % of all serious injuries).

PTW users account for 23 % of road deaths, with 597 motorcyclists and 123 moped riders killed in 2024. Compared to 2023, this represents an increase of + 2 % and + 29 % respectively. The number of serious injuries is estimated at 5,100 (32% of serious injuries).

With 456 pedestrians killed (17 more than in 2023), **walking** is the third most deadly travel mode, accounting for 14 % of fatalities. The number of serious injuries is estimated at 2,000 (12% of serious injuries).

The 224 **cyclists** (including 32 on electric bikes) killed on the road (3 more than in 2023) represent 7% of fatalities, compared with 4% in 2010. In addition, 45 **users of motorised PMDs** lost their lives, compared to 44 in 2023. The number of serious injuries is estimated at 2,600 cyclists and 800 motorised PMDs users, representing 16 % and 5 % of serious injuries respectively.

In 2024, the number of fatalities in **utility vehicles** and **heavy goods vehicles** decrease to 120 and 30 respectively (5 fewer for utility vehicles and 15 fewer for heavy goods vehicles than in 2023).

For cyclists and PTW users, the severity is higher when another user is involved in the accident, unlike passenger vehicle users.

Stakes in France mainland

In 2024, 3,193 people died. An estimated 16,000 were seriously injured and 220,000 suffered minor or moderate injuries. The target set for 2030 is to reduce the number of fatalities and serious injuries by 50%.

Priority targets include:

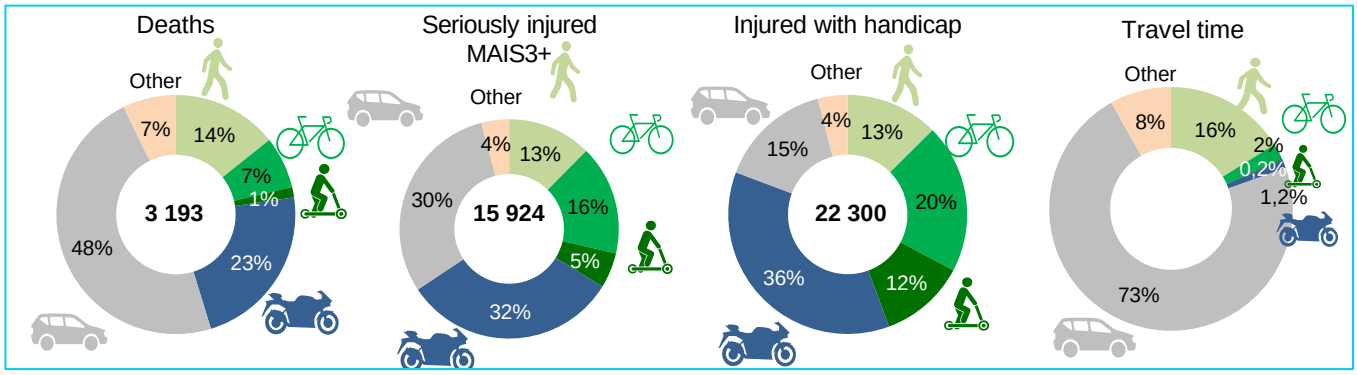
- 42% of fatalities occur while at least one road user is traveling for **work** purposes;
- **PTW** users account for 23% of fatalities and 32% of serious injuries, even though they represent less than 2% of motorised traffic;
- 14-17 year olds account for 5% of the population but 10% of serious injuries;
- 18-34 year olds account for one-third of fatalities and serious injuries for 20 % of the population;
- **Seniors aged 75 and over** account for 17% of fatalities, representing 10% of the population.
- In a context of development active travel mode, **pedestrians** and **cyclists** account for 14% and 7% of fatalities, respectively, and 12% and 16% of serious injuries.

[1] As an extension of the modelling carried out by Eiffel University using BAAC files and the Rhône register, ONISR produces an estimate of the number of injuries (see p. 192 and definitions p. 200).

Key figures on road traffic accidents in France

	Number of people killed in 2024	Share in mortality in 2024	Variation of mortality 2024/2023		Variation of mortality 2024/2019	Variation of mortality 2024/2010	Variation of mortality 2010/2000
			Number	%			
France mainland	**3 193**	**93,0%**	**+ 26**	**+ 0,8%**	**- 1,6%**	**- 20,0%**	**- 51,1%**
Overseas territories (OT) *	***239***	***7,0%***	***+ 8***	***+ 3,5%***	***- 5,9%***	***- 14,9%***	***ND***
France mainland + OT *	***3 432***	***100%***	***+ 34***	***+ 1,0%***	***- 1,9%***	***- 19,7%***	***ND***
France mainland indicators							
Travel mode:							
Pedestrians	456	14,3%	+ 17	+ 3,9%	- 5,6%	- 6,0%	- 42,8%
Cyclists	224	7,0%	+ 3	+ 1,4%	+ 19,8%	+ 52,4%	- 46,2%
Motorised personnal mobility devices	45	1,4%	+ 1	+ 2,3%	+ 350,0%	ND	ND
Moped riders	123	3,9%	+ 28	+ 29,5%	- 8,2%	- 50,4%	- 46,2%
Motorcyclists	597	18,7%	- 14	- 2,3%	- 2,9%	- 15,2%	- 25,7%
Passenger vehicle users	1 518	47,5%	+ 6	+ 0,4%	- 6,4%	- 28,3%	- 60,4%
Utility vehicle users	120	3,8%	- 5	- 4,0%	+ 22,4%	- 17,8%	+ 82,5%
Heavy good vehicle users	30	0,9%	- 15	- 33,3%	- 16,7%	- 53,8%	- 47,6%
Public transports	7	0,2%	+ 2	NS	NS	NS	- 80,0%
Cart	34	1,1%	+ 11	+ 47,8%	+ 100,0%	+ 13,3%	+ 7,1%
Quads and agricultural tractors	31	1,0%	- 9	- 22,5%	+ 63,2%	+ 82,4%	ND
Other	8	0,3%	+ 1	+ 14,3%	- 57,9%	- 72,4%	- 23,7%
Age group:							
0-13 y.o.	46	1,4%	- 3	- 6,1%	- 24,6%	- 58,6%	- 69,8%
14-17 y.o.	94	2,9%	- 22	- 19,0%	+ 2,2%	- 47,8%	- 49,2%
18-24 y.o.	529	16,6%	+ 32	+ 6,4%	- 3,6%	- 36,3%	- 52,4%
25-34 y.o.	441	13,8%	- 24	- 5,2%	- 14,5%	- 37,4%	- 56,1%
35-44 y.o.	400	12,5%	+ 35	+ 9,6%	+ 4,4%	- 26,6%	- 50,0%
45-54 y.o.	390	12,2%	- 3	- 0,8%	+ 2,1%	- 22,8%	- 45,1%
55-64 y.o.	393	12,3%	- 2	- 0,5%	- 4,6%	+ 12,0%	- 40,3%
65-74 y.o.	365	11,4%	- 5	- 1,4%	+ 15,1%	+ 38,3%	- 58,2%
75-84 y.o.	346	10,8%	+ 8	+ 2,4%	+ 9,1%	- 5,5%	ND
85 y.o. and over	189	5,9%	+ 10	+ 5,6%	- 12,1%	+ 40,0%	ND
Gender:							
Men	2 465	77,2%	+ 8	+ 0,3%	- 1,8%	- 18,9%	- 51,0%
Women	728	22,8%	+ 18	+ 2,5%	- 1,0%	- 23,6%	- 51,7%
Type of road:							
Motorway	239	7,5%	- 30	- 11,2%	- 9,1%	- 6,6%	- 56,2%
Roads outside urban areas	1 924	60,3%	+ 47	+ 2,5%	- 1,0%	- 26,1%	- 50,9%
Urban areas	1 030	32,3%	+ 9	+ 0,9%	- 0,7%	- 9,1%	- 50,4%
Type of victims:							
Drivers	2 314	72,5%	+ 29	+ 1,3%	+ 0,5%	- 18,4%	- 49,0%
Passengers	423	13,2%	- 20	- 4,5%	- 7,8%	- 37,1%	- 62,0%
Responsible users	2 019	63,2%	+ 28	+ 1,4%	+ 3,9%	- 3,3%	ND
Non-responsible users	1 174	36,8%	- 2	- 0,2%	- 9,6%	- 38,2%	ND
In an accident involving:							
a driver aged 14-17 y.o.	89	2,8%	+ 9	+ 11,3%	+ 27,1%	- 35,0%	- 53,2%
a driver aged 18-24 y.o.	803	25,1%	+ 46	+ 6,1%	+ 2,9%	- 32,3%	ND
a novice	650	20,4%	+ 61	+ 10,4%	+ 8,3%	- 33,2%	- 51,7%
a driver aged 75 y.o. or +	453	14,2%	+ 36	+ 8,6%	+ 14,7%	+ 22,1%	- 28,8%
a single vehicle without pedestrians	1 304	40,8%	- 35	- 2,6%	+ 0,6%	- 15,2%	- 46,7%
a passenger vehicle	2 252	70,5%	+ 38	+ 1,7%	- 5,0%	- 25,2%	- 56,5%
an utility vehicle or heavy good vehicle	706	22,1%	+ 14	+ 2,0%	+ 7,3%	- 24,2%	- 30,0%
a hit-and-run driver	131	4,1%	- 1	- 0,8%	0,0%	ND	ND
a driver without a driver license	233	7,3%	- 27	- 10,4%	- 5,7%	+ 2,6%	ND
an uninsured vehicle	216	6,8%	0	0,0%	+ 6,9%	+ 8,5%	ND
Estimate of overall mortality based on individuals for whom information is available:							
User traveling for work purposes	549	17,2%	- 6	- 1,0%	+ 7,4%	- 30,7%	- 50,7%
with alcohol > 0.5g/l or positive for narcotics	1 243	38,9%	- 8	- 0,7%	- 13,8%	- 45,3%	ND
with a blood alcohol level higher than 0.5g/l	922	28,9%	- 23	- 2,4%	- 12,4%	- 30,1%	- 47,5%
with a positive drug test	624	19,6%	+ 39	+ 6,6%	- 14,6%	- 43,6%	ND
user not wearing a seatbelt or wearing it incorrectly	386	22,6%	- 1	- 0,3%	- 4,5%	- 28,5%	- 63,6%

Source: National database of accidents involving injuries recorded by police forces, ONISR.
* Data not labelled.

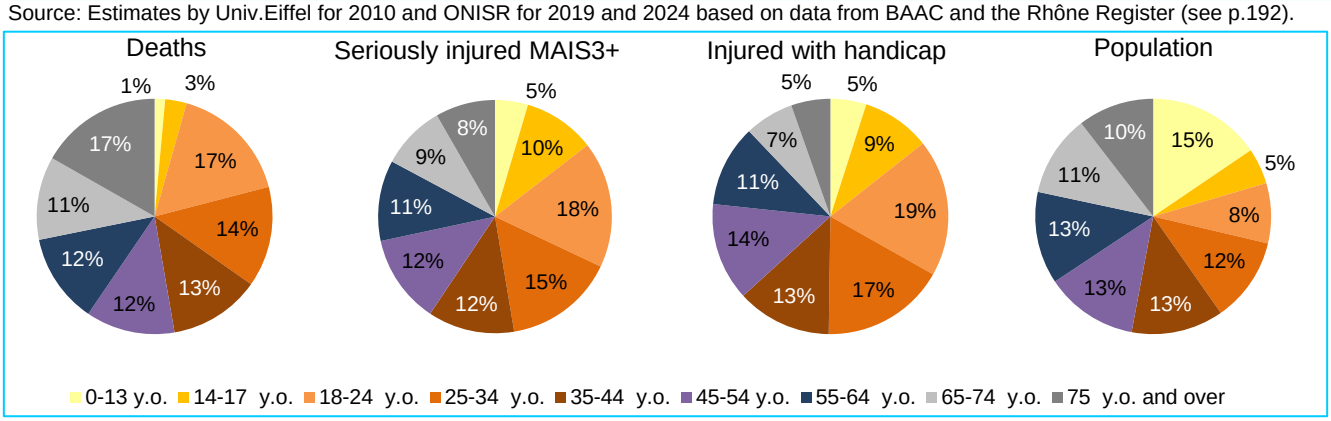


Source: deaths: BAAC data; MAIS3+ injured and handicap 1 year after the accident: ONISR estimate; travel mode: EMP 2019 data
Road safety in France – report for the year 2024 - **ONISR 2025**

	Number of injured (MAIS1+) in 2024	Share of total injured MAIS1+ in 2024	Variation of the number of injured MAIS1+ 2024/2023	Variation of the number of injured MAIS1+ 2024/2019	Variation of the number of injured MAIS1+ 2024/2010
France mainland	**235 610**	**100%**	**+ 0,3%**	**- 1,4%**	**- 20,6%**
Travel mode:					
Pedestrians	16 762	7,1%	- 1,8%	- 16,3%	- 33,6%
Cyclists	40 500	17,2%	- 1,5%	+ 7,4%	+ 1,8%
Motorised personal mobility devices	21 067	8,9%	+ 20,3%	+ 376,7%	ND
PTW users	51 553	21,9%	- 5,7%	- 16,8%	- 44,8%
Passenger vehicles users	97 880	41,5%	+ 0,4%	- 8,8%	- 24,6%
Other	7 849	3,3%	+ 12,5%	+ 4,0%	- 9,4%
Age group:					
0-13 y.o.	14 272	6,1%	+ 0,8%	- 4,6%	ND
14-17 y.o.	23 837	10,1%	+ 4,0%	+ 11,5%	ND
18-24 y.o.	53 251	22,6%	- 0,4%	+ 1,5%	ND
25-34 y.o.	45 529	19,3%	- 0,3%	- 5,2%	ND
35-44 y.o.	31 548	13,4%	- 0,5%	- 2,3%	ND
45-54 y.o.	27 112	11,5%	- 1,6%	- 8,6%	ND
55-64 y.o.	19 646	8,3%	- 1,6%	- 2,7%	ND
65-74 y.o.	11 376	4,8%	+ 2,7%	- 0,6%	ND
75 y.o. and over	9 039	3,8%	+ 8,8%	+ 4,9%	ND
Gender:					
Men	152 483	64,7%	+ 0,3%	- 0,3%	- 18,3%
Women	83 127	35,3%	+ 0,4%	- 3,4%	- 24,5%
Type of road:					
Motorw ays	19 890	8,4%	- 6,7%	- 18,2%	ND
Roads outside urban areas	92 303	39,2%	+ 18,0%	+ 19,2%	ND
Urban areas	123 418	52,4%	- 8,8%	- 10,1%	ND

	Number of injured (MAIS3+) in 2024	Share of total injured MAIS3+ in 2024	Share of seriously injured MAIS3+ among injured MAIS1+ in 2024	Variation of the number of injured MAIS3+ 2024/2023	Variation of the number of injured MAIS3+ 2024/2019
France mainland	**15 924**	**100%**	**6,8%**	**- 0,1%**	**- 2,0%**
Travel mode:					
Pedestrians	1 977	12,4%	11,8%	- 1,5%	- 14,6%
Cyclists	2 577	16,2%	6,4%	+ 1,3%	+ 11,4%
Motorised personal mobility devices	833	5,2%	4,0%	+ 24,1%	+ 427,1%
PTW users	5 071	31,8%	9,8%	- 5,5%	- 11,7%
Passenger vehicles users	4 817	30,3%	4,9%	+ 0,5%	- 6,9%
Other	649	4,1%	8,3%	+ 16,4%	+ 18,7%
Age group:					
0-13 y.o.	726	4,6%	5,1%	- 2,1%	- 7,9%
14-17 y.o.	1 585	10,0%	6,6%	- 0,4%	+ 5,6%
18-24 y.o.	2 790	17,5%	5,2%	+ 0,1%	- 0,6%
25-34 y.o.	2 443	15,3%	5,4%	- 0,6%	- 6,6%
35-44 y.o.	1 908	12,0%	6,0%	- 1,2%	- 2,6%
45-54 y.o.	1 956	12,3%	7,2%	- 2,4%	- 9,5%
55-64 y.o.	1 781	11,2%	9,1%	- 1,4%	- 0,6%
65-74 y.o.	1 416	8,9%	12,4%	+ 2,3%	+ 3,6%
75 y.o. and over	1 318	8,3%	14,6%	+ 7,0%	+ 4,7%
Gender:					
Men	11 960	75,1%	7,8%	- 0,2%	- 1,1%
Women	3 964	24,9%	4,8%	+ 0,3%	- 4,5%
Type of road:					
Motorw ays	1 074	6,7%	5,4%	- 0,6%	- 6,1%
Roads outside urban areas	7 578	47,6%	8,2%	- 0,6%	+ 0,4%
Urban areas	7 272	45,7%	5,9%	+ 0,5%	- 3,8%

Source: Estimates by Univ.Eiffel for 2010 and ONISR for 2019 and 2024 based on data from BAAC and the Rhône Register (see p.192).



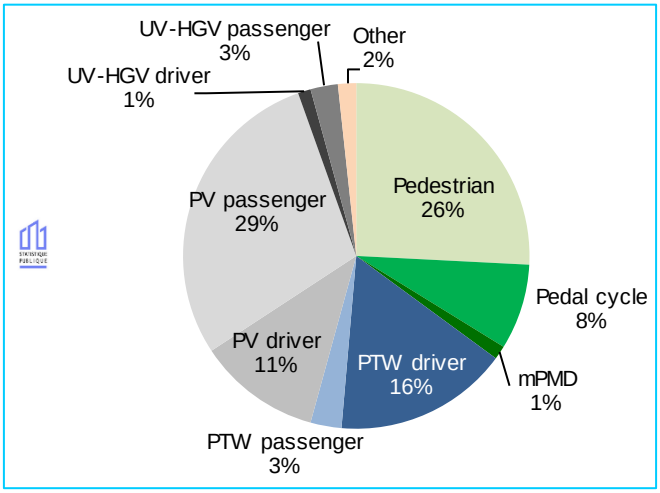
Source: deaths: BAAC data; MAIS3+ injured and handicap 1 year after the accident: ONISR estimate; travel mode: EMP 2019 data

Non-responsible victims

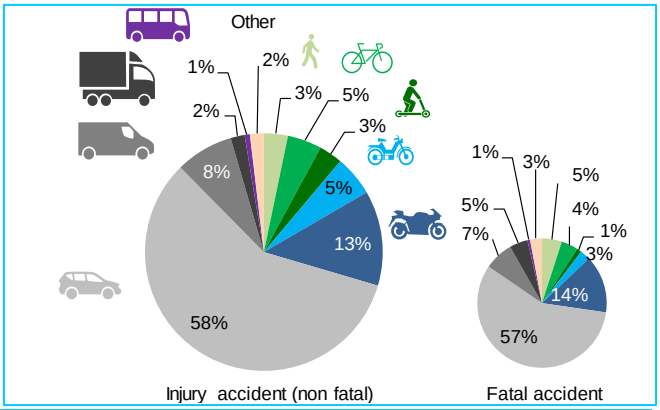
Of the 3,193 people who lost their lives on the roads in 2024, 63 % were presumed responsible (PR) for their accident, 4 % were non-PR victims and their PR died, and 32 % were non-responsible victims and their PR survived the accident.

Of the total number of victims, 54 % of those killed who were non-responsible were vulnerable road users (including 26 % pedestrians), 39 % were vehicle drivers, and 36 % were passengers.

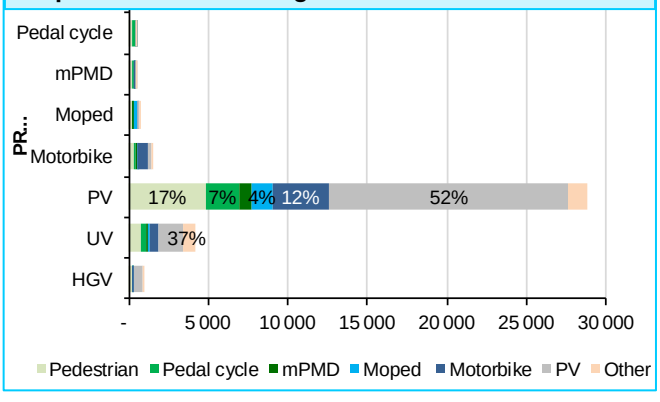
Fatalities « non-responsible » according to their travel mode and their position in the vehicle



Distribution of « presumed responsible » by travel mode



Travel mode of victims of a « presumed responsible » according to the travel mode



In 2024, police forces recorded in France mainland 51,058 injury accidents, 64,535 injuries, and 3,193 deaths in the BAAC file. Of these 67,728 victims, 39,941 were identified as “non-presumed responsible” and 27,787 as “presumed responsible” (PR).

Passengers killed in PV

In 2024, 1,174 people non-presumed responsible were killed, including 126 where the person presumed responsible also died, 1,028 where the PR is alive, and 20 in an accident without a PR. Non-PR victims are killed 8 times out of 10 in an accident involving a third party.

Of those killed, 473 were in a passenger vehicle (PV), three-quarters of whom were passengers (passengers can be victims of their driver if the latter is the PR of the accident). In addition, 225 deaths were users of PTW (85 % of whom were drivers), and 44 deaths were users of UV or HGV (68 % of whom were passengers). Finally, 303 non-PR deaths were pedestrians, 94 were cyclists and 15 were users of mPMD.

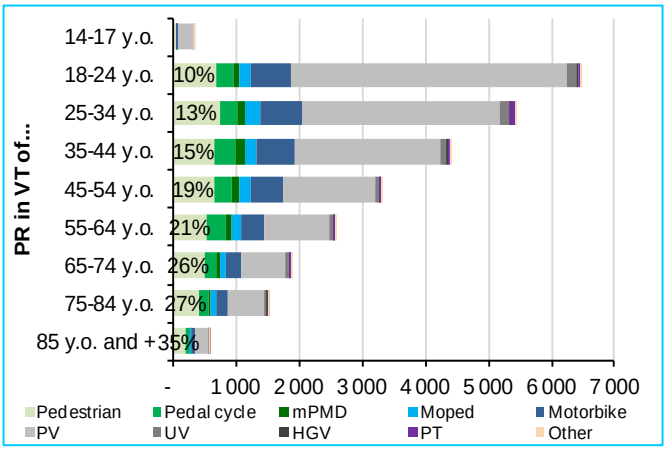
Victims of PV drivers

In 2024, among the 39,941 non-PR victims, there were 38,433 victims in accidents involving a single PR. Among these victims, nearly 29,000 people are victims of a PR driving a PV: 52 % of these victims are PV occupants (15,113, or 85 % of the 17,734 PV victims), 17 % are pedestrians (4,841 victims, or 69 % of the 6,967 pedestrian victims) and 12 % are motorcyclists (3,554 victims, or 69 % of the 5,150 motorcycle victims).

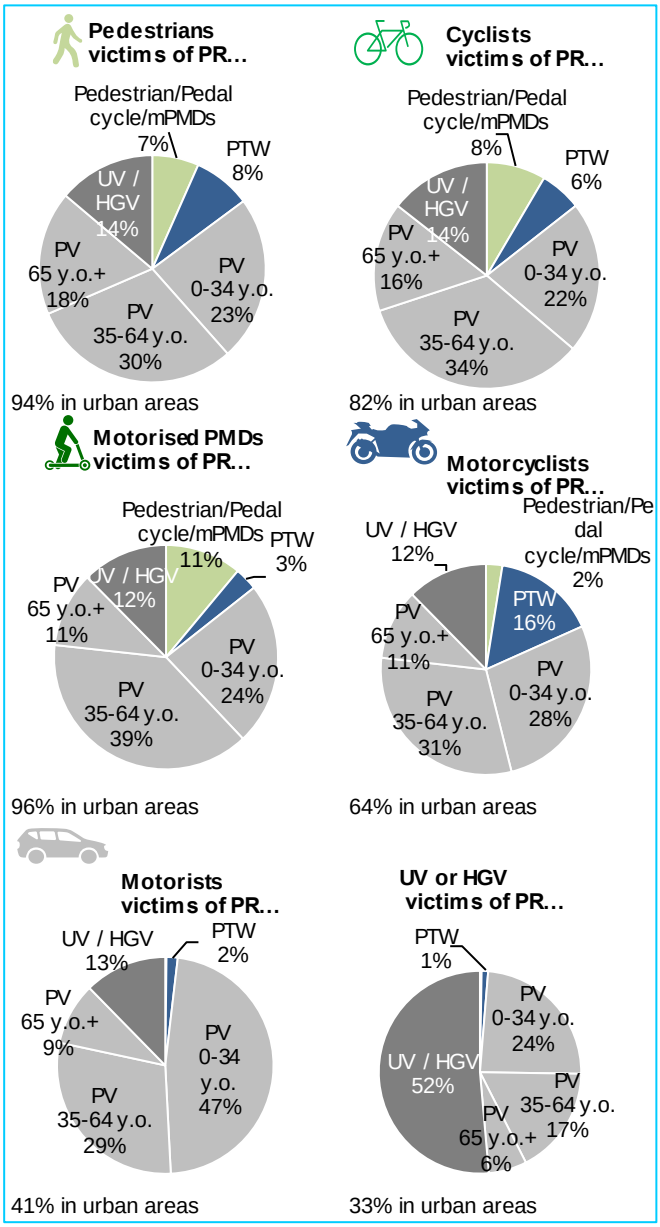
Nearly half of motor vehicle victims are killed or injured by drivers aged 18-34. Two-thirds of the victims of these drivers are themselves in motor vehicles.

Pedestrians account for a significant proportion of PR deaths in PV, regardless of the driver's age (15 % to 31 %). However, there is a decrease in the number of deaths caused by a PR in PV according to the driver's age, with the exception of drivers aged 74-85, which is close to that of drivers aged 45-54.

Travel mode of fatalities according to the age of PR in PV



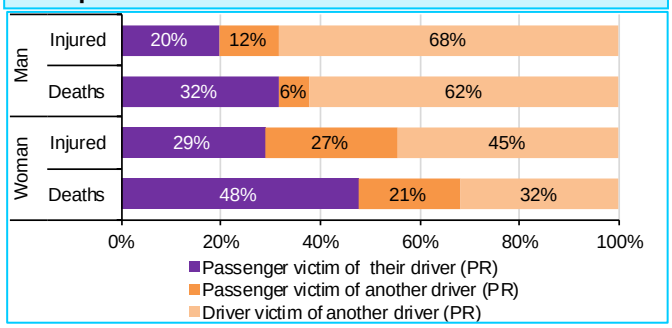
Distribution of « presumed responsible » for pedestrians, cyclists, mPMDs, motorbikes, PV and UV/HGV victims



Reading: Among all cyclists injured or killed who were non-PR, 34 % were victims of a presumed responsible passenger vehicle (PV) aged 35 to 64. 82% of cyclists were victims of a PR in urban areas.

Note: By convention, the first age group for PR PV is 0-34 years old, so it is possible for a PR PV to be a minor. In 2024, in accidents involving a single PR, the youngest PR driving a PV was 13 years old.

Victims of a 'presumed responsible' driver based on their position in the vehicle



The victims and their opponents

The graphs opposite show the profile of the person considered 'presumed responsible' for the accident for each category of victim.

Pedestrians, cyclists and users of motorised PMDs in urban areas are mostly victims of motorists considered to be 'presumed responsible' aged 35-64 (30 %, 34 % and 39 % respectively), or under 35 (23 %, 22 % and 24 % respectively). Finally, 8 % of pedestrians are victims of powered two-wheelers (PTW), compared with 6 % of cyclists and 3 % of motorised PMDs users.

Motorcyclists are **victims** of a 'presumed responsible' driver of **a PV** in 70 % of cases, and 16 % are victims of a 'presumed responsible' PTW user (the passenger is considered the victim of their driver if the latter is 'presumed responsible' for the accident).

Motorists are victims of other motorists in 85 % of cases. Nearly **half** (47 %) of motorist victims are killed or injured by a motorist 'presumed responsible' **under the age of 35**.

Victims in utility vehicles (UV) are killed or injured by 'presumed responsible' drivers of utility vehicles. More and more UVs are being used to transport people, with the victims being largely passengers of the 'presumed responsible' driver.

Victims travelling in heavy goods vehicles (HGVs), protected by the bodywork of the HGV, can only be injured when the other driver is also in a heavy vehicle, which explains the re-distribution of 'presumed responsible' for them as described below.

Finally, victims in public transport (PT) are also mainly passengers of the PR driver operating the bus or coach.

Female passenger victims

In 2024, among the 38,433 non-PR victims, 36,022**, whose** gender was known, were victims of a PR driver. Among these 36,022 victims, there were 6,251 pedestrians and 29,771 drivers and passengers (844 fatalities and 28,927 injured).

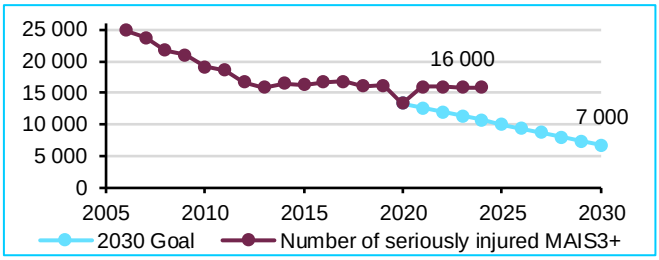
The majority of male non-PR victims were drivers of another vehicle (68 % of those injured and 62 % of those killed), in contrast to female non-PR victims, who were mostly passengers (55 % of those injured and 68 % of those killed).

Of the 282 women killed in a vehicle, 134 were **passengers of the PR driver** (48 %). Of the 562 men killed, 178 were **passengers of the PR driver** (32%).

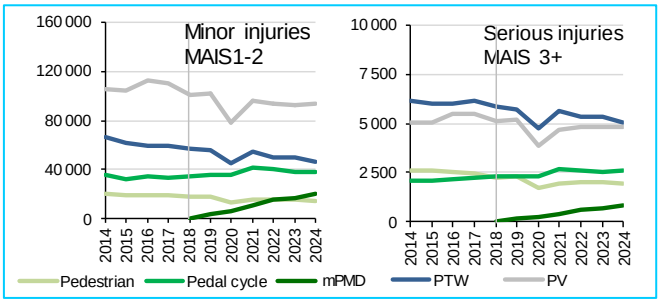
Severity of injuries

The results are given according to the AIS[1] (*Abbreviated Injury Scale*) 2005 version and no longer according to its previous version. In addition, the adjustment model used by the Rhône Register has evolved, which has led to a rebasing of data from 2006 to 2016. In the form and throughout the report, the estimates of AIS injuries come from the **Gustave Eiffel University over 2012-2016** and from the **ONISR over 2017-2024**[2].

Changes in the number of serious injuries MAIS3+ in France since 2010 and according to the 2030 target



Change in the number of minor and serious injuries between 2014 and 2024, by travel mode



Source: national estimate by the UGE based on the Registry and BAAC (2012-2016) and ONISR estimate based on UGE adjustment coefficients, simplified methodology for 2017-2024.

Estimated number of injuries in France mainland in 2024

			MAIS 3+	MAIS 1-2	% MAIS 3+ / Total MAIS
User type	Pedestrian	With 3rd party	1 977	14 786	11,8%
	Pedal cycle	With 3rd party	945	10 662	8,1%
		Single acc	1 632	27 261	5,6%
	mPMD	With 3rd party	319	5 825	5,2%
		Single acc	513	14 409	3,4%
	PTW	With 3rd party	2 888	19 349	13,0%
		Single acc	2 183	27 133	7,4%
	Car	With 3rd party	2 555	59 734	4,1%
		Single acc	2 263	33 328	6,4%
	Other	With 3rd party	278	4 139	6,3%
		Single acc	371	3 061	10,8%
Age		0-13	726	13 546	5,1%
		14-17	1 585	22 252	6,6%
		18-24	2 790	50 461	5,2%
		25-34	2 443	43 087	5,4%
		35-44	1 908	29 640	6,0%
		45-54	1 956	25 156	7,2%
		55-64	1 781	17 865	9,1%
		65-74	1 416	9 960	12,4%
		75 +	1 318	7 721	14,6%
Gender		Women	3 964	79 163	4,8%
		Men	11 960	140 524	7,8%

Managed by Gustave Eiffel University (UGE), the Rhône Register aims to identify all road accident victims in the Rhône department since 1995. The data comes directly from 245 hospital departments that take care of the injured, whether they are hospitalised or only treated in emergency room. Fatalities at the scene of the accident are also included.

A national estimation of injuries

The data recorded in the BAAC underestimates the number of injuries because the police are not systematically called to the scene of a road accident if there are no fatalities. In order to estimate the actual number of road accident injuries in France more accurately, the UGE has developed a model that compares the data from the Register with that from the BAACs in the Rhône region and projects the observed under-reporting at the national level. As the UGE's estimates provisionally end in 2016, ONISR is using a simplified method to adjust the number of road accident injuries for the period 2017-2024[2].

The number of injured

In 2024, it is estimated that there were **220,000 minor injuries (MAIS1-2)** and **16,000 serious injuries (MAIS3+)** on the roads of mainland France**.**

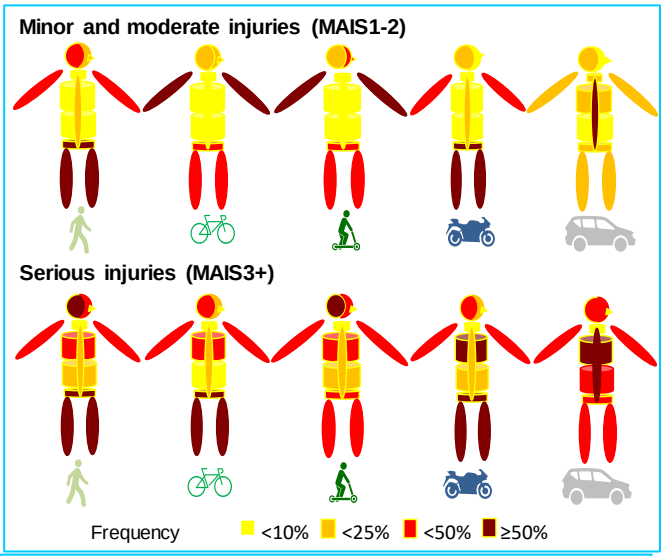
At the national level, **66 % of MAIS3+ injuries are thought to be vulnerable road users** (pedestrians, cyclists, motorized PMDs and PTW users). In 2024, powered two-wheelers, who account for only 1.3 % of total travel time across all travel modes[3], account for 5,100 serious injuries, 300 more than motorists, who account for 69.7 % of total travel time (including UV). Since 2018, the number of cyclists seriously injured has exceeded that of pedestrians. In 2024, 2,600 cyclists are seriously injured, compared to 2,000 pedestrians, even though they account for only 2.3 % and 18.1 % of total travel time.

Among cyclists, the majority of those with minor injuries (72 %) and serious injuries (63 %) are victims of accidents without a third party involved, compared to only 37 % of those killed. The trend is similar for motorized PMDs users, with 71 % of minor injuries and 62 % of serious injuries, compared to 40 % of fatalities. For PTW, this proportion is less marked: 58 % of minor injuries and 43 % of serious injuries, compared with 38 % of fatalities. Conversely, among motorists, accidents without a third party are more frequent among fatalities (52 %) than among minor injuries (36 %) or serious injuries (47 %).

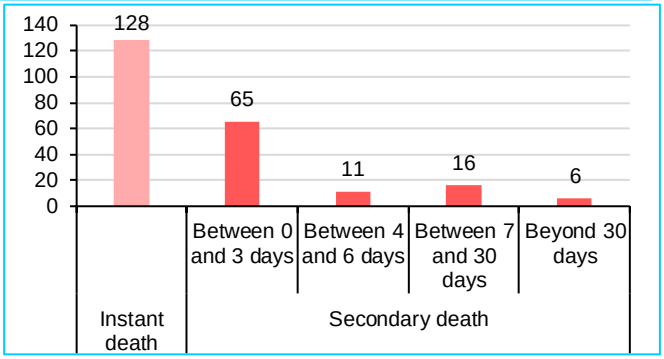
The proportion of serious injuries among all injuries is higher when a third party is involved in the accident among vulnerable road users, contrary to what is observed among motorists.

[1] Details of the AIS injury scale are available on page 180.
[2] The ONISR estimates are obtained using a simplified methodology based on the Eiffel Univ. adjustment coefficients. Details are available on the ONISR website.
[3] EMP (Personal Mobility Survey) 2018-2019, SDES 2021

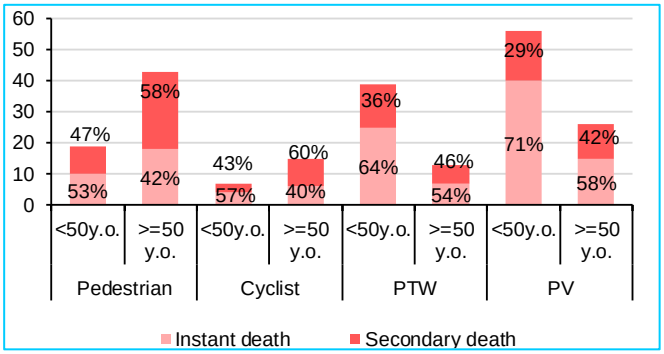
Location of injuries according to their severity and the travel mode of the slightly or seriously injured (Rhône Register 2017-2021)



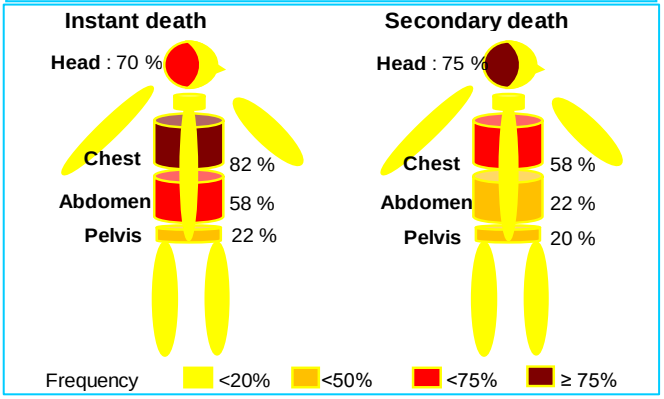
Number of deaths between 2017 and 2021 in the Rhône department, according to the timing of death



Number of deaths between 2017 and 2021 in the Rhône department, according to the timing of death and travel mode



Location of fatal injuries according to the timing of death



Source: Gustave Eiffel University, Rhône Register

Location of injuries

By applying the proportions of injury locations observed in the Rhône region (2017-2021) to all 236,000 injuries in France mainland in 2024, it is observed that the location of injuries varies considerably depending on the travel mode.

Approximately 45,000 people were reportedly suffered head injuries in 2024, including **4,600 users of motorized PMDs, 4,700 pedestrians, 6,200 users of PTW, 7,400 cyclists, and 21,800 users of PV**. More than half of those injured in the chest and 77 % of those injured in the spine and neck are PV users. On the other hand, vulnerable users account for 73 % and 80 % of injuries to the upper and lower limbs, respectively, and 72 % of injuries to the face.

These results should be interpreted with caution, as the highly urbanized Rhône department does not necessarily reflect mainland France as a whole.

Fatal injuries in the Rhône

Between 2017 and 2021, 226 people died in the Rhône department. Of these, 128 died immediately at the scene of the accident and 98 died later in hospital (including more than 30 days after the accident). Three-quarters of these 226 people who died were men.

Those who died immediately at the scene of the accident therefore represent just over half of the fatalities (57 %). Car occupants accounted for the highest number (43 %), followed by PTW users (25 %), pedestrians (22 %), cyclists (8 %) and van occupants (2 %).

The body regions causing fatal injuries are mainly the chest (82 %), head (70 %), abdomen (58 %), and pelvis (22 %).

43 % of fatalities occur in hospital. Pedestrians account for the highest number (35 %), followed by car occupants (28 %), PTW users (20 %), and cyclists (20 %).

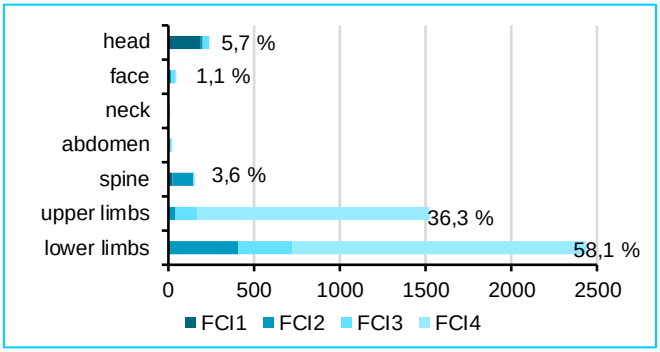
The body regions responsible for this mortality are the head (75 %), chest (58 %), abdomen (22 %) and pelvis (20 %). Two-thirds of fatalities occur within three days of the accident (known as early death). 13 % of deaths occur between 4 and 7 days, and 20 % of victims succumb to their injuries after more than 7 days.

Haemorrhage and respiratory distress due to chest trauma are responsible for immediate fatalities, while the consequences of brain trauma are responsible for secondary fatalities. Therefore, haemorrhagic lesions causing hemodynamic instability that are life-threatening in the short term take priority over head trauma.

Traumatic handicap

In the Rhône Registry, lesions are coded according to an international severity scale, the Abbreviated Injury Scale (AIS). Each AIS code is associated with a score that allows evaluating the severity of the injury: **Functional Capacity Index (FCI)**. It has 5 levels, from **1 for major deficiency** to 5 for no deficiency (see details of the FCI scale on page 180).

Handicap and affected body areas



Source: Rhône registry (2017-2021, non-fatal victims, proportion of victims with handicap in each area; the total exceeds 100 %, as a victim may be affected in several areas).

Estimated number of people with long-term handicap nationwide, by age, gender and travel mode

	Estimated number in 2024	Distribution in 2024	Change 2024/2023
Mode of			
Pedestrians	2 800	13%	- 1,7%
Cyclists	4 500	20%	- 0,7%
mPMDs	2 600	12%	+ 20,8%
PTW	8 100	36%	- 5,7%
PV	3 400	15%	+ 0,5%
Other	900	4%	+ 13,8%
Age group:			
0-13 y.o.	1 100	5%	+ 0,0%
14-17 y.o.	2 100	10%	+ 2,2%
18-24 y.o.	4 200	19%	- 0,3%
25-34 y.o.	3 700	17%	- 0,4%
35-44 y.o.	2 900	13%	- 0,7%
45-54 y.o.	2 900	13%	- 1,8%
55-64 y.o.	2 400	11%	- 1,6%
65-74 y.o.	1 500	7%	+ 2,5%
75 y.o. and +	1 200	6%	+ 8,0%
Gender:			
Men	5 900	27%	+ 0,4%
Women	16 100	73%	+ 0,1%

Pain is not part of the the FCI scale. However, according to a study of the ESPARR cohort in the Rhône, **two years** after the accident, pain persists in 77 % of seriously injured patients (MAIS3+) and 43 % of slightly injured patients (MAIS1-2). Among victims of whiplash, an injury that causes pain without functional impairment (FCI=5), more than one in two victims had not regained their previous level of health **one year** after the accident. This injury affects more than one-third of car accident victims.

The registry of road accident victims in the Rhône region (data relating to hospital patients) enables analysis of the expected consequences one year after the accident, based on the initial injuries. Patients are contacted again later for specific research projects.

Handicap depending on the body area

In the Rhône region, 8.3 % of victims suffer from handicap: 0.5 % will have major handicap (GCS=1), 1.2 % will have severe handicap (GCS=2), 1.0% will have serious handicap (GCS=3), and 5.6 % will have moderate handicap (GCS=4).

Major handicap are neurological (cerebral or spinal), while the **most common handicap** are orthopaedic in origin.

Major handicap are mainly due to brain damage (intracerebral haemorrhage or hematoma). In France, 450,000 people are estimated to have a disability related to **traumatic brain injury** (TBI) from all causes: 20 % of severe TBI victims die, 20 % will have a severe disability (dependence), 30 % will have a moderate disability, and 30 % will recover[1]. Other major handicap result from spinal cord injuries leading to **quadriplegia or paraplegia**. This loss of functional independence is accompanied by multiple “invisible” organ impairments (urinary, anorectal, cardiovascular, respiratory), with psychological, social, and family repercussions.

Functional handicap related to the limbs (complex malleolar fractures, femur and radius fractures) are most often mild (FCI=4): difficulty walking, joint stiffness, osteoarthritis, or motor or sensory deficits.

6 months after a **concussion** (mild TBI), many symptoms/disabilities persist (headaches, nausea, sleep disorders, memory, attention, executive functions, depression, anxiety, emotional lability). Thirty percent of people have not returned to work/school; 50 % are suffering from post-traumatic stress[2].

Among those seriously injured according to the AIS (immediate severity, MAIS3+), just over half will have handicap (all levels), and nearly one in ten will have major handicap (GCS=1).

Handicap at national level

At the national level, nearly 22,300 injured people will still be suffering from handicap one year after the accident. **Men account for 73 %** of those injured with handicap (75% of seriously injured people and 64% of those with minor and moderate injuries). **People under the age of 35 account for 50 %** of those injured with handicap (47 % of MAIS3+ and 59 % of MAIS1-2, respectively). **Vulnerable road users account for 81%** of those injured with handicap (compared to 66 % and 54 %).

[1] Brazinova et al, 2021
[2] Van der Naalt et al, Lancet Neuro, 2017

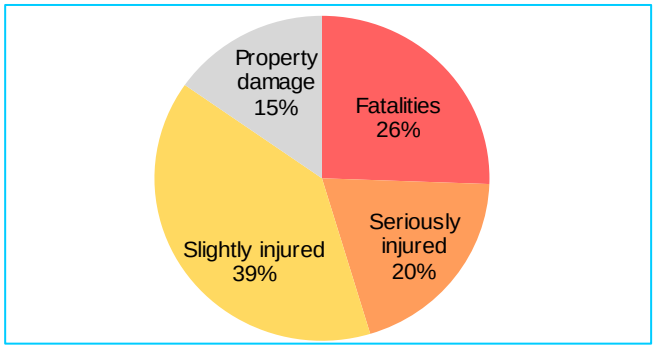
Cost of road accidents

Estimated total cost of road accidents in 2024 according to the Quinet report and the VALOR report

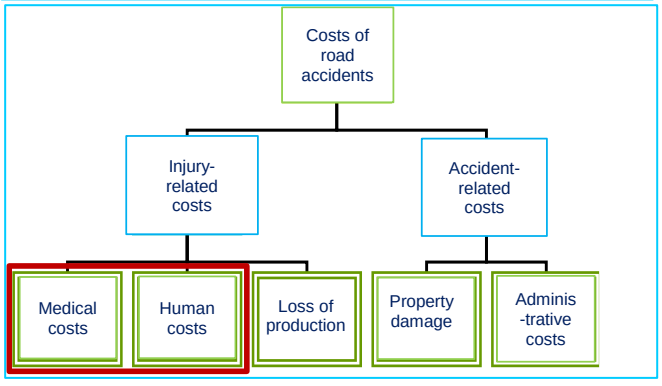
2024		Number	Quinet	VALOR
Reference values (k€)	Fatalities	-	4 159	6 680
	Seriously injured MAIS3+ *	-	520	1036
	Non-seriously hospitalized injured	-	520	835
	Slightly injured	-	21	33
	Property damage	-	6	6
Values Evol.	2023-2024	-	3,7%	3,7%
	2019-2024	-	17,2%	17,2%
Cost (Billion €)	Fatalities	3 193	13,3	21,3
	Seriously injured MAIS3+ *	15 924	8,3	16,5
	Non-seriously hospitalized injured	31 848	16,6	26,6
	Slightly injured	187 839	3,9	6,3
	Injury accident	180 027	1,1	1,1
	Damage-only accident	1 816 800	11,6	*11,6*
Total cost (Billion €)	2024	-	54,8	83,4
	2023	-	52,7	80,3
	2019	-	48,4	73,3

*The number of injuries according to severity is estimated based on ONISR – UGE modelling (see page 192). For the calculation of costs, pending the results of additional work at VALOR, MAIS3+ and MAIS1-2 injuries are then divided into non-serious hospitalized injuries (twice the number of MAIS3+) and slight injuries (the remaining). The number of accidents involving personal injury is estimated using the ratio of estimated victims to victims recorded in the BAAC database.

Distribution of the cost of road accidents according to accident severity (VALOR estimates)



Breakdown of road traffic accidents costs



Source: European Project "Safetycube", 2017.

Road accidents costs were the first to be included in the socio-economic assessment of transport infrastructure. The June 16, 2014 directive from the Ministry of Transport incorporates the recommendations of the Quinet mission, published in 2013. The value calculated for an injured person hospitalized for more than 24 hours is "12.5 % of the statistical value of human life (SVHL)" and for a slightly injured person "0.5 %." These values follow the recommendations of the European HEATCO project[1] which suggests using a percentage of the SVHL when a direct calculation cannot be made.

In 2024, 1.21 million accidents involving property damage were reported to insurance companies for civil liability[2], to which must be added 611,000 estimated vehicle damages for accidents involving a single vehicle. The **cost of damage only accidents**, in which nobody is injured, is thus **in the order of €11.6 billion.**

The cost of injury accidents in France mainland, calculated on the basis of Quinet values, amounted to €43.2 billion in 2024. The cost of road safety according to the **Quinet** method therefore amounts to **€54.8 billion.**

The reference values defined for human life and injuries required additional work, based on the willingness to pay. This work was carried out by Gustave Eiffel University as part of the M-VASEM project, which is part of the European **VALOR** project. An estimate of the unit value of a fatality or serious injury over a larger number of costs incurred was thus produced. The results give a statistical value of life 1.6 times higher (€6.680 million) and a value of serious injury twice as high (€1.036 million) than those established by the Quinet report.

On this basis, **the cost of road accidents is estimated at €83.4 billion, or 2.8% of GDP** in 2024.

Fatalities and serious injuries account for nearly half of this cost:

- €21.3 billion for mortality (26 %);
- €16.5 billion for serious injuries (20 %);
- €32.9 billion for minor or moderate injuries (39 %)
- €12.7 billion for property damage (15 %).

However, this estimate does not cover all the costs associated with road accidents as identified by the European Safetycube project: administrative costs, loss of production, and part of the medical costs are not included. The latter represent approximately 25 % of the total cost of road safety; **the total cost is therefore estimated at €104 billion, or 3.6 % of GDP**.

[1] Bickel, P., Friedrich, R., *et al*. 2006
[2] France Assureurs

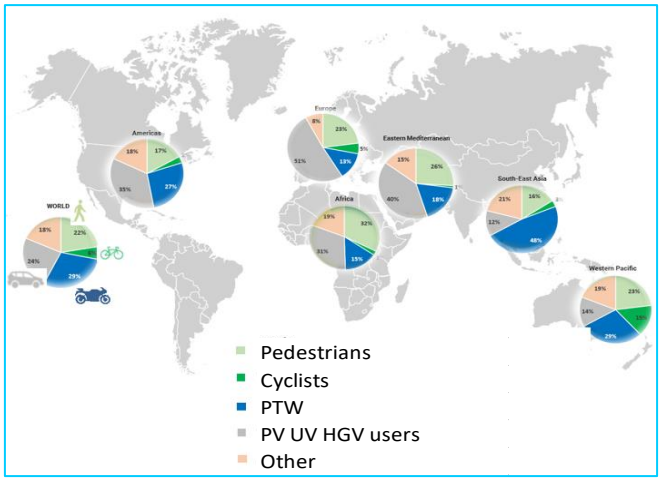
Road safety around the world

Global Plan for the Decade of Action 2021–2030 for Road Safety (2021)

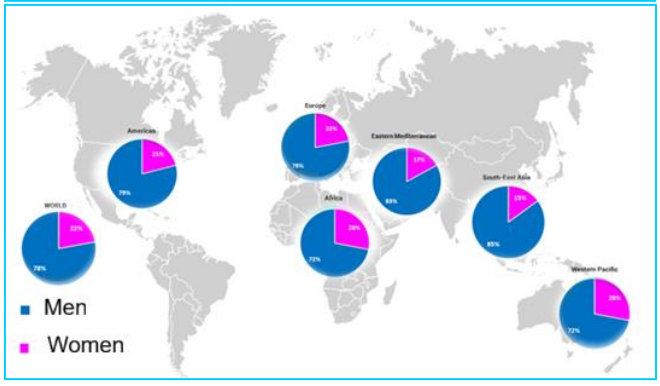
The two targets of the Sustainable Development Goals relating to road safety (SDG 3.6 and 11.2)

3 GOOD HEALTH AND WELL-BEING	**SDG 3**: Ensure healthy lives and promotes well-being for all at all ages	**Target 3,6:** By 2020, halve the number of global deaths and injuries from road traffic accidents
11 SUSTAINABLE CITIES AND COMMUNITIES	**SDG11:** Make cities and human settlements inclusive, safe, resilient and sustainable	**Target 11.2:** By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, people with disabilities and older people.

Distribution of fatalities by travel mode by major global region (Source: WHO, 2023)



Distribution of deaths by gender by major world region (Source: WHO, 2023)



A global target to reduce road fatalities

In 2021, the WHO, a specialised agency of the United Nations, developed a **Global Road Safety Action Plan for the decade 2021-2030**. This plan aims to guide and assist countries with the goal of **reducing the number of road fatalities and injuries by 50 % by 2030** (target 3.6 of the Sustainable Development Goals). To encourage the international community to make progress on the various risk factors for road safety and to monitor progress, the WHO has defined **12 voluntary global performance targets**[1], each with one or more indicators.

The latest report on road safety published by the WHO in 2023 estimates that **1.19 million people were killed** on the world's roads **in 2021**, a **5 % decrease from 2010** (1.25 million fatalities). More than half of United Nations Member States reduced their number of road fatalities between 2010 and 2021, even though the number of vehicles on the road more than doubled and the world's population increased by one billion. The report highlights the effectiveness of efforts to improve road safety but indicates that they remain insufficient to achieve the decade of action target.

Issues related to knowledge and regulation

In many low- and middle-income countries, **collecting accident data is the first step in defining an effective road safety policy.** The Lyon Declaration, issued at the 7th IRTAD conference in 2022, contains 14 guidelines[2] on this subject.

In early 2025, the 4th Global Ministerial Conference on Road Safety was held in Marrakesh. This conference, organised by WHO every four years, brought together more than 100 ministers. It resulted in the Marrakesh Declaration, a roadmap aimed at strengthening international commitment to safer and more accessible roads for all. Key measures include the implementation of the Decade of Action for Road Safety 2021-2030 and the strengthening of national and international commitments.

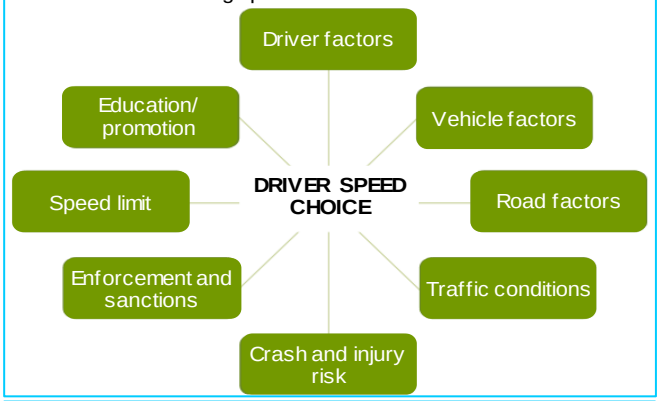
Legislation is also a key area for action. WHO points out that 170 countries have seat belt laws, but only 117 require all occupants to wear them. However, this is 11 more countries than in 2018.

[1] https://cdn.who.int/media/docs/default-source/documents/un-road-safety-collaboration/targets-and-indicators-visual-clean.pdf?sfvrsn=29627bde_5

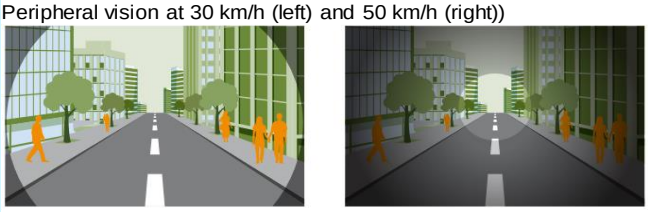
[2] https://www.itf-oecd.org/sites/default/files/repositories/irtad_conference_final_declaration.pdf

'Speed management: a road safety manual for decision-makers and practitioners' (WHO, 2023)

Risk factors influencing speed choice

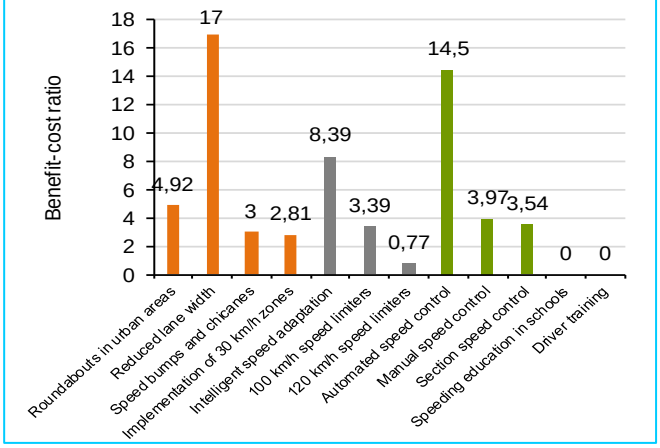


Peripheral vision at 30 km/h (left) and 50 km/h (right))



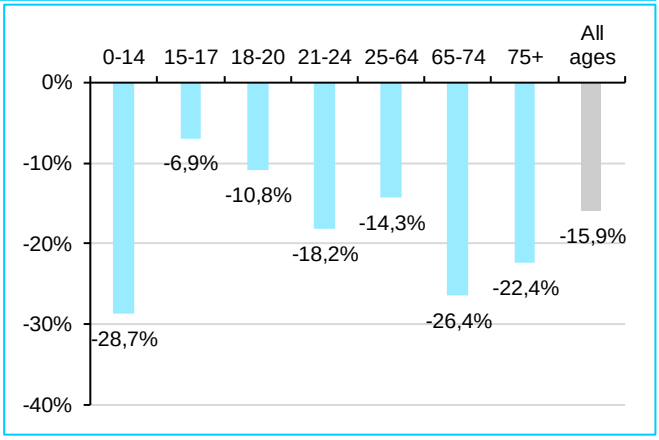
Source: Toronto Police Traffic Services

Cost-benefit ratio of measures relating to infrastructure, vehicles, speed control and behaviour



Source: *Speed management, a road safety manual for decision-makers and practitioners*, p.24, WHO, 2023.

Evolution in the number of deaths by age group between 2013 and 2023 in 28 IRTAD countries



Source: *Road Safety Annual Report*, p.53, IRTAD, 2024.

A practical manual to speed

WHO reissued, in 2023, a road safety manual for decision-makers and practitioners[1]. The **specific risks associated with speed** are presented in this manual. Traffic speed plays a direct role in the occurrence of accidents and also impacts the severity of injuries due to the amount of energy released during the impact. Recent research has identified an exponential relationship between speed and accidents. This relationship results not only from vehicle dynamics and the energy released, but also from the increased difficulty for drivers to cope with situations where they lose control. This is because drivers' peripheral vision decreases as speed increases, even though the stopping distance is longer. The physiological fragility of human beings leads to **recommendations for speed limits of 30 km/h in areas frequented by pedestrians.**

This manual identifies the various factors that influence drivers' **choice of speed**. Speed limits and control are only part of the factors: education, risk perception, traffic conditions and factors specific to the driver, vehicle and road all contribute to the choice of speed. Several types of interventions are evaluated based on their **cost-benefit** ratio (see opposite).

Changes between 2013 and 2023

The IRTAD 2024 report, based on figures for 2023, shows a **1.9% increase in the number of road deaths** between 2013 and 2023 in the 35 IRTAD member countries [2]. Excluding the United States, the number of deaths **fell by 12.8%**.

This decrease was observed in 26 of the 35 IRTAD countries, notably in South Korea (-49.9%), Poland (-43.6%) and Norway (-41.1%). Conversely, nine countries recorded an increase in mortality, including Colombia (+43.2%), New Zealand (+34.8%), the United States (+24.6%) and the Netherlands (+20%).

Among IRTAD countries with data available between 2013 and 2023:

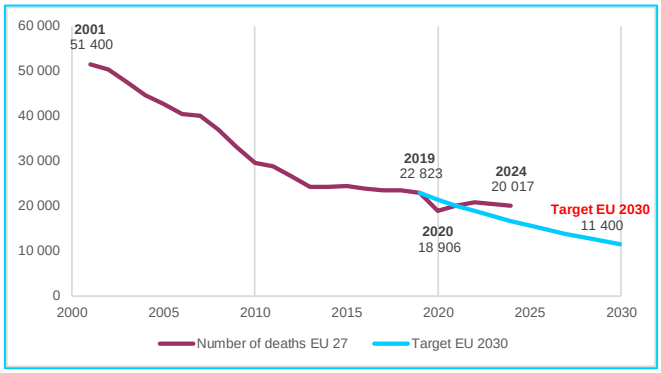
- Car deaths fell by 19.2%;
- The number of pedestrians' deaths fell by 29.2%, with a decrease in 23 countries;
- Cyclist mortality fell by 10.3%, despite a 150% increase in Israel;
- The number of PTW deaths rose by 22.2%, with the number doubling in Colombia and Chile in particular.

[1] WHO, *Speed management, a road safety manual for decision-makers and practitioners*, 2023.

[2] List of 35 countries (ISO code): AR, AT, AU, BE, CA, CH, CL, CO, CR, CZ, DE, DK, ES, FI, FR, GB, GR, HU, IE, IL, IS, IT, JP, KR, LT, LU, NL, NO, NZ, PL, PT, SE, SI, UK, US.

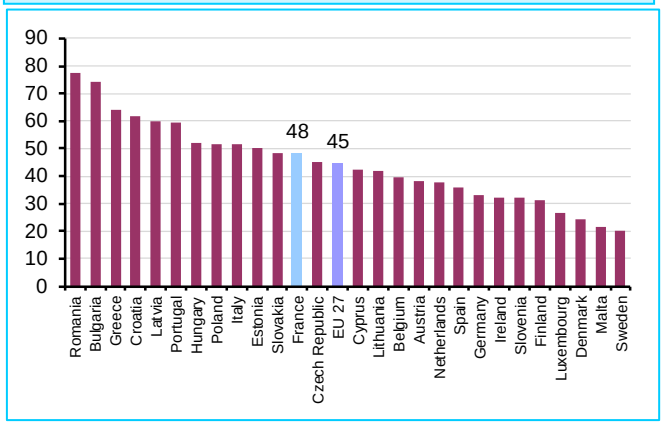
France in the Europe of road safety

Mortality change in the European Union of 27 Member States: target for 2030



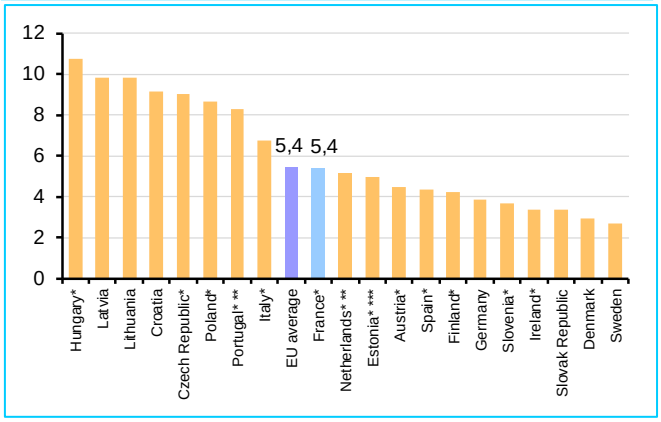
Provisional data for 2024
Sources: European Commission, March 2025, and CARE (European accident database).

Road deaths per million inhabitants in Europe (provisional data for 2024)



Source: ETSC, *19th Annual Road Safety Performance Index (PIN) Report*, june 2025.

Road deaths per billion vehicle-km in Europe (average 2022–2024)



* Average for 2021–2023; **: Motorcycles not included; ***: Moped not included
Source: ETSC, *19th Annual Road Safety Performance Index (PIN) Report*, june 2025.

Approximately 1.19 million people die each year on the roads worldwide[1] 1.7 % of whom are in the European Union (EU). The provisional report for 2024 show 20,017 deaths across the 27 EU Member States, a decrease of 2 % compared to 2023 and 12 % compared to 2019, the reference year for the decade. In comparison, France has seen only a slight decrease since 2019 (- 2 %) and an increase since 2023 (+ 1 %).

The EU's target for the decade is to halve the number of deaths and serious injured [2] by 2030, which means falling below 11,400 deaths in the EU, representing an average decrease of 6.1 % per year between 2019 and 2030.

Road mortality in Europe

According to the first estimates for 2024, the biggest declines compared to 2023 are observed in Luxembourg (- 31 %), Malta (- 25 %) and Lithuania (- 24 %). However, road deaths increased in five countries, including France (+ 1 %), Estonia (+ 17 %) and, above all, Cyprus (+ 21 %).

France accounts for 15.9 % of road deaths in the EU 27, despite having a smaller share of the population (14.8 %). The number of deaths per million inhabitants in the EU is 45 in 2024, compared with 48 in France.

In 2024, the number of deaths per million inhabitants in the EU ranged from 20 in Sweden to 77 in Romania, with 33 in Germany, 36 in Spain and 51 in Italy.

In relation to traffic, France has a road death rate that is identical to the EU average. From 2022 to 2024, there will be an average of 5.3 deaths per billion kilometres travelled in France and in the EU 27.

According to age groups (EU27, 2023)

In 2023, young people aged between 15 and 24 represent 10.6 % of the population in Europe, but 13.7 % of road deaths. In France, while in 2010 they represented 12.4 % of the population and 24.8 % of deaths, they now represent 12.0 % and 18.8 % respectively.

As regards the senior population (aged 65 and over), the situation in France is more favourable than the European average. In 2023, the senior will account for 29.9 % of road deaths in Europe, compared with 21.3 % of the population. In France, they will account for 28 % of deaths, compared with 21.1 % of the population. The cases of Germany (37.7 % of deaths for 22.2 % of the population) and the Netherlands (43.8 % for 20.2 %, respectively) are particularly striking in terms of the risks faced by senior citizens on the road.

[1] WHO, *Global status report on road safety 2023*, 2023.
[2] EU Road Safety Policy Framework 2021-2030

Contextual data

Population (millions inhab; at 01/01/2022)	83,1	48,1	66,0	59,0	17,8	447,7
Surface area (thousands of km²)	353,3	502,7	551,7*	297,8	34,1	4 470,6
Motorway network (km; 2021 data)	13 155	15 860	11 664	6 978	2 790	74 862
Total road network (thousands of km; 2021 data)	229,6	667,0	1 101,8	236,4	141,8	4 475,0
Road traffic (billion veh-km; 2021 data)	822,9	318,7	718,4	580,4	115,8	3 869,3
Motorization (light vehicles/1,000 inhab; 2021 data)	583,2	554,3	571,9	674,6	501,8	560,2
LV fleet (million vehicles; 2021 data)	48,5	26,3	38,8	39,8	8,8	250,2
PTW fleet (million vehicles; 2021 data)	4,8	5,7	3,8**	10,1	1,9	37,2
Maximum speed on motorways	130*	120	110-130	110-130	100-130	/

Source : Commission européenne, *EU Transports in Figures - Statistical pocketbook 2024*, 2024. France: data France mainland
*IGN data
**ONISR estimates

Mortality per million inhabitants

In 2000	91	142	133	117	68	113
In 2010	45	53	64	70	39	68
In 2015	43	36	54	56	31	52
In 2019	37	36	50	55	34	51
In 2023	34	37	48	52	38	46
Estimate 2024	33	36	48	51	38	45

Source: ETSC, *19th Annual Road Safety Performance Index (PIN) Report*, june 2025.

Roads mortality by age

Deaths 15-17 y.o.	70	32	98	51	19	461
Deaths 15-17 y.o. / Total	2,5%	1,8%	3,1%	1,7%	3,1%	0,0%
Population 15-17 y.o. / Total	2,8%	3,2%	3,8%	2,9%	3,3%	3,2%
Deaths 18-24 y.o.	272	184	497	313	66	2 334
Deaths 18-24 y.o./ Total	9,6%	10,2%	15,7%	10,3%	10,9%	11,4%
Population 18-24 y.o. / Total	7,2%	7,3%	8,2%	7,0%	9,0%	7,4%
Deaths 15-24 y.o.	342	216	595	364	85	2 795
Deaths 15-24 y.o. / Total	12,0%	12,0%	18,8%	12,0%	14,0%	13,7%
Population 15-24 / Total	10,0%	10,5%	12,0%	9,9%	12,3%	10,6%
Deaths ≥ 65 y.o.	1 071	464	887	1 041	266	6 091
Deaths ≥ 65 y.o. / Total	37,7%	25,7%	28,0%	34,3%	43,8%	29,9%
Population ≥ 65 y.o. / Total	22,2%	20,1%	21,1%	24,0%	20,2%	21,3%

Source: CARE database, 2023 data.

Roads mortality by network

Roads outside urban areas	1 635	943	1 877	1 471	261	10 543
Roads outside urban areas / Total	57,6%	52,2%	59,3%	48,4%	42,9%	51,7%
Roads in urban areas	902	518	1 021	1 329	288	7 739
Roads in urban areas / Total	31,8%	28,7%	32,2%	43,7%	47,4%	38,0%
Motorways	302	345	269	239	59	1 700
Motorway deaths / Total	10,6%	19,1%	8,5%	7,9%	9,7%	8,3%

Source: CARE database, 2023 data.

Roads mortality by user category

Motorists	1 192	703	1 512	1 332	200	8 831
Motorists deaths / Total	42%	39%	48%	44%	33%	43%
PTW	550	485	706	802	79	3 960
PTW deaths / Total	19%	27%	22%	26%	13%	19%
Cyclists	446	90	221	212	208	1 904
Cyclists deaths / Total	16%	5%	7%	7%	34%	9%
Pedestrians	442	90	439	485	73	3 626
Pedestrians deaths / Total	16%	5%	14%	16%	12%	18%
Total 2022	2 839	1 806	3 167	3 039	608	20 389

Source: CARE database, 2023 data.

Comparative analysis (EU27)

Since 2000, road deaths in France have been in line with the European average. In 2024, however, the number of deaths per million inhabitants in France (the indicator used for comparisons) was 48, compared with 45 for the EU-27. In the same year, there were 33 deaths per million inhabitants in Germany, 36 in Spain, 51 in Italy and 38 in the Netherlands.

France has specific territorial characteristics that make comparisons difficult. Its population is equivalent to Italy and lower than Germany. However, France's surface area and the length of its road network are much greater: maintaining and improving such a road network represents a significant cost for French taxpayers and limits the proportion of the network that can be upgraded to a high level of service. The overall volume of traffic in France is lower than in Germany but higher than in Italy or Spain. However, due to its size, the French road network is better able to absorb it. Traffic is less dense, which encourages higher speeds. In Germany, despite higher speed limits than in France on roads outside urban areas, speeds are often limited in practice by congestion and traffic density. Almost 60 % of road deaths in France occur on **roads outside urban areas**, a rate similar to Germany but higher than in the other countries mentioned (Spain, Italy and the Netherlands). In 2023, motorways account for 8.5 % of road deaths in France, which is similar to the EU average but lower than in Germany (10.8 %) or Spain (19.1 %). Italy has the highest mortality rate per kilometre: 32 deaths per 1,000 km of motorway, compared with 23 in France and 22 on average in EU countries.

In 2023, the proportion of **powered two-wheelers users** in deaths in France (22 %) is higher than the EU average (19 %). It is certainly lower than in Italy (26 %) or Spain (27 %), but the French powered two-wheelers fleet is significantly smaller (estimated at 3.8 million vehicles in France in 2022, compared with 5.7 million in Spain and 10.1 million in Italy).

The number of **pedal cycle** deaths in France has been rising sharply for several years. In 2024, it is 2.5 times higher than the number of cyclists killed in Spain, but half that of Germany. In France, cyclists account for 7% of road deaths, which is significantly lower than the rates in Germany (16 %) and especially the Netherlands (34 %).

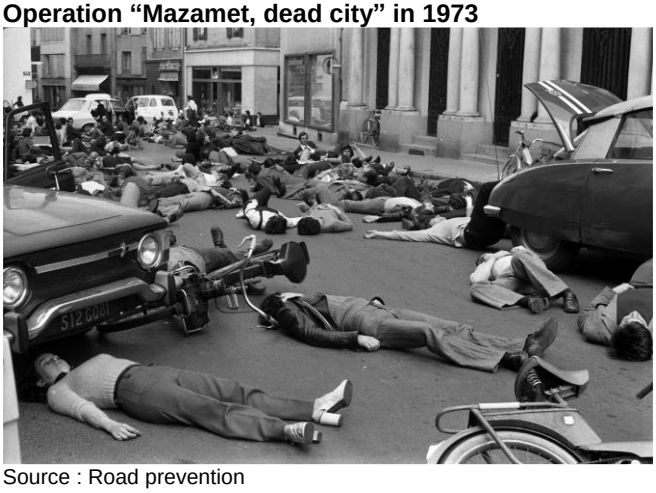
In France, the issues concern 18-24 year olds, powered two-wheelers users and roads outside urban areas.

Mortality among 65 year olds and over is increasing in France, as in all the countries observed, and is a strong trend, as are issues relating to pedestrians and cyclists.

The history of road safety in France

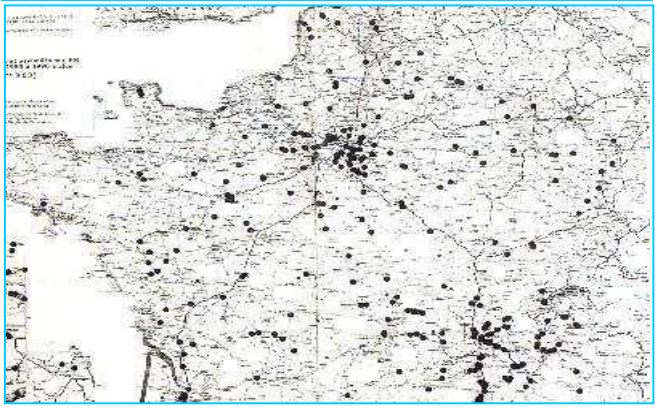
Since the post-war period, more than 700,000 people have been killed on France's road.

Operation "Mazamet, dead city" in 1973



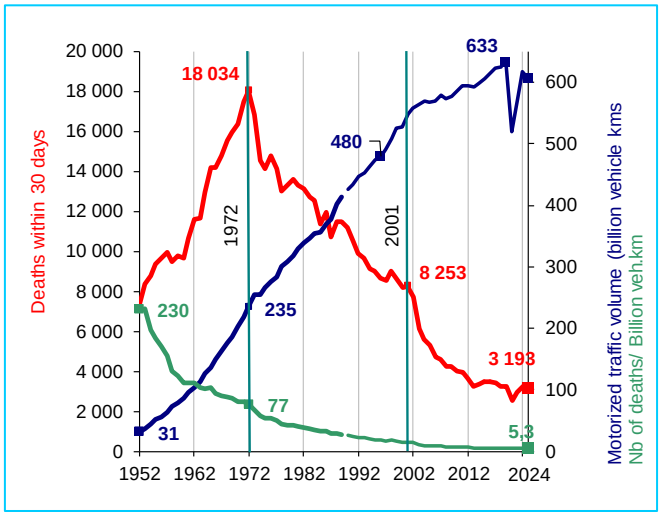
Source : Road prevention

Map of black spots on trunk roads treated from 1983 to 1990



Source: DDM, Road prevention

Comparative evolution of mortality and road traffic between 1952 and 2024*



The traffic data provided by SDES have been rebased in 2024 for the years 1990 to 2023.
*2024 : provisional traffic data

Long-term improvements in road safety are the result of coordinated policies at local, national and international levels to ensure safe travel, from spatial planning to the implementation of collective or individual mobility solutions. Road safety depends jointly on infrastructure (design, maintenance, operation), vehicles (passive and active safety) and user behaviour (education, prevention, enforcement). Care for the injured and medical advances complete the picture.

From post-war to 1972

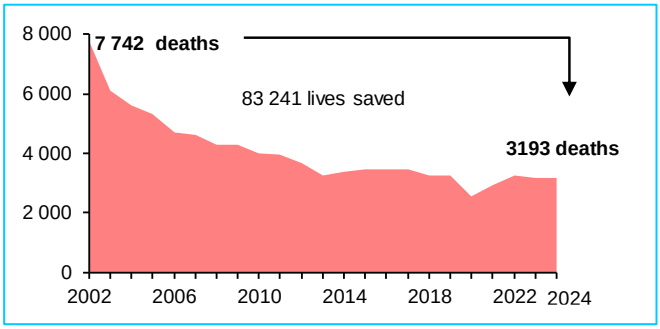
During the 30-year post-war boom, also called Trente Glorieuses in French, strong economic growth democratised access to cars, leading to a sharp increase in accidents. All traffic rules were clarified in 1954. That same year, reliable accident statistics reported 7,539 deaths within three days. Significant investments were made in the national road network, with the building of half of all motorways between 1946 and 1975, making travel faster and safer. Work to address black spots on national roads (NR) began in the 1960s; in 1962, the speed limit (SL) was 60 km/h in towns and, at the end of the decade, SL was trialled on NRs during busy weekend departures. Blood alcohol thresholds were introduced (0.8 g/L for a fine, 1.2 g/L for a criminal offence). Between 1952 and 1972, the number of deaths increased 2.5-fold and traffic increased 7.5-fold. The number of deaths per billion vehicle kilometres travelled fell from 230 to 77.

From 1972 to 2002

Road safety policy has been structured over the years: creation of the Interministerial Road Safety Committee, appointment of an interministerial delegate. In 1972, mortality reached its peak: 16,545 deaths recorded within six days (18,000 deaths within 30 days), a situation denounced by the 16,000 inhabitants of Mazamet lying on the ground. This collective awareness led to the introduction of speed limits outside towns, the wearing of seat belts in the front (and in the back in 1991) and helmets for PTW. Local road safety policy was structured (departmental road safety plans); the REAGIR programme[1] was created after the Beaune accident in 1982 (53 deaths, including 44 children). Vehicles became safer (ABS, airbags, technical inspections in 1985). In 1989, the White Paper on Road Safety[2] outlined the main directions and expressed the need to improve control. The points-based driving licence was introduced in 1992. Between 1972 and 2002, mortality fell by 54% despite a 2.3-fold increase in traffic, resulting in a drop in the number of deaths from 77 to 14 per billion vehicle-kilometres travelled.

[1] REAGIR: Respond with serious accident investigations and remedial initiatives.
[2] Pierre Giraudet, *Livre blanc de la sécurité routière*, La documentation française, 1989.

Number of lives saved in France mainland compared to 2002 mortality



INSEE scenario for the population distribution in France mainland by age group in 2030

0-13 y.o.	14-17 y.o.	18-24 y.o.	25-34 y.o.	35-44 y.o.	45-54 y.o.	55-64 y.o.	65-74 y.o.	75 y.o. and +
15,9%	4,7%	8,3%	11,7%	12,1%	11,6%	12,2%	11,1%	12,3%

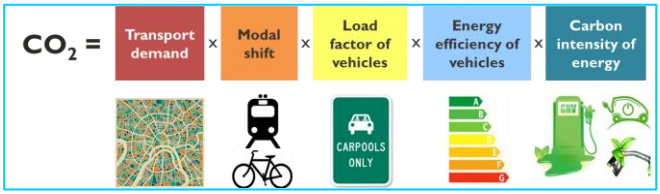
Source: INSEE central scenario 2060

Structure of road deaths in France mainland in 2010 and 2023, and projection for 2030

Year	2010	2024	2030
Mortality	3 992	3 193	projection
Share of			
0-13 y.o.	2,8%	1,4%	0,8%
14-17 y.o.	4,5%	2,9%	0,9%
18-24 y.o.	20,8%	16,6%	14,1%
25-34 y.o.	17,6%	13,8%	12,2%
35-44 y.o.	13,7%	12,5%	10,8%
45-54 y.o.	12,7%	12,2%	8,3%
55-64y.o.	8,8%	12,3%	22,5%
65-74 y.o.	6,6%	11,4%	7,5%
75 y.o. and +	12,5%	16,8%	22,8%

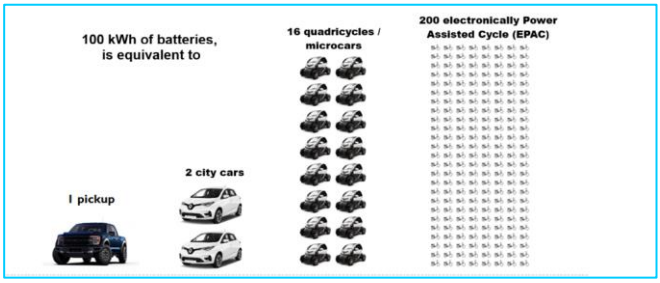
The projection for 2030 is based on INSEE demographic projections (central scenario), extending for each age group the 2015-2019 trend in deaths relative to the population.

Reducing CO_2 emissions from transport



Source: https://chair-energy-prosperity.org/wp-content/uploads/2019/01/These-Aurelien-Bigo.pdf

Reducing CO_2 emissions from transport



Source: L'avenir des véhicules intermédiaires, Transports Urbains

From 2002 to 2024

The National Road Safety Council (CNSR) was created in 2001[1]. In July 2002, road safety was one of the four priority areas for the President of the Republic. The first fixed speed cameras were installed. The probationary driving licence was introduced in 2004. Driving under the influence of alcohol resulted in a 6-point penalty. There were fewer than 5,000 deaths in 2006 and a 51% reduction in deaths between 2000 and 2010. More than 30,000 lives were saved during this period, three-quarters of which were due to lower speeds and 11% to improvements in the safety of the vehicle fleet[2]. With the target of a 50% reduction in deaths achieved for the period 2000-2010, the European Union has set the same target for the period 2010-2020. Like other European countries, road deaths in France have stagnated since 2013. Thanks to new measures such as employer involvement in prevention, diversification of speed cameras, improved driver training and a reduction in the speed limit to 80 km/h, the trend began to reverse at the end of the decade. Traffic restrictions in 2020 and 2021 during the pandemic temporarily reduced the number of road deaths (the 2020 figure is equivalent to 1925 for a vehicle fleet that has increased 50-fold). In 2024, the number of deaths fell by 1.6% compared to 2019. Thus, mortality fell by 53% between 2002 and 2012 (with traffic increasing by a factor of 1.1), and by 11% between 2012 and 2019 in a context of stable road traffic. The number of deaths per billion vehicle-kilometres travelled fell from 14 in 2002 to 5.3 in 2024.

Outlook for 2030

France supports the European targets of halving the number of deaths and serious injured by 2030 (using 2019, before the pandemic, as the reference year). The proportion of senior citizens in the population and in road deaths will continue to increase. In the post-pandemic period, if the 2024 figures remain close to those of 2019, the structure of mortality will have evolved with the development of sustainable mobility and teleworking.

Furthermore, Europe is incorporating the evolution of mobility into its "Fit for 55" decarbonisation strategy (a 55% reduction in CO_2 emissions between 1990 and 2030). In France[3], 30% of CO_2 emissions are generated by transport. For individual travel, cars account for 78% of emissions. The levers for action are based on sobriety (reducing travel rather than increasing it, modal shift, carpooling) and technological progress (clean vehicles and low-carbon energy production). In this sense, the structure of the vehicle fleet will evolve (more electric vehicles, smaller vehicles), which should reduce CO_2 emissions.

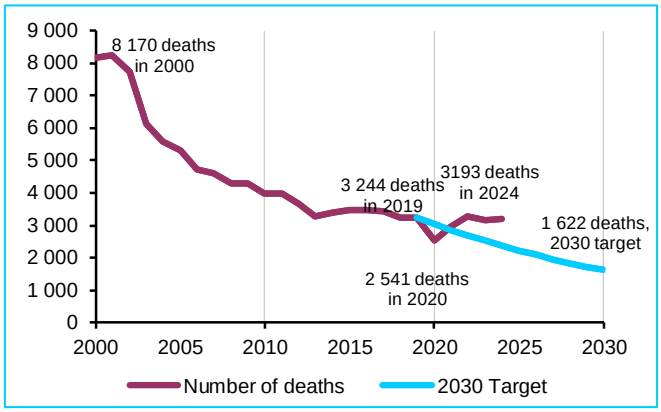
[1] 6th mandate 2025-2028, the founding decree of 28/08/2001 was significantly modified by decree no. 2016-1511.
[2] Page Y. *et al.*, *How safe is vehicle safety? The contribution of vehicle technologies to the reduction in road casualties in France from 2000 to 2010*, Conference AAAM, 2011.
[3] https://www.ecologie.gouv.fr/strategie-nationale-bas-carbone-snbc

Systemic approach in France

Since 1972, road safety policy in France has been based on taking into account the multifactorial nature of accidents and the need for a systemic approach to address them.

This approach makes it possible to study how to rethink the organisation of roads to improve the sharing of public space, by considering new mobility needs, new uses and the ageing population across all components of the system.

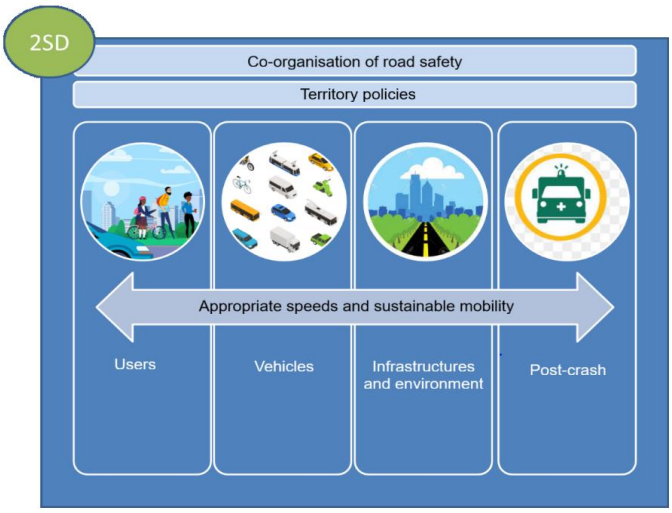
Mortality trends in France since 2000 and the 2030 target



Source: BAAC deaths within 30 days, adjusted from 2000 to 2004.

Towards a Safe Sustainable System (2SD)

In 2022, the committee of experts submitted a report to the plenary session of the National Road Safety Council: **"The Safe System approach and its implementation in France, towards a Sustainable Safe System".** The experts consider that consolidating the existing systemic approach in France is an "*opportunity to bring together the energies, initiatives and organisations working for road safety*".



Source: Report by the committee of experts to the CNSR, nov 2022.

The goals

With the signing of the European declarations of Valletta in 2017 and Stockholm in 2020, France has made a long-term commitment to the "zero vision". It has adopted the UN's goal of halving road deaths and serious injured for the current decade. Together with the European Union, France is continuing its systemic and multi-level approach to road safety policy.

Improving travel safety is part of the European Union's "Fit for 55" initiative, which aims to reduce CO_2 emissions by 55% between 1990 and 2030. The need to change travel habits is likely to alter the structure of accidents and therefore shift the priorities for action.

Finally, new challenges are emerging as a result of major societal changes, such as an ageing population, the need for ecological transition, including the adaptation of cities and regions to climate change, and even changes in mobility (active, shared) and the gradual spread of vehicles with partial or full driving delegation.

Road safety stakeholders

Road safety policy is a proactive interministerial policy. It covers several areas and impacts a variety of stakeholders.

As part of its new mandate (2025-2028), the National Road Safety Council (CNSR) has defined several priorities for action. These include: improving road sharing, adapting infrastructure to better respond to new forms of mobility, strengthening victim support, and mobilising citizens around the "zero death, zero injured" vision at the local level, drawing on the closest circles of life (family, school, business, etc.). To inform its work, the CNSR relies on a committee of experts.

Territorial policies

In the departments, the 2023-2027 general guidance documents (DGO) define the local road safety strategy. Drawn up in consultation, they are signed by the Prefect and the most relevant institutional partners: the public prosecutor, presidents of departmental councils and other major local authorities.

Local authorities are involved in road safety in various ways: as transport planning authorities, road managers, developers, police authorities and organisers of educational and awareness-raising events on transport. They ensure the consistency of local development and transport policies.

What data is needed for a Safe Sustainable System?

Better characterize the accident, in particular:

- users involved (severity and medical follow-up);
- vehicles (equipment and activation of on-board systems);
- infrastructure (road context, road conditions).

Better interface accident data with other databases to better assess road risk:

- emergency services data (SDIS,etc.), particularly for information on accidents involving cyclists and pedestrians;
- public health data (victims, their injuries and their outcomes);
- mobility data: traffic by travel mode (cars, motorised two-wheelers, pedal cycles, pedestrians, heavy goods vehicles, mPMDs), usage;
- infrastructure data (speed limits, road categories, presence of cycle facilities, pedestrian crossings, speed bumps, speed cameras, etc.).

The International Transport Forum (ITF) Safe System tool

In 2024, the ITF proposed a tool with three purposes:

- **Self-assess** the status of a project, strategy or plan in relation to the implementation of a safe system;
- **Provide general guidance** on the interventions needed to implement the Safe System approach;
- **Monitor progress** towards the implementation of the Safe System.

Cerema worked to propose an operational version for large urban areas. Lyon, Barcelona, Warsaw, Budapest, Zagreb and Bologna have been able to test this tool as part of the European “Reallocate” project: each entity identifies how it can invest in each pillar of the Safe System with its partners, establish or re-establish dialogue, become aware of differences in approach and adopt common objectives and projects.

In France, Strasbourg has embarked on this self-assessment. Lyon, for its part, is developing “En vie demain” (Alive tomorrow), its version of Vision Zero inspired by the approaches of large urban areas such as London, Montreal and Brussels

Sources : https://safesystemtool.itf-oecd.org/en/framework/
https://www.cerema.fr/fr/actualites/projet-reallocate-cerema-partage-ses-competences-europe

Appropriate speeds and sustainable mobility

Speed is a major factor in accidents. It also increases the severity of injuries and the probability of survival or sequelae. This line therefore cuts across all four pillars of the Safe and Sustainable System. The speeds at which users travel depend on the environment they are travelling through, the rules governing the infrastructure, the travel mode chosen and their personal experience (understanding of the road system, relationship to the rules, travel habits and vehicle used, societal considerations).

To support the safe development of soft travel modes, measures to reduce the speeds of motorised vehicles are necessary in shared spaces, as pedestrians and cyclists are not protected by a passenger compartment of a vehicle in an accident. In urban areas, local authorities are gradually lowering the speed limit to 30 km/h.

Road users

Education and preventive actions are essential for learning how to travel safely in all areas, for one's own safety and that of others. A continuous education programme is implemented from an early age, adapted to the travel modes of children, adolescents and young adults. The control aspect accompanies the promotion of safe behaviour.

Vehicles

Thanks to the European Vehicle Safety Directive, new safety equipment requirements, such as advanced driver distraction warning systems and advanced speed limiters, came into force in 2024 for new car models.

Infrastructure and the environment

France is updating its assessment tools to meet the criteria of the 2019 European directive on road infrastructure management (GSIR project). The directive specifies the safety audits and studies required for both the construction or development of national road network infrastructure and the improvement of the existing network.

Post-crash care

Since 1995, the Rhône register has been recording victims of road accidents in the Rhône department. It enables the study of injured and their outcomes. Modelling carried out with ONISR describes the characteristics and progress of injured, particularly those with serious injuries, according to the environment, vehicles and users involved, in order to follow up those with sequelae one year after the accident.

Road safety stakeholders

Road safety, a public policy, concerns every citizen, community and company.

The Interministerial Committee on Road Safety (CISR)

Meeting on 17 July 2023, the CISR reviewed the 18 measures adopted at the CISR meeting on 9 January 2018 and **adopted 38 new measures** - half of which have already been implemented - focusing on seven areas, including education on better road sharing; the protection of vulnerable users and support for victims; and action to improve road safety in overseas territories.

In 2024, several measures were introduced:

- The establishment of Local Victim Support Committees;
- The addition of five specific “cycling” questions to the ASSR 1 test for 5th year pupils;
- Technical inspections every three years for powered two-wheelers and microcars since 1st April 2024;
- The removal of one point for speeding offences of less than 5 km/h (the fine remains payable) and the tightening of several offences (speeding > 50 km/h, urban rodeos);
- The dematerialisation of driving licences (since 14 February 2024);
- The abolition of the motor insurance sticker and green card (since April 1st, 2024), which are replaced by consultation of the “Fichier des véhicules assurés” (FVA, “Insured Vehicles file”) by the police, a file directly supplied by insurers.

To facilitate travel for young people, the age for obtaining and driving with a B licence will be lowered to 17 from 1 January 2024

The National Road Safety Council (CNSR)

Created by decree on 28 August 2001 and renewed every three years, **the CNSR organises discussions between stakeholders in road safety** (elected officials, companies, associations and government agencies).

During its 2021-2023 term, the CNSR, through its three committees, has worked on the following themes: “Health and behaviour for responsible mobility”; ‘Sharing the road and controlling travel’; and “Vehicles, innovative technologies and infrastructure”. Renewed in April 2025, its new composition strengthens the representation of local authorities in order to better integrate the local dimension into the implementation of road safety policy.

Reporting to the Interministerial Delegate for Road Safety and the CNSR, the **Committee of Experts,** a scientific body for reflection and recommendations, was renewed in March 2024.

An interministerial policy

The **CISR, which brings together the various ministers involved,** sets the broad guidelines for government policy and priority actions[1].

The Interministerial Director for Road Safety (DISR) implements the actions decided by the CISR and coordinates the activities of the ministries dedicated to road safety with the support of ministerial technical advisers.

The National Interministerial Road Safety Observatory (ONISR), which reports to the DISR, collects and analyses accident and behaviour data, oversees the DSR's study, research and evaluation programme[2], and disseminates knowledge. It also coordinates the local observatories attached to the prefects.

The Ministry of the Interior includes, in addition to the directorates-general of the national gendarmerie and police, civil security and crisis management, the DSR. Under the authority of the DISR, the DSR prepares and implements road safety policy. The UCLIR[3] coordinates the actions of police forces in their road safety missions.

The Ministry of Overseas Territories supports the DSR in ensuring that overseas territories are taken into account in road safety policy.

The Ministry of Ecological Transition, Biodiversity, Forests, Sea and Fisheries is responsible for policies on road infrastructure safety, road transport and vehicle regulation, and is preparing for the transition to carbon-free mobility.

The Ministry of National Education, Higher Education and Research ensures educational continuity from nursery school to secondary school and apprentice training centres. It issues school road safety certificates.

The Ministry of Justice handles road traffic disputes: non-compliance with rules, unintentional harm to persons, “paperwork” offences and offences aimed at evading polices forces control**.**

The Interministerial Director for Victim Assistance coordinates the actions of various ministries in terms of monitoring and supporting victims, particularly those of road accidents. She ensures the effectiveness and improvement of victim assistance mechanisms.

The Ministry of Health and Access to Healthcare raises awareness of medical fitness to drive and organises the emergency care chain.

The Ministry of Labour, Health, Solidarity and Families, together with the CNAMTS, promotes the prevention of occupational road risks at national and local level.

[1] Decree No. 75-360 of 15 May 1975 on the Interministerial Committee for Road Safety.
[2] The Road Safety and Traffic Delegation (DSCR) became DSR by decree and reorganisation order of 27 April 2017.
[3] Coordination unit for combating road safety issues, created in 2010.

General Orientation Document (DGO)

A planning tool defining the policy directions to be pursued over the next five years, the DGO 2023-2027 focuses on four issues common to all departments: PTW, "soft" mobility, occupational road risk and risky driving (alcohol, speed, distractions, etc.).

Road Safety Conference

Organised locally under the umbrella of the Prefect, the Conference aims to refocus attention on road safety issues and foster new partnerships to generate commitment. It brings together institutions, partner associations, local authorities and companies.

The conferences organised in Réunion in October 2024 provided an opportunity to discuss new ideas for reducing accidents, with a focus on raising awareness among young people.

In November 2024, conferences were held in French Guiana and a road safety seminar was organised in French Polynesia. In Guadeloupe, they took place in March 2025.

In France mainland, conferences were organised in Eure-et-Loir and in Aube in October 2024 and March 2025 respectively. They focused on occupational road risks, government action, education and awareness of young people.

Planning for safety

The **road master plan** (national, departmental or metropolitan) defines the routes available to motor vehicles, pedal cycles and pedestrians, and prioritises them.

Local mobility planning is based on the **mobility plan** for urban areas with more than 100,000 inhabitants, and the simplified mobility plan (**PDMS**) for less densely populated areas.

The sustainable development and planning projects (**PADD**) of local urban development plans (**PLU**) include general guidelines on transport and travel.

Engaged employers

ISO 39001 – road safety management: helps organisations to better identify and manage road risks.

ISO 45001 – occupational health and safety management: additional recommendations on road safety.

Charter of 7 commitments "+": extended to include cycling risks.

Local road safety policy

Based on the assessment carried out by the departmental road safety observatory (ODSR) and in consultation with local partners (government departments, local authorities, associations), **the Prefect of the department draws up the DGO**. Its annual version, the Departmental Road Safety Action Plan (PDASR), has a dedicated budget. Finally, **the Prefect chairs the departmental road safety commission**, which is consulted on all road safety issues.

Various road operators

Under the authority of the Ministry of Ecological Transition, motorway and toll road companies manage 9,000 km of concessioned motorway network, while the 12,000 km of non-concessioned national road network is the responsibility of the interdepartmental road authorities. Departmental councils operate 380,000 km of departmental roads, and municipalities and inter-municipal authorities operate 700,000 km.

Local authorities and inter-municipal authorities involved

Various levels of local authorities are responsible for road safety: **regions** are involved in improving road safety education, vocational training and school transport; **departments** manage departmental roads; **municipalities** manage municipal roads, urban planning and, in some cases, mobility. **Metropolises** have enhanced powers and are responsible for managing departmental roads within their territory.

The **law of 21 February 2022** on differentiation, decentralisation and deconcentration, known as the "3Ds" law, allows **local authorities** that so wish to **install speed cameras**. A **new transfer of non-conceded national roads** is planned: 900 kilometres of the national network will be transferred to 14 departments and two metropolitan areas on 1 November 2024, and 1,640 km will be made available to three regions on a trial basis on 1 January 2025.

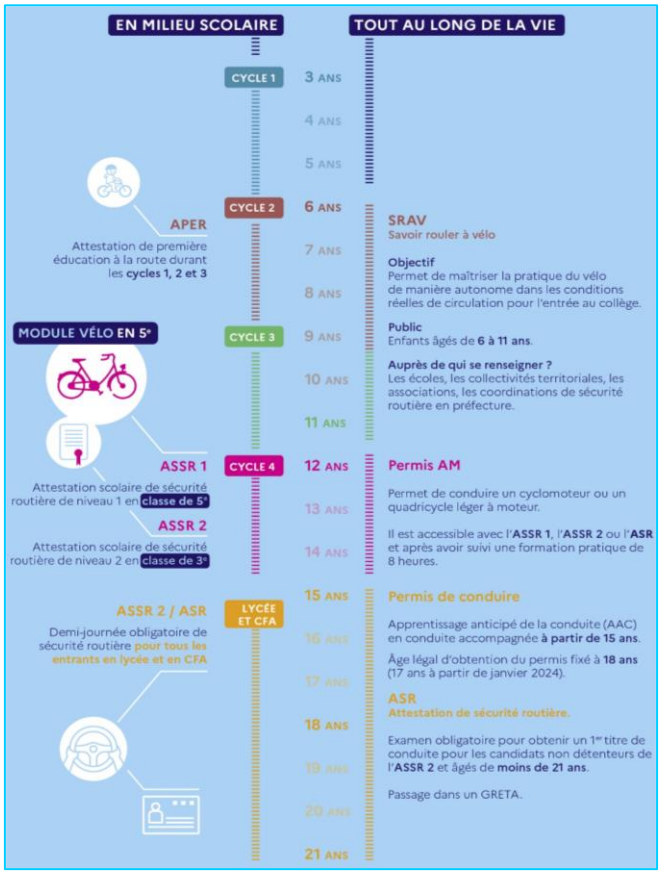
Multiple partners

Partners are involved in prevention (insurance companies and associations), training (driving schools), emergency services (fire brigades, private and public hospital emergency departments and first aid associations) and support for accident victims (associations). Employers also take action by developing road risk prevention plans where necessary and sign the charter of seven commitments "+" for safer roads (since 2015, more than 3,600 companies representing **5.3 million** employees). Road safety days at work have also been offered by the DSR since 2016 to complement the charter.

Road user safety

Mandatory and recommended cycling equipment

Source: Road Safety Website, 2024.



Source: *Press release*, CISR, 2023.

"Savoir rouler à vélo" (SRAV) scheme

Before starting secondary school, children aged 6 to 11 receive around ten hours of training in three stages to learn how to pedal, ride and cycle independently. In 2024, 225,432 children received the "SRAV" certificate, an increase of 27% compared to 2023. The aim is to roll out the programme nationwide in 2027, thereby training 800,000 young people per year.

Source: *Official Bulletin* No.7, National Education, 15 February 2024.

Road safety education develops a set of knowledge, best practices and behaviours to improve road safety.

The teaching strategy, known as the "road safety education continuum", targets everyone: learning knowledge and skills is not limited to preparing for a driving licence, but begins at an early age and continues throughout life.

School-based training

Since 2002, road safety education has been part of the curriculum in primary schools throughout all stages. It leads to the award of the APER certificate (certificate of initial road safety education) at the end of primary school, now supplemented by the "Permis piéton" (pedestrian licence) and "Savoir rouler à vélo" (Knowing how to ride a bike) programmes.

In secondary school, road safety education has been validated since 1993 at two levels – in Year 7 and Year 9 – by school road safety certificates (ASSR 1, now with five new questions on cycling, and ASSR 2), which are compulsory in order to take the 8-hour practical training course for the AM licence. The AM licence allows 14-year-olds to drive a moped or a light quadricycle (microcar or small quad bike), depending on the option chosen.

Awareness among young people

In 2018, the "road safety" module taught during Defence and Citizenship Day (800,000 young people aged between 16 and 25 each year) was removed. Since 2021, the "Sur ma route" (on my road) module of the Universal National Service has offered a presentation on road safety and a risk awareness workshop. In 2024, nearly 57,000 young people aged 15 to 17 completed the UNS.

Access to driving licence

The A1 motorcycle licence is available from the age of 16 (motorcycles under 125 cm^3) and the A2 licence from the age of 18, with enhanced training since 2020. For the A licence, two years of A2 licence are required.

There are three training path to obtaining a **car** licence:

- **Early driver training (AAC):** from the age of 15, after passing the theory test and completing 20 hours of driving lessons at a driving school, this involves a period of accompanied driving lasting at least one year and covering 3,000 km;
- **Traditional training:** passing the theory test at the age of 16, then taking the driving test and being able to drive independently from the age of 17 since January 1st 2024;
- **Supervised driving:** from the age of 18, allows you to drive accompanied after registering with a driving school, with no time or mileage restrictions. For the candidate, supervised driving is a way of taking the practical test in more relaxed conditions.

2024 Campaigns – Highlights

On the eve of the International Women's Day, Road Safety brought together road safety educators and learner drivers to **discuss gender bias in driver training and access to driving licences**.

The dangers faced by professionals who intervene on the side of a road during an intervention is a major theme in 2024 with the campaign “Je ralentis, je m’écarte et j’évite le pire” (“**I slow down, I move over, I avoid the worst**”) featuring testimonials of dramatic accidents, awarded at the 4th Global Ministerial Conference on Road Safety organised by WHO.

In the spirit of the Olympics, the campaign “Des réflexes en or” (“ Reflexes in gold”) highlights responsible behaviours to adopt (fastening your seatbelt, wearing a helmet when cycling or riding a scooter, etc.).

“La santé d’un proche ne vous paraît plus compatible avec la conduite ? ” **(“Do you feel that a loved one's health is no longer compatible with driving?”)** The DSR provides information on the highly regulated reporting procedure to protect loved ones.

In December, 35 television and radio presenters came together to highlight that crucial moment when you can still stop someone who has been drinking and remind them of the key message for the festive season: “Quand on tient à quelqu'un, on le retient !” (‘**When you care about someone, you hold them back!’)**

Source: *Des réflexes en or*, Road Safety Website, July 2024.

Approved driving licence doctors

In order to improve the medical assessment system for driving aptitude, **the initial and continuing training** of approved road safety doctors **has been strengthened.** To extend their practice, the age requirement for approved doctors has been removed. These doctors assess medical fitness to drive when certain professional drivers renew their driving licences; following an offence (alcohol, illegal drugs) or to extend the validity of a licence after an offence (licence cancelled or invalidated); or for health reasons (list provided by decree).

Post-licence training

The **probationary period** for driving licences is considered to be the third phase of the educational continuum. It is a test for novice drivers **lasting three years for the traditional route** and **two years for the AAC route**. The total number of points is acquired gradually until the end of the probationary period.

A law passed on 18 November 2016 provided for the introduction of additional post-licence training for novice drivers who wish to take it. This training must be completed between six and twelve months after obtaining a licence. The **probationary period is then reduced to two years for the traditional route** and **to one and a half years for the AAC training path**, provided that the driver has not committed any offences resulting in the loss of points on their licence.

Prevention campaigns

The aim of road safety communication is to inform users about developments in knowledge and regulations. Communication campaigns aim to convince users to adopt better behaviour.

The main determining factors for a road safety prevention campaign are the credibility of the source, the clarity of the language and the choice of channel according to the type of audience[1].

Medical fitness to drive

The European Directive on driving licences EU Directive 2006/126/EC and its amendments 2009/113/EC, 2014/85/EU and 2016/1106 define the framework for Member States' regulations.

Annex III of the directive lists the minimum physical and mental health requirements for driving a motor vehicle, and the decree of 28 March 2022 specifies these requirements for France. Approved doctors carry out the medical examinations required for the validity of driving licences (see opposite): "**The medical examination of driving ability** consists of **an assessment of physical, cognitive and sensory fitness** […]" (Art. R.226-1 of the Highway Code).

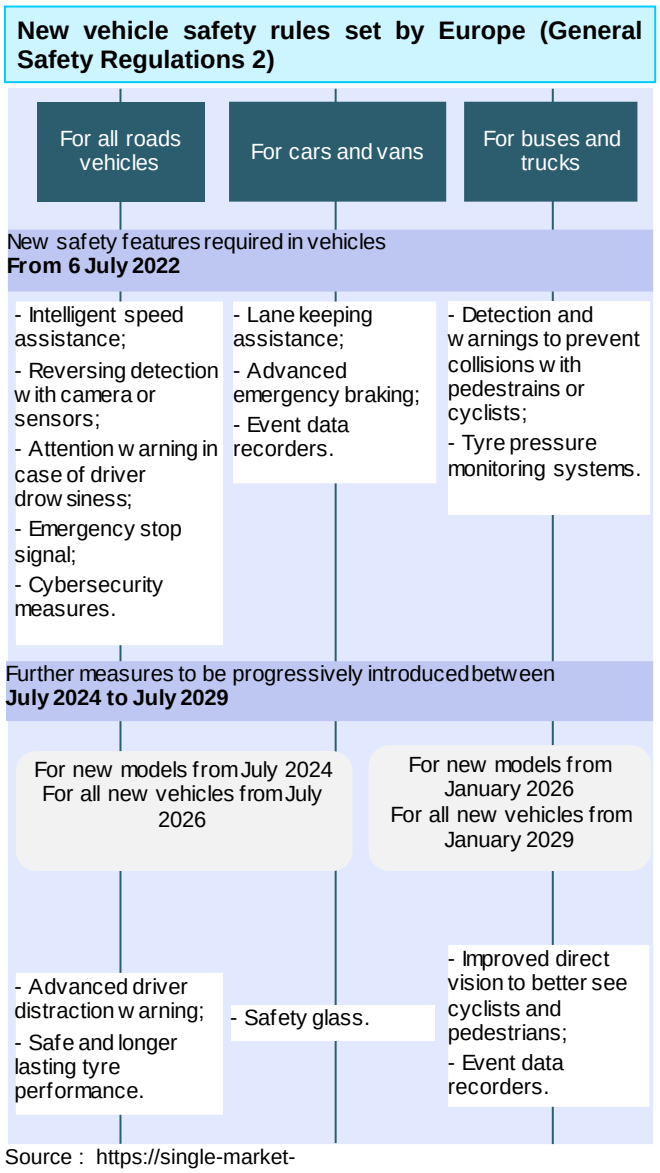
Controls and sanctions

To ensure better compliance with the rules, it is necessary to provide for checks and penalties appropriate to the seriousness of the offence, with these penalties forming an integral part of the prevention strategy. In addition, the points-based driving licence, introduced in 1992, aims to make drivers more responsible.

In 2024, 27.6 million traffic offences[2] were recorded – including by municipal police forces – and 11.7 million points were deducted.

[1] Université Gustave Eiffel et Ergo-Centre, *étude Cohérence*, 2022.
[2] ONISR, *Les infractions au code de la route et l’impact sur le permis à points - Bilan statistique de l’année 2024*, 2025.

Vehicle safety



Source : https://single-market-economy.ec.europa.eu/document/download/cd243af9-c877-401e-9f69-d7d4ab6a90c6_en?filename=Fact%20Sheet%20General%20Safety%20regulations_July%202024.pdf

Glossary

GSR 2: General Safety Regulation no.2
ABS: Anti-lock Braking System
ACC: Active Cruise Control
ADAS: Advanced Driver Assistance Systems
ADS: Automated Driving System
AEB: Autonomous Emergency Braking
BSM: Blind Spot Monitoring
DMS: Driver Monitoring System
EDR: Event Data Recorder
ELK: Emergency Lane Keeping
ESC: Electronic Stability Control
ISA: Intelligent Speed Assistance
LDW: Lane Departure Warning
LKA: Lane Keeping Assist
MOIS: Moving Off Information System
TPMS: Tyre Pressure Monitoring System
Underrun protection: Underrun protection bars

Advances in active and passive safety

Active safety encompasses features designed to prevent accidents. On-board sensors (cameras, radars, lidars and probes) enable the operation of advanced driver assistance systems (ADAS), such as automatic headlight and windscreen wiper control, ABS, ESC, cruise control/speed limiter, intelligent cruise control (speed adapted to that of the vehicle in front), lane departure warning, AEB, reversing radar and blind spot monitoring. In the future, fatigue or discomfort detectors will alert the driver.

Devices designed to protect people in the event of an accident fall under the category of **passive safety**. To protect occupants, restraint systems have been installed inside the vehicle (seat belts with pretensioners and force limiters, front airbags, side airbags for the chest and head, etc.), and the vehicle structure dissipates the energy released during an impact while protecting the passenger compartment. As vehicles are very different, it is necessary to ensure that some are not too aggressive towards others in the event of a collision (anti-underrun devices on heavy goods vehicles). Active shock-absorbing bonnets and external airbags are being developed to protect the most vulnerable road users (pedestrians, cyclists and PTW users).

Regulations to improve safety

Vehicle **technical inspections** were introduced in France in 1992 for passenger vehicles and utilitary vehicle (every two years for vehicles over four years old), in 1995 for heavy goods vehicles, and in 2024 for PTW and microcars. In 2024, 27 million PV, 2.8 million UV, 1.3 million HGV, 730,000 motorcycles (73% of vehicles concerned), 91,000 mopeds (9%), and 44,000 quads/microcars – L6 – (4%) were inspected. The re-inspection rate was 9% for motorcycles, but 20% for mopeds and 31% for the L6 series (source: UTAC).

The **new Regulation 2019/2144 adopted by the EU** in March 2019 introduces new mandatory devices on all new vehicles from 7 July 2024 (see diagram opposite). It replaces the *General Safety Regulations No. 661/2009* and the *Pedestrian Safety Regulations No. 78/2009* and aims to better protect passengers, pedestrians and cyclists. Vehicles in circulation in France and Europe must comply with various regulations; type approval ensures that mandatory safety features are present. To encourage car manufacturers to go further, **Euro NCAP**, an independent organisation created in 1997, conducts crash tests and rates four areas: **protection of adult occupants** of the vehicle, **protection of young passengers, protection of vulnerable road users** (detection of pedestrians and cyclists, protection in the event of a collision), and **safety assistance** (measured performance of ADAS). The key performance indicators for French passenger vehicles are shown on page 123.

The France 2030 investment plan supports technological innovation, particularly in response to the challenges of ecological transition. The call for projects for Intermediate Vehicle Industries, part of the eXtrême Challenge programme, aims to develop an ecosystem of industrial players for new urban and, above all, rural transport solutions.

"Intermediate travel modes, so many alternatives to the car", Frédéric Héran and Aurélien Bigo

Source: Aurélien Bigo, *Les transports face au défi de la transition énergétique*, p.326 et présentations à l'Ihédate

Since April 2018, **the eCall 112 emergency call system** has been mandatory in the European Union (EU) for new vehicles. In the event of an incident detected by the vehicle or via the "SOS" button, the vehicle calls the PSAP ecall (Public Service Answering Point, emergency call reception centre) and transmits the GPS coordinates. 201,900 eCalls were processed in 2024; **14,250 calls were transferred to the PSAP 112 for emergency response**. According to the European Commission, eCall can reduce emergency response times by 40% in urban areas and 50% in rural areas. The fully deployed system across the EU could save 2,500 lives per year.

Source: eCall Steering Committee

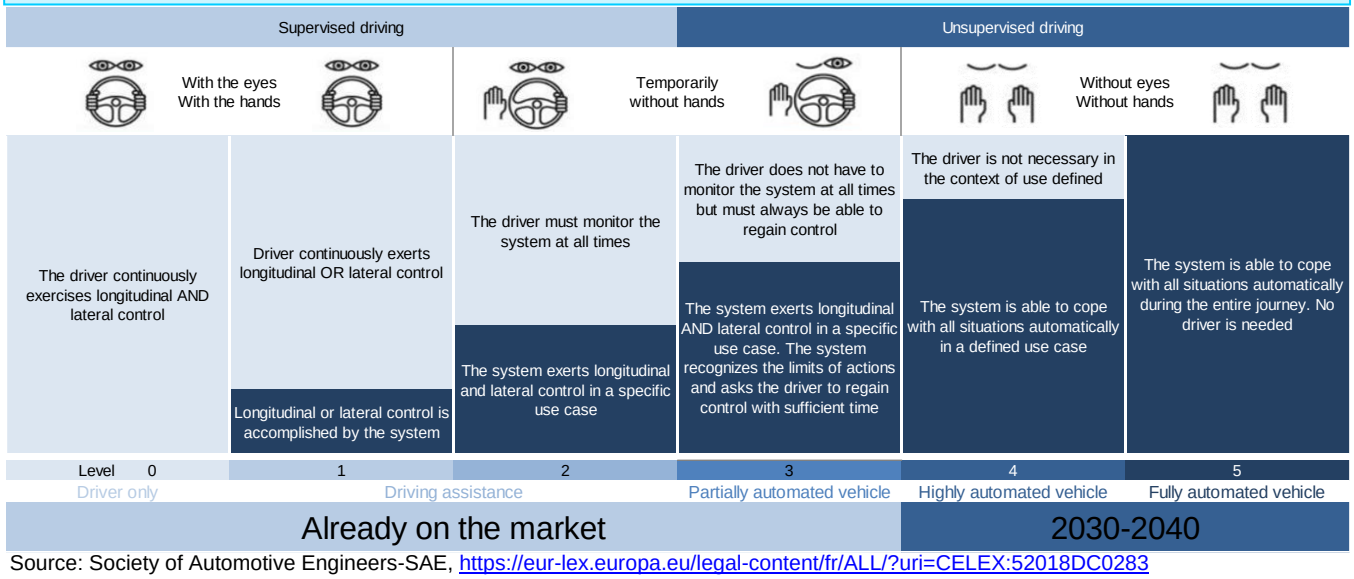
Decarbonisation of transport

The **national low-carbon strategy** introduced by the Energy Transition for Green Growth Act is France's roadmap for combating climate change. The CO_2 emissions reduction trajectory for transport includes **improving** vehicle **energy efficiency** (including reducing vehicle weight), using **decarbonised energy sources** (replacing the fleet with electric or hydrogen vehicles), controlling growth in **transport demand**, and encouraging a shift to **lower-emission travel modes**. Individual choices, the structure of the vehicle fleet and its safety features are likely to evolve (lighter, electric or physically active vehicles, as shown in the illustration), with new risks depending on the protection provided in the event of a collision.

Driverless vehicles

The **national strategy for the development of automated and connected road mobility** (2023) plans to deploy connectivity and data exchange systems, support the automated road mobility industry, assist local authorities in the deployment of passenger services, and finalise the legal framework for automated freight and logistics. The decree of 21 July 2022 incorporates into French law the amendment to the **Vienna Convention** on Road Traffic adopted on 14 January 2022. The Mobility Orientation Law (LOM) already established the principles of the permanent regime in 2019. Order 2021-443 and Decree 2021-873 remove the driver's responsibility when the automated driving system is in operation. According to the SURCA study, replacing private vehicles with automated vehicles would reduce accidents involving personal injury by at least half (*https://surca.univ-gustave-eiffel.fr*). Experiments are continuing (see 2023 Review, page 172, SAM project from the EVRA call for projects).

The different levels of vehicle automation

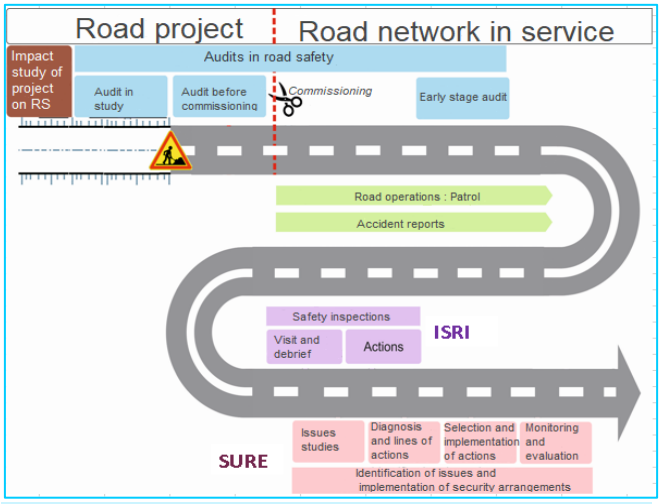


Source: Society of Automotive Engineers-SAE, https://eur-lex.europa.eu/legal-content/fr/ALL/?uri=CELEX:52018DC0283

Infrastructure safety

Infrastructure safety is one of the five pillars of road safety set out by the UN[1], along with road safety management, vehicle safety, user behaviour and post-crash care. Improving infrastructure safety contributes to an overall reduction in accidents.

Safety measures resulting from European Directive 2008/96/EC, as amended



EISR (road safety impact assessment): assess the foreseeable effects on safety of the various options for implementing a road project.

Safety audit (ETU, PMS, DEX*): verify that safety is integrated at each stage of a road project, from its definition in the study phase, before it is commissioned, and at the start of its operation.

SURE (*Safety of Users on Existing Roads*): propose the most efficient safety improvements to the network in service.

ISRI (*Road Safety Inspection of Routes*): identify defects in the network in service.

*ETU: studies; PMS: prior to commissioning; DEX: Start of operation.

The four stages of the new SURE method following the implementation of Directive 2019/1936/EC

1. **The issue study**, which identifies the routes to be analysed in greater detail during the diagnostic phase. The identification of sections with issues is no longer based solely on accident analysis but also on the inherent safety of the infrastructure (road design characteristics);
2. **The diagnosis of the route and possible courses of action**, which enable the mechanisms and factors involved in accidents to be understood, by means of analysing accident reports and site visits, in order to determine the corrective actions to be implemented;
3. **Study and implementation of actions**, which enable corrective actions to be implemented on the identified routes;
4. **Evaluation**, which enables the effectiveness of the approach to be assessed.

Source: Cerema

Several decades of action

During the 1970s and 1980s, policies focused on **addressing clusters of serious accidents** and led to a significant reduction in “black spots”.

From the 1990s onwards, these remedial actions were extended to entire routes. The concept of “**forgiving roads**” was developed, with the aim of limiting the consequences of driving errors (shoulders allowing vehicles to swerve off course, separation of traffic flows in each direction, removal or isolation of obstacles to reduce the severity of collisions, etc.).

During the 2000s, the concept of “**traffic-calmed roads**” emerged, designed and operated to encourage moderate behaviour and shared use of space. Speed limits of 70 km/h were introduced on certain interurban roads. The 80 km/h limit on two-way roads without a divider was generalised from 1 July 2018.

European Directive 2019/1936 amends Directive 2008/96/EC on road infrastructure safety management. It requires the implementation of safety measures throughout the life of road infrastructure on the main road network, and no longer just on the trans-European road network. Decree 2021-1689 transposes it into French law: it applies to the national motorway and road network (including roads transferred to local authorities after the 3DS law). **The SURE approach**, which is currently being improved, must take into account the specific characteristics of vulnerable users and classify the sections where work should be prioritised by cross-referencing accident analysis with road design characteristics.

Maintenance and operation

Road network management is carried out at various levels. The most common actors are the State, departments and municipalities. Decentralised management is sometimes pooled within groups of local authorities. In some cases, certain roads are concessioned to private companies. To ensure road safety, road managers implement an operation and maintenance policy:

- **Operation** concerns daily activities: snow clearance, monitoring, marking out construction sites to protect users and workers, etc.
- **Routine maintenance** includes corrective activities carried out throughout the year to deal with occasional damage: mowing, filling potholes, sweeping roads, etc.
- **Preventive (or periodic) maintenance** consists of preventing damage to infrastructure and ensuring minimum safety functions such as grip, signage, viability, etc.

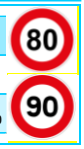
[1] Global Plan for the Decade of Action for Road Safety 2021-2030

Municipalities with a 30 km/h speed limit (partially or entirely)

The concept of the 30 km/h town has been developing in France for around fifteen years. Today, **more than 400 municipalities have made this choice** in order to reduce speeds, make travel safer for all users, encourage active travel modes, promote local activity and improve the living environment.

Source: Cerema

Departments with departmental roads with a speed limit of 90 km/h (in part or in full)

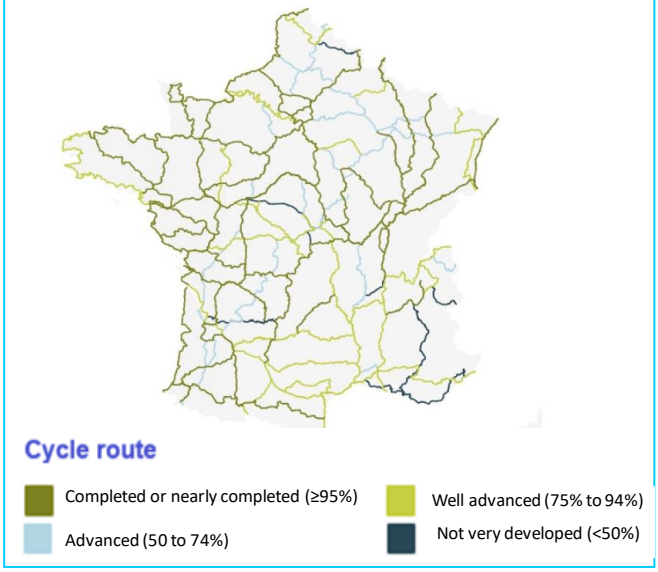


	2020	2021	2022	2023	2024
Departments at 90 km/h	28	39	45	49	49
Proportion of 90 km/h network	8%	9%	14%	14%	14%

Source: ONISR

Status of the national cycle route network in 2024

- Target: 25,900 km of network by the end of 2030
- By 2024, the cycle route network will cover 21,655 km (84% of the target), 46% of which will be on dedicated lanes
- By 2024, 610 km of additional network will be completed,
- 24% of which will be on dedicated lanes
- 59 routes registered, including 10 EuroVelo routes



Source: https://www.velo-territoires.org/schemas-itineraires/schema-national/ map updated on 27 March 2025

Cycling facilities and cycling accessibility* of regions

Region	Cycling facilities (in km)	Cycling accessibility *	Km of cycle paths (per 1,000 inhabitants)
Auvergne-Rhône-Alpes	9 996	3,6 %	2,03
Bourgogne-Franche-Comté	4 632	3,0 %	2,22
Bretagne	6 385	4,2 %	2,83
Centre-Val de Loire	4 012	3,2 %	2,45
Corse	94	1,0 %	0,48
Grand Est	9 123	5,0 %	2,27
Hauts-de-France	7 944	5,5 %	1,76
Île-de-France	7 909	9,6 %	1,11
Normandie	4 270	3,3 %	1,91
Nouvelle-Aquitaine	10 026	2,8 %	2,32
Occitanie	7 481	2,9 %	2,20
Pays de la Loire	7 125	4,4 %	2,44
Provence-Alpes-Côté d'Azur	4 268	4,7 %	1,14

**The cycling accessibility rate of the road network is the ratio between the length of roads designated as cycleable and the length of the existing road network (and therefore potentially cycleable).*

Source: Region atlases, Cycling and Territories, data from June 2024

Making way for active modes

After the era of "all cars", most urban areas now favour "road sharing". This involves putting pedestrians back at the centre of the project, both in urban and peri-urban areas, as well as pedal cycles, public transport, deliveries and carpooling for certain travels.

The "street code" initiative launched in 2006 led to changes in the Highway Code (decree 2008-754) to promote the safety of vulnerable users and the use of active modes. The 2019 **Mobility Orientation Law** (LOM) stipulates that mobility plans should aim to improve the safety of all travel by:

- **prioritising roads**: differentiated treatment between major roads where active and motorised modes are separated, and shared spaces where speed and traffic flow are reduced;
- **deploying quiet zones** (30 km/h zones, shared zones, pedestrian areas) to build the "city of short distances"; developing "30 km/h cities", where 30 km/h is the rule and 50 km/h is the exception;
- **preserving pedestrian continuity** to promote access to key facilities and local shops on foot or by pedal cycle.
- **reducing the parking** offer for motorised vehicles to make more space for soft modes, public transport, terraces, etc.

To improve safety for pedestrians, local authorities are working to eliminate motor vehicle parking 5 metres before pedestrian crossings, with a target date of 2026 for compliance. In 2022, countdown lights for pedestrians and mixed pedestrian/pedal cycle lights were incorporated into the regulations. The 2023-2027 Cycling and Walking Plan launches the ID-Marche programme to intensify support for local authorities.

Which routes should you take by bike?

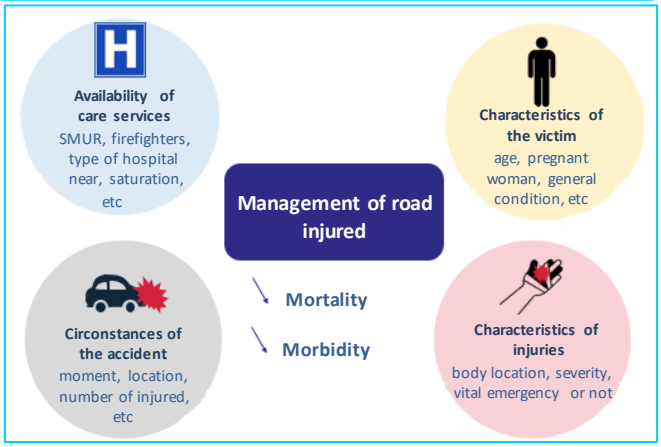
In the countryside, the vast majority of traffic lanes are dedicated to cars. However, the ambition to make cycling a fully-fledged travel mode for daily use, stroll or sport requires the identification of networks suitable for cycling: existing lanes reserved for soft modes (and low local traffic), work on existing infrastructure, and route signage.

The 2023-2027 Cycling and Walking Plan aims to reach 80,000 km of cycle paths by 2027 and 100,000 km by 2030. The 2023-2027 State-Region Plan Contracts (CPER) contribute to the development of the regional network. Regional atlases describe the progress of the cycle network. The LOM makes it compulsory to provide cycle routes when creating or renovating urban roads (Environment Code, Art. L228-2) and sets the target of tripling the modal share of cycling to 12% of daily journeys by 2030.

Post-crash care

50% of deaths[1] occur within minutes of the accident, either at the scene or en route to hospital; 15% occur in hospital within the first 4 hours; 35% occur in hospital more than 4 hours after the accident.

Management of road trafic injuries

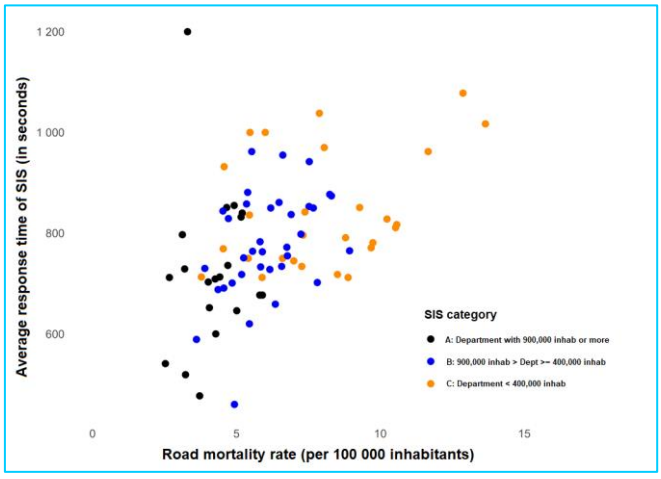


Source: study PARCOURS

"Play and run" method

In France and Europe, the method used to treat seriously traumatized patients is the "play and run" method. The medical team performs procedures but tries to keep them to a minimum in order to transport the victim as quickly as possible – within the "golden hour" (the time frame for optimal survival rates).

Mortality rates and response times by Fire and Rescue Service (SIS) category



Source: Gustave Eiffel University, Aix Marseille University, fire service officers (ENSOSP)

Cognitive biases in sort and orientation in emergency departments – the TARPON II study

An analysis of 480,000 anonymised emergency department visits, re-evaluated based on an AI model that replicates the decision-making patterns of hospital staff, revealed that, for equivalent clinical severity, women were more often under-triage than men, meaning that the severity of their condition was minimised.

In the event of a road accident, from the emergency call to surgical treatment, saving time is a fundamental factor in the victim's outcome: **reducing the response time by 10 minutes can reduce the probability of death by a third[2].**

The alert

Based on the information gathered during the alert, the medical regulator of the SAMU decides what type of emergency services to send to the scene. In order to clarify the alert and when the vehicle is equipped with it, the eCall system automatically transmits the location and direction of travel of the vehicle at the time of the accident. Gradually rolled out since 2021, the NexSIS 18-112 information system enables more effective interaction between emergency services and citizens during an emergency call, thanks to the ability to send photos and videos to the emergency services.

Accident intervention

Thanks to the territorial network, firefighters are often the first public forces on the scene alongside the police. While firefighters act locally to prevent risks and provide assistance, the police intervene to secure the scene and make observations for the investigation. The mobile emergency and intensive care units (SMUR), activated if necessary, have an emergency doctor and a nurse, with a full range of resuscitation equipment in various means of transport (including 77 air conveyances and 3 sea vehicles in 2021). Road managers mobilised for the intervention help to mark the accident site and restore the scene.

In order to make the intervention of the emergency services more effective when they arrive at the scene of the accident, the ISO 17840 standard standardises the information that needs to be known about vehicles; The Euro Rescue mobile app, developed by Euro NCAP, compiles and provides these accident response guides.

Sort and orientation

The injured are referred to appropriate care facilities based on the severity of their injuries as assessed by first responders (firefighters, SAMU, SMUR): depending on the services' expertise (paediatric or neurosurgical, for example), the technical facilities required (imaging, etc.) or the level of expertise of the staff and the performance of the technical facilities (trauma centre). Sorting optimisation is a major challenge for the proper care of victims. Research is therefore underway on predicting injuries and the level of urgency (e.g. the Traumatrix project using AI).

[1] *Reducing injuries from post-impact care, Buylaert, W. ed. (1999), care review led by the ETSC*

[2] Article *The probability of death in road traffic accidents. How important is a quick medical response?* in the journal *Accident Analysis and Prevention* (2010)

Real-time assessment of victims' condition – the iSafe-Virtual-Human project

The iSafe-Virtual-Human project is developing wearable sensors to assess the condition of road accident victims in real time. The predictive device, clinically tested with 74% accuracy, will soon be tested in the field.

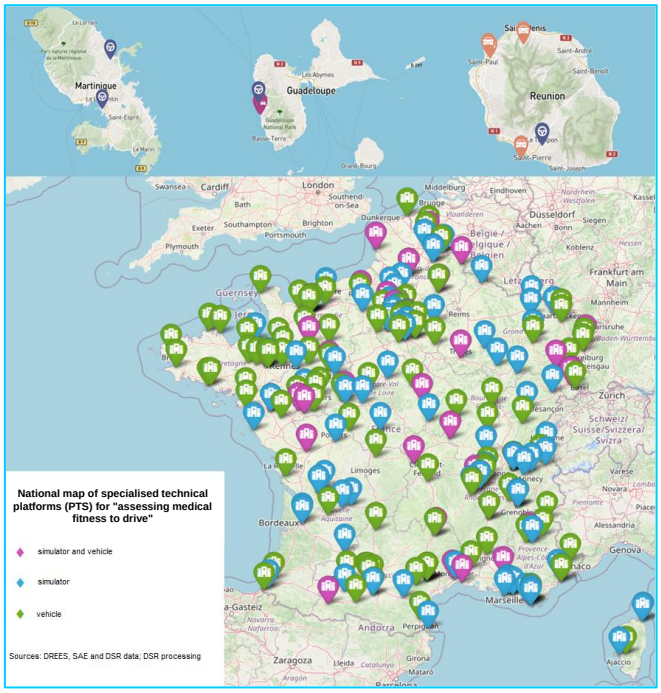
The care pathway for road accident victims – the PARCOURS study

For 82% of road accident victims in the Rhône department, the care pathway consists of a visit to the emergency department, with the person arriving either by their own means or with the fire brigade. In 6% of cases, the SMUR (mobile emergency and intensive care units) treats the injured on site, either alone or by referring them to the emergency department, shock treatment, surgery, etc.

The Fund for Modernisation and Investment in Health (FMIS)

Since 2018, part of the revenue from speed cameras has been allocated to the FMIS. For 2023-2025, 410 projects have been selected for a total of €67 million. Some projects finance the equipment of medical technical platforms for rehabilitation/readaptation after accidents, or for assessing the medical fitness to drive of patients with cognitive and neuromotor disorders. In overseas territories, 15 projects have been funded for a total of €3.3 million, mainly for rehabilitation and post-traumatic management devices, in particular via simulators and adapted vehicles.

National map of specialised technical platforms (PTS) for assessing medical fitness to drive



Source: Road Safety Delegation

Trauma patients' reception

The care pathway is activated at the same time as the emergency response pathway. Trauma centres, with their specialised teams, are an example of appropriate structures that improve the quality Sof care for life-threatening emergencies. Accreditation levels range from 1 (maximum technical capacity) to 5 (minimum technical capacity):
Levels 1 and 2: University hospitals (CHU), in large cities, where the dispersion of hospitals makes it difficult to bring all surgical specialists together on the same site, unlike in smaller towns where CHUs concentrate these specialists on a single site;
Levels 3 and 4: General hospitals, depending on their size and volume of activity;
Level 5: Care relay centres, which prepare patients before transfer to higher-level centres.

Hospitalisation and rehabilitation

Road traumatology mainly affects a young and healthy population: 89% of patients are under 65 years old. It is therefore the leading cause of death, years of life lost and disability before the age of 50. However, traumatology among people aged 65 and over is increasing as the population ages. More fragile, they have longer hospital stays (11 vs. 8 days) and a higher risk of mortality (23% vs. 6.4%)[1].

Patients admitted to the emergency department after a road traffic injury have a higher average intensity of acute pain than those admitted for other types of injury, such as a fall, or those admitted for medical reasons, such as a heart problem. Patients admitted after a road traffic injury have a lower average intensity of stress than those admitted for medical reasons[2].

Life after the accident

Six months after the accident, nearly 89% of the injured had returned to a medical condition equivalent to that prior to the accident. 20% of the injured experienced medical complications during their recovery. The accident resulted in work stoppage for nearly 80% of those with minor injuries and for all those with serious injuries, half of whom had not returned to work after six months.

One year after the accident, 16% of victims experienced post-traumatic stress, leading to a reduced quality of life and a delayed return to work (32% of seriously injured victims did not return to work). The most common symptoms observed in people with head injuries are anxiety (50% of victims), memory problems, attention disorders and mood disorders.

[1] Data from the ongoing SPOTE study, conducted by Traumabase, AP-HP and INRIA, funded by the DSR;
[2] Project *Epidemiology of chronic pain after a road traffic accident* (POSTER), Gustave Eiffel University, Bordeaux University Hospital, University of Bordeaux, interim report 2024.

In 2024 in France mainland, there were **48 deaths per million inhabitants** (deaths/Minhab). The Île-de-France region had 21 deaths/Minhab, while the Hauts-de-France, Bretagne, and Pays-de-la-Loire regions had a ratio equivalent to the metropolitan average. The Nouvelle-Aquitaine, Bourgogne-Franche-Comté, Occitanie, Centre-Val-de-Loire, and Corse regions had ratios above 60 deaths/Minhab.

Compared to 2023, the most notable increases are in Provence-Alpes-Côte d'Azur (+ 39 fatalities) and Normandy (+ 37 fatalities). While overall mortality is down compared to 2019, it is up in the Normandie (+22 fatalities) and Grand Est (+20 fatalities) regions.

On average over five years (2020-2024), 63 metropolitan departments have a ratio of more than 50 deaths/Minhab. Of these, 31 have a ratio of more than 65 deaths/Minhab. Haute-Marne, Jura, Nièvre, and Haute-Corse exceed 90 deaths/Minhab.

***

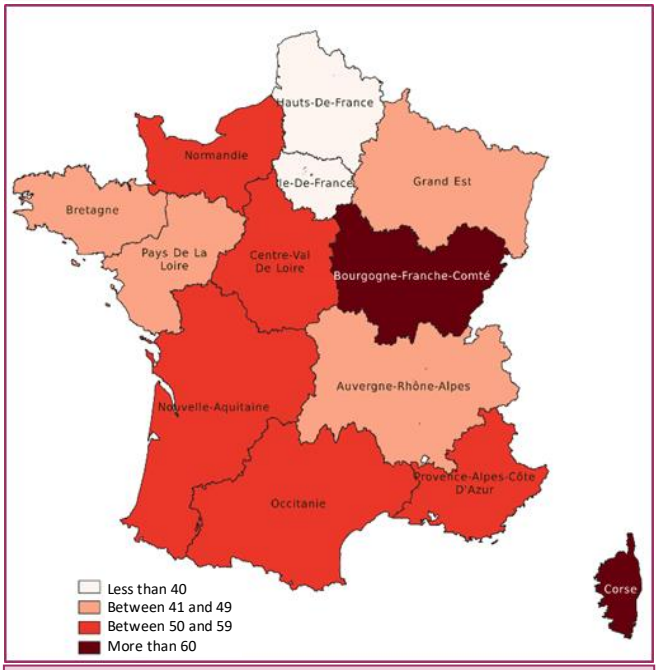
In 2024, in overseas, there were **84 deaths/Minhab**: 73 deaths/Minhab in the overseas departments and regions and 128 deaths/Minhab in the other overseas territories.

The highest ratio is recorded in New Caledonia (more than 170 deaths/Minhab). Next come Guadeloupe, Polynesia, and French Guiana, with more than 110 deaths/Minhab.

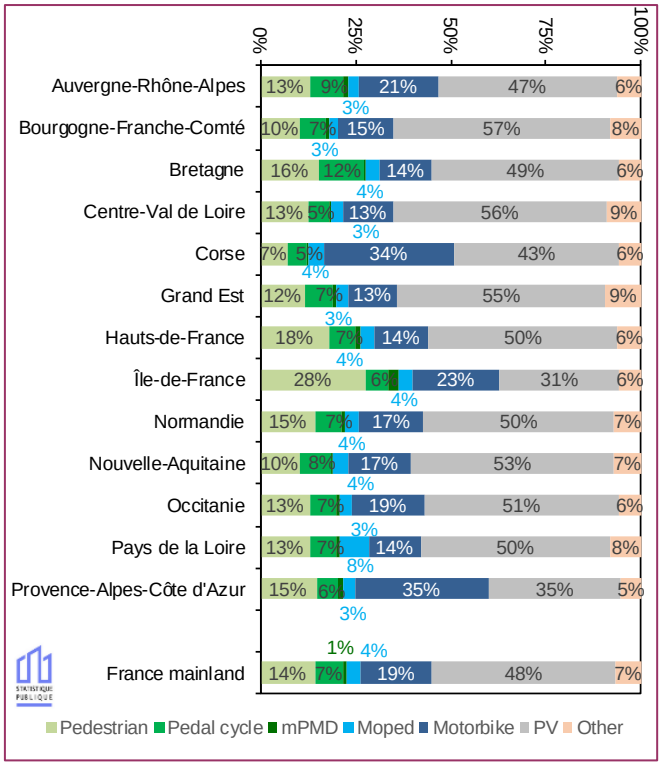
Territorial analysis

Regions of France mainland

Road deaths in regions of France mainland (2020–2024)



Distribution of deaths by travel mode (2020–2024)



The growth in cycling as a travel mode has led to an increase in accidents, as there are more cyclists in both urban and rural areas. **Cycle paths** are expanding: the number of kilometres per inhabitant is highest in Bretagne, Bourgogne-Franche-Comté and Grand Est (see page 35).

Between 2020 and 2024, the annual average number of deaths per million inhabitants in France mainland is 46. Two regions have a rate below this average: Île-de-France (22) and Hauts-de-France (40). This rate also varies according to age:

- **Among 18-24 year olds**, the average rate is 93 deaths per million inhabitants in this age group, which is double the average for all ages combined. Some regions have particularly high levels: 187 in Corse, 145 in Bourgogne-Franche-Comté, 128 in Nouvelle-Aquitaine;
- **Among 25-34 year olds**, the average rate is 56, with some regions recording particularly high rates such as Bourgogne-Franche-Comté (86), Corse (89) and Provence-Alpes-Côte d'Azur (74);
- **Among those aged 65 and over**, there are an average of 57 deaths per million inhabitants. The rate exceeds 80 in Corse and Bourgogne-Franche-Comté. Île-de-France (IdF) has the lowest rate, with 30 deaths per million inhabitants.

Professional road risk

In 2024, 43% of deaths on the roads in France mainland were involved in an accident involving at least one user travelling for work (commuting or on assignment). This rate varies by region: it is lowest in Nouvelle-Aquitaine (37%) and highest in IdF (62%).

Over the period 2020-2024, deaths while travelling for work were more likely to die in accidents involving HGV (29%) than UV (23%). Some regions are exceptions: in the Grand Est region, more people died in utility vehicles (40% in UV compared to 33% in HGV), as is the case in the Provence-Alpes-Côte d'Azur region (29% in UV compared to 21% in HGV).

Types of accidents (2020-2024)

The proportion of deaths by travel mode varies by region:

- **Pedestrians** account for 14% of deaths, with a maximum of 28% in Île-de-France and a minimum of 7% in Corse.
- **Cyclists** account for 7% of deaths, with a maximum share of 12% in Bretagne. mPMDs account for only 1%, with a maximum value of 3% in Île-de-France.
- **Users of PTW** account for 22% of deaths, with this proportion being particularly high in PACA (38%) and Corse (38%).

Accidents without third parties account for 41% of deaths. This rate varies from 27% in Île-de-France to 54% in Corse. 41% of those deaths were involved in an accident involving a driver under the influence of **alcohol and/or illegal drugs**. This rate reaches 48% in the Pays de la Loire region and drops to 35% in Île-de-France.

Regional road safety indicators

	Deaths							Average share over the period 2020-2024 in mortality…				
	Total 2024	Evolutions		Average rate 2020-2024 per M inhab. in the age group								
		2024/ 2023	2024/ 2019	all ages	of 18-24 y.o.	of 25-34 y.o.	of 65 y.o. And over	in PTW	in acc with novice driver (> 2 y.o.)	in acc with drunk driver / known alcohol	in acc with drunk or drugged driver/ known alcohol-drug*	in acc with vehicle alone w/o pedestr.
Auvergne-Rhône-Alpes	413	+4 %	-8 %	46	96	55	62	24 %	19 %	28 %	38 %	43 %
Bourgogne-Franche-Comté	175	-19 %	-15 %	68	145	86	85	17 %	18 %	29 %	36 %	46 %
Bretagne	171	-6 %	0 %	47	93	59	64	18 %	17 %	33 %	43 %	46 %
Centre-Val de Loire	170	-2 %	+4 %	58	121	65	64	16 %	22 %	29 %	38 %	40 %
Corse	41	+28 %	+37 %	88	187	89	105	38 %	24 %	39 %	43 %	54 %
Grand Est	296	+4 %	+7 %	47	100	59	59	16 %	22 %	28 %	40 %	45 %
Hauts-de-France	223	-16 %	-13 %	40	73	59	46	18 %	20 %	33 %	44 %	36 %
Ile-de-France	263	-2 %	-1 %	22	35	29	30	27 %	19 %	23 %	35 %	27 %
Normandie	195	+23 %	+13 %	51	114	60	57	21 %	18 %	29 %	39 %	41 %
Nouvelle-Aquitaine	376	+2 %	+4 %	57	128	76	68	21 %	19 %	33 %	43 %	44 %
Occitanie	389	+7 %	0 %	57	119	68	67	23 %	19 %	29 %	41 %	45 %
Pays-de-la-Loire	184	-7 %	-6 %	46	103	60	56	21 %	18 %	39 %	48 %	42 %
Provence-Alpes-Côte d'Azur	297	+15 %	-2 %	53	127	74	51	38 %	21 %	29 %	43 %	40 %
France mainland	**3 193**	**+1 %**	**-2 %**	**46**	**93**	**56**	**57**	**22 %**	**19 %**	**30 %**	**41 %**	**41 %**

* Unlabelled data
Population 2024: source INSEE
Example for the Auvergne-Rhône-Alpes region:
- 413 deaths in 2024. The change between 2024 and 2023 is an increase of +4%. The change compared to 2019 is a decrease of -8%.
- Between 2020 and 2024, an average of 46 people per million inhabitants died each year, and 96 young people aged 18 to 24 died in relation to their population.
- Over the years 2020-2024, 24% of those deaths were on PTW.
- Over the years 2020-2024, 19% of those deaths were in an accident involving a novice driver (less than two years' driving experience).
- Between 2020 and 2024, among accidents where the drivers' blood alcohol levels are known, 28% of those deaths were in accidents where at least one driver had a blood alcohol level above 0.5 g/l.

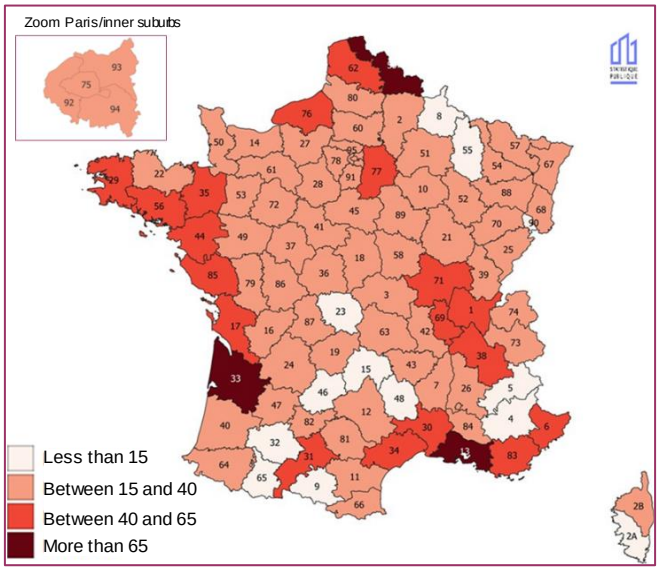
Work-related accidents

	Deaths in 2024			Share of deaths over the period 2020-2024…				
	in an with in commuting or professional travel (%) / known journey accident (new method)	in commuting	in profes--sional travel	in commuting travel / known travel	in PTW among those deaths in commuting travel	in profes--sional travel / known travel	among those deaths in VU while travelling for work	among those deaths in HGV while travelling for work
Auvergne-Rhône-Alpes	42 %	39	13	13 %	39 %	4 %	15 %	30 %
Bourgogne-Franche-Comté	38 %	16	10	8 %	34 %	6 %	16 %	43 %
Bretagne	39 %	19	4	10 %	34 %	5 %	9 %	21 %
Centre-Val de Loire	43 %	11	5	12 %	20 %	6 %	25 %	28 %
Corse	43 %	7	0	9 %	0 %	3 %	0 %	0 %
Grand Est	41 %	31	12	13 %	20 %	7 %	40 %	33 %
Hauts-de-France	48 %	27	7	13 %	29 %	5 %	25 %	27 %
Ile-de-France	62 %	41	9	19 %	39 %	6 %	25 %	32 %
Normandie	45 %	15	7	14 %	39 %	6 %	19 %	21 %
Nouvelle-Aquitaine	37 %	27	17	11 %	33 %	6 %	31 %	23 %
Occitanie	39 %	39	14	12 %	36 %	5 %	16 %	34 %
Pays-de-la-Loire	41 %	20	6	15 %	34 %	4 %	18 %	32 %
Provence-Alpes-Côte d'Azur	37 %	22	6	12 %	59 %	4 %	29 %	21 %
France mainland	**42 %**	**314**	**110**	**13 %**	**36 %**	**5 %**	**23 %**	**29 %**

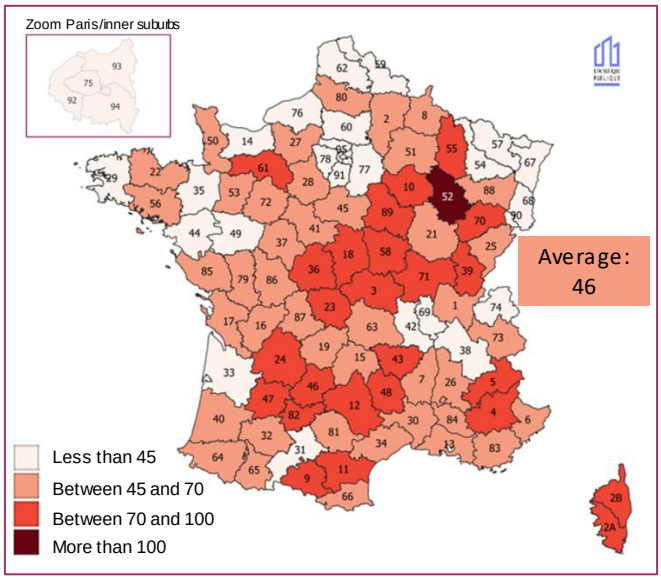
Example for the Auvergne-Rhône-Alpes region:
- In 2024, 42% of deaths were involved in an accident involving at least one person travelling to or from work or on a business trip. This percentage is calculated based on the number of deaths for which the reasons for travel of those involved in the accidents are known. This is a **new method**: previous reports calculated this percentage based on the total number of deaths.
- In 2024, 39 people died while commuting to work and 13 while travelling for work;
- Over the period 2020-2024, people killed while commuting to work accounted for 13% of all deaths. Of these, 39% were on PTW;
- Over the period 2020-2024, deaths while travelling for work represent 4% of those deaths. Of these, 15% were in utility vehicles and 30% in heavy goods vehicles.

Departments of France mainland

Average number of deaths per year and per department (2020–2024)



Mortality per million inhabitants per year and per department (2020–2024)



Each department has its own **General Guidance Document for 2023-2027**. Overseen by the Prefect of the department, it contains an assessment of the specific challenges facing the region over the five-year period 2018-2022, drawn up by the Departmental Road Safety Observatory (ODSR), and identifies the guidelines shared with local partners concerning local road safety policy for the next five years, 2023-2027.

The signed DGOs are available online on the prefecture websites and here:

https://www.onisr.securite-routiere.gouv.fr/etat-de-l-insecurite-routiere?field_theme_target_id=688

Over the period 2020 to 2024, the average annual number of deaths per department varies from 5 to 101. The average is 31 deaths, and the median is 29. Two-thirds of departments have between 15 and 40 deaths. Thirteen have fewer than 15 deaths (often the least populated), while 21 have more than 40.

Mortality per million inhabitants

Between 2020 and 2024, the average number of deaths per million inhabitants per year in France mainland is 46. This rate varies from 13 in Hauts-de-Seine to 101 in Haute-Marne.

Among 18-24 year olds, mortality averages 93 deaths per million inhabitants. It ranges from 23 in Seine-Saint-Denis to 285 in Hautes-Alpes.

Among those aged 65 and over, there are an average of 57 deaths per million inhabitants. The rate ranges from 17 in Seine-Saint-Denis to 128 in Haute-Corse.

Type of accidents (2020-2024)

In France mainland, 14% of deaths were **pedestrians** over the period 2020-2024. This proportion exceeds 30% in four departments: Paris (45%), Seine-Saint-Denis and Val-de-Marne (36% each) and Hauts-de-Seine (33%).

Cyclists and users of **mPMD** account for an average of 8% of deaths. This proportion exceeds 10% in a quarter of departments, and is highest in Côtes-d'Armor (16%) and Hautes-Pyrénées (18%).

Powered two-wheelers (PTW) account for 22% of deaths. This rate varies from 9% in Gers to 50% in Alpes-Maritimes.

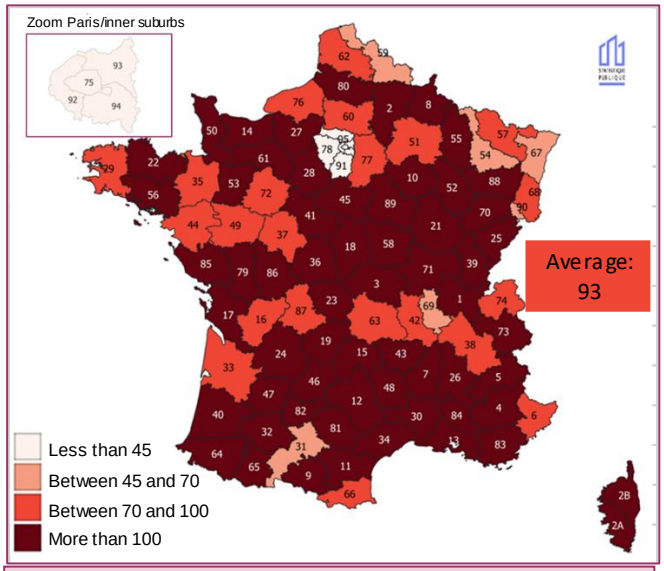
41% of deaths occur in **accidents without third parties**. This proportion exceeds 50% in 17 departments. The proportion is highest in the following five departments: Ardennes (55%), Haute Corse (55%), Indre (55%), Lozère (67%) and Creuse (70%).

30% of those deaths were in an accident involving **a drunk driver**. This rate is lowest in the Alpes-de-Haute-Provence (15%) and exceeds 40% in nine departments, reaching 49% in Corse-du-Sud.

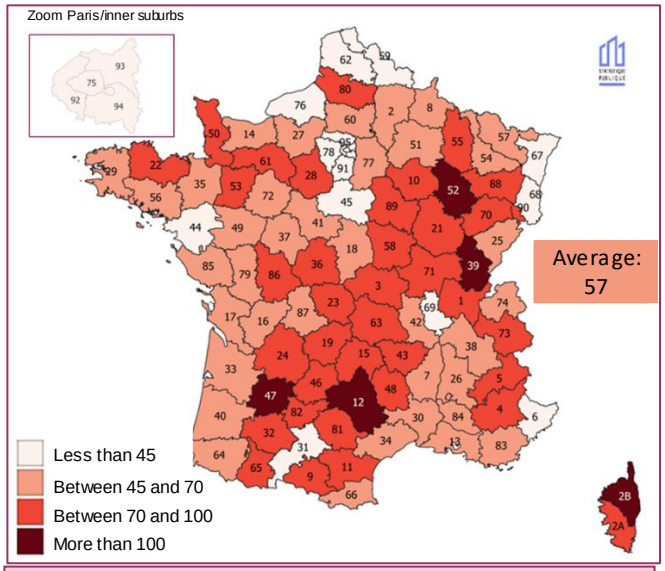
The proportion of deaths in accidents involving a driver **under the influence of alcohol and/or drugs** represents 41% of deaths. This rate exceeds 50% in seven departments: Aube (59%), Corse-du-Sud and Loire-Atlantique (55%), Ardèche (53%), Cher (52%), Gironde and Vendée (51%).

81% deaths occur in **their department of residence**. This rate exceeds 90% in six departments: Vosges (91%), Alpes-Maritimes (92%), Bas-Rhin (92%), Pyrénées-Orientales (92%), Moselle (93%) and Ardennes (94%).

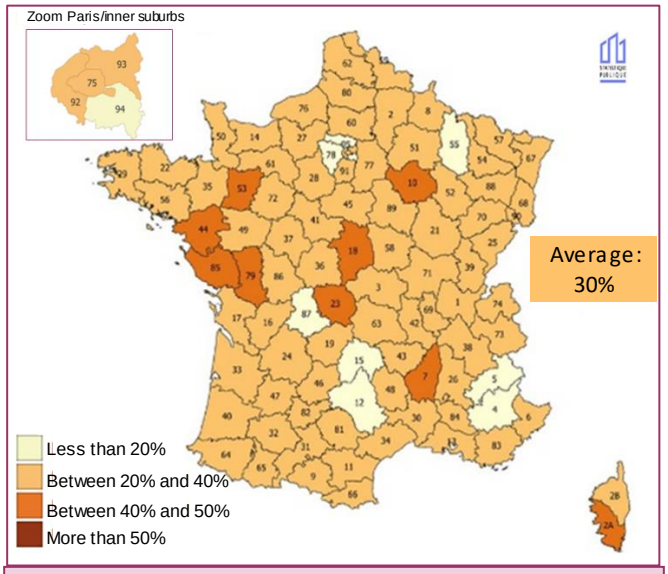
Number of deaths among 18-24 year olds per million inhabitants in this age group (2020-2024)



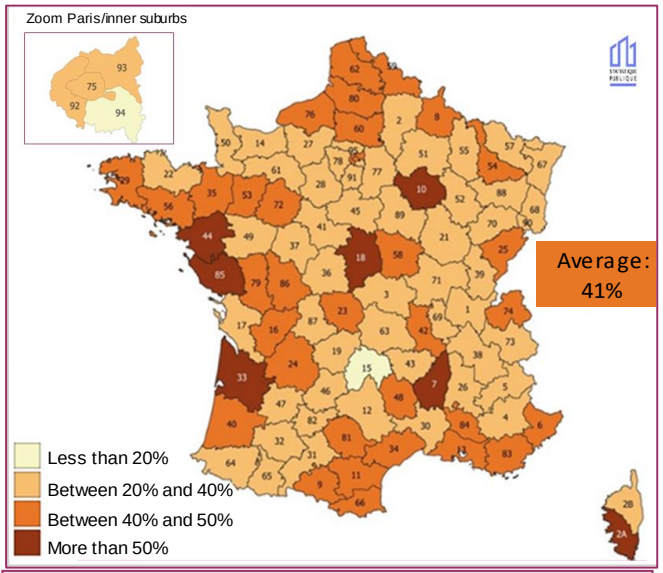
Number of deaths among 65 year olds and over per million inhabitants in this age group (2020-2024)



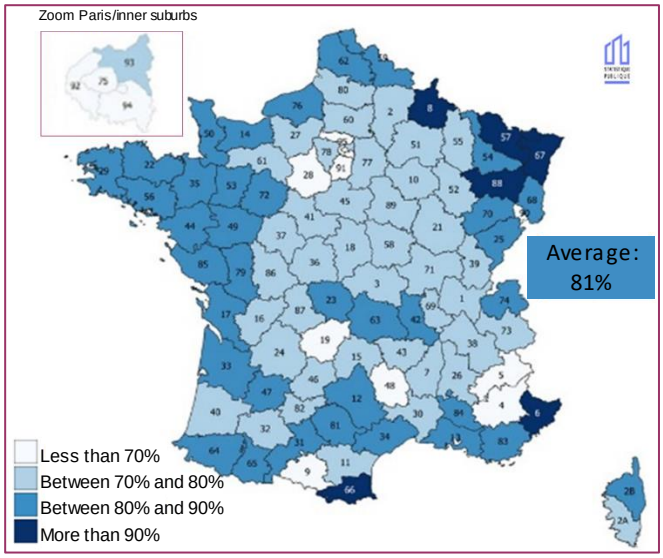
Share of deaths in accidents involving a drunk driver (2020–2024)



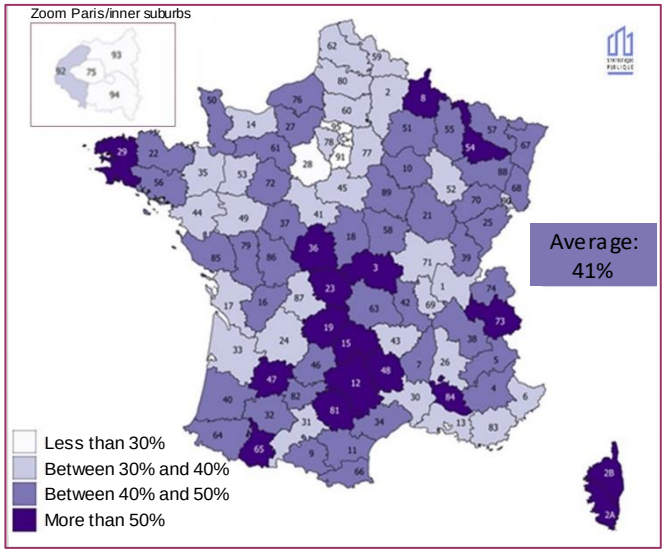
Share of deaths in accidents involving drivers under the influence of alcohol and/or illegal drugs (2020-2024)



Share of deaths where the accident occurred in the department of residence (2020-2024)



Share of deaths in single-vehicle accidents without pedestrians (2020-2024)



Departmental and Overseas territories indicators

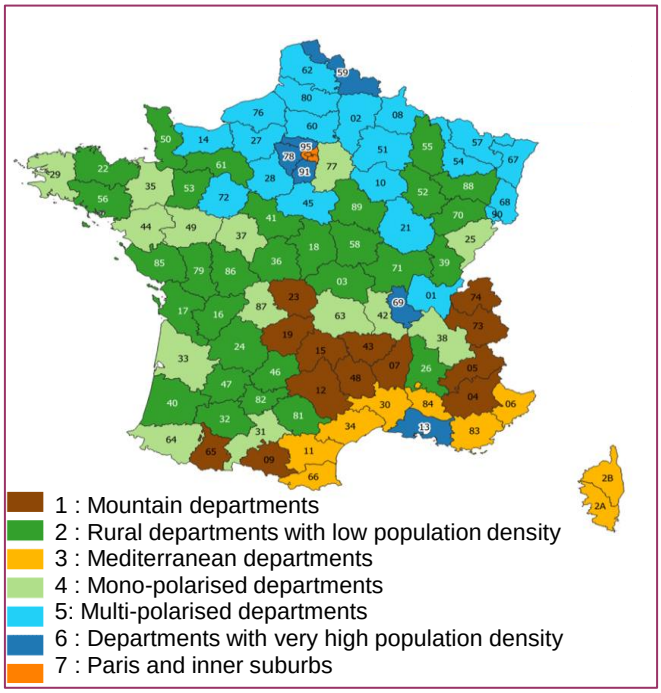
		Deaths							average 2020-2024 share in mortality of deaths…				
					average 2020-2024 rate								
		Total 2024	Total 2023	Evolution 2024/2019	all ages for 1 million inhabitants (pop. 2024)	of 18-24 y.o. for 1 million 18-24 y.o. (pop. 2024)	of 25-34 y.o. for 1 million 25-34 y.o. (pop. 2024)	of 65 y.o. and over for 1 million 65 y.o. and over (pop. 2024)	in PTW	in an accident involving a novice driver (> 2 years' exp)	in an accident involving a drunk driver/known alcohol	in an accident involving a drunk or drugged driver / known drugs or alcohol	in an accident with a vehicle alone w/o pedestr.
1	Ain	44	41	+ 29 %	61	108	72	84	23 %	14 %	28 %	36 %	40 %
2	Aisne	30	30	- 3 %	61	125	96	53	11 %	14 %	30 %	36 %	37 %
3	Allier	27	20	+ 17 %	74	151	137	81	18 %	16 %	23 %	33 %	54 %
4	Alpes-de-Haute-Provence	11	14	- 35 %	88	174	91	89	38 %	16 %	15 %	29 %	50 %
5	Hautes-Alpes	13	13	- 28 %	82	285	104	77	24 %	33 %	20 %	31 %	43 %
6	Alpes-Maritimes	55	54	- 5 %	46	99	79	42	50 %	19 %	28 %	46 %	34 %
7	Ardèche	24	26	- 27 %	63	146	92	54	33 %	19 %	43 %	53 %	50 %
8	Ardennes	13	19	- 41 %	56	177	90	67	16 %	19 %	30 %	41 %	55 %
9	Ariège	15	8	+ 36 %	81	235	84	97	17 %	14 %	26 %	42 %	43 %
10	Aube	36	36	+ 64 %	85	190	149	95	14 %	20 %	44 %	59 %	42 %
11	Aude	42	30	+ 17 %	83	186	144	79	20 %	17 %	35 %	45 %	47 %
12	Aveyron	23	18	+ 28 %	80	221	46	111	22 %	15 %	16 %	29 %	52 %
13	Bouches-du-Rhône	115	89	+ 12 %	48	115	68	47	36 %	22 %	27 %	43 %	38 %
14	Calvados	32	33	- 16 %	43	107	31	58	22 %	18 %	23 %	28 %	33 %
15	Cantal	13	6	+ 30 %	63	136	111	79	24 %	13 %	16 %	19 %	51 %
16	Charente	25	24	+ 67 %	59	91	111	67	20 %	19 %	35 %	42 %	47 %
17	Charente-Maritime	41	47	- 28 %	64	151	102	68	22 %	22 %	32 %	40 %	38 %
18	Cher	25	41	+ 14 %	78	179	160	67	21 %	18 %	46 %	52 %	47 %
19	Corrèze	16	15	+220 %	67	102	97	74	20 %	13 %	26 %	31 %	54 %
2A	Corse-du-Sud	19	10	+111 %	82	229	88	81	46 %	26 %	49 %	55 %	51 %
2B	Haute-Corse	22	22	+ 5 %	93	158	89	128	32 %	22 %	32 %	33 %	55 %
21	Côte-d'Or	20	23	- 33 %	51	102	65	78	15 %	17 %	26 %	35 %	49 %
22	Côtes-d'Armor	34	51	- 11 %	62	132	74	78	15 %	16 %	24 %	34 %	46 %
23	Creuse	9	12	+ 29 %	70	186	146	87	23 %	10 %	42 %	45 %	70 %
24	Dordogne	38	31	+ 58 %	72	163	120	83	21 %	19 %	31 %	46 %	40 %
25	Doubs	27	26	- 10 %	46	111	62	65	13 %	21 %	33 %	42 %	45 %
26	Drôme	40	27	+ 18 %	62	165	78	60	26 %	22 %	24 %	36 %	39 %
27	Eure	42	33	+ 27 %	59	139	87	58	20 %	24 %	29 %	38 %	41 %
28	Eure-et-Loir	38	26	+ 19 %	61	128	64	80	11 %	33 %	20 %	34 %	28 %
29	Finistère	37	44	- 3 %	43	82	51	59	22 %	17 %	33 %	44 %	54 %
30	Gard	63	56	+ 17 %	63	175	94	63	19 %	20 %	28 %	38 %	40 %
31	Haute-Garonne	52	50	- 17 %	36	56	44	44	29 %	18 %	26 %	39 %	38 %
32	Gers	16	13	- 24 %	66	188	151	75	9 %	11 %	22 %	33 %	48 %
33	Gironde	83	70	+ 6 %	44	98	45	49	26 %	20 %	37 %	51 %	40 %
34	Hérault	58	71	- 16 %	51	100	67	51	29 %	24 %	33 %	47 %	43 %
35	Ille-et-Vilaine	51	42	+ 21 %	38	77	51	54	18 %	16 %	34 %	44 %	38 %
36	Indre	16	23	- 6 %	72	103	84	94	12 %	21 %	25 %	35 %	55 %
37	Indre-et-Loire	29	39	+ 12 %	50	97	51	57	18 %	19 %	28 %	38 %	41 %
38	Isère	60	52	- 23 %	40	86	48	52	19 %	18 %	27 %	38 %	42 %
39	Jura	35	31	+133 %	98	184	134	111	22 %	16 %	21 %	27 %	49 %
40	Landes	33	29	+ 18 %	65	223	81	59	17 %	16 %	32 %	48 %	49 %
41	Loir-et-Cher	19	17	- 39 %	63	155	45	69	20 %	21 %	28 %	36 %	36 %
42	Loire	35	31	+ 46 %	42	96	64	62	21 %	22 %	34 %	43 %	50 %
43	Haute-Loire	11	18	- 27 %	76	234	94	91	24 %	22 %	22 %	28 %	40 %
44	Loire-Atlantique	50	56	- 30 %	37	96	44	41	21 %	19 %	42 %	55 %	39 %
45	Loiret	43	27	+ 23 %	49	110	47	42	15 %	19 %	28 %	36 %	38 %
46	Lot	17	13	+ 6 %	73	121	70	91	28 %	13 %	26 %	33 %	48 %
47	Lot-et-Garonne	23	32	0 %	79	184	84	106	12 %	17 %	31 %	39 %	52 %
48	Lozère	3	11	- 25 %	86	153	86	95	21 %	15 %	34 %	43 %	67 %
49	Maine-et-Loire	41	36	+ 28 %	40	79	48	53	20 %	20 %	32 %	39 %	34 %
50	Manche	35	30	- 5 %	60	141	65	71	14 %	11 %	31 %	39 %	42 %
51	Marne	34	40	- 13 %	58	90	75	64	12 %	25 %	30 %	40 %	43 %
52	Haute-Marne	21	18	+ 75 %	101	250	83	114	11 %	28 %	23 %	36 %	39 %
53	Mayenne	17	19	+113 %	58	111	98	92	15 %	16 %	44 %	48 %	40 %
54	Meurthe-et-Moselle	24	33	- 17 %	41	60	48	54	16 %	19 %	26 %	45 %	51 %
55	Meuse	20	11	+ 18 %	74	190	80	88	21 %	17 %	19 %	28 %	47 %
56	Morbihan	49	44	- 8 %	53	112	75	70	16 %	20 %	39 %	47 %	47 %
57	Moselle	46	37	0 %	36	96	39	49	16 %	23 %	30 %	39 %	43 %

		Deaths							average 2020-2024 share in mortality of deaths…				
					average 2020-2024 rate								
		Total 2024	Total 2023	Evolution 2024/2019	all ages for 1 million inhabitants (pop. 2024)	of 18-24 y.o. for 1 million 18-24 y.o. (pop. 2024)	of 25-34 y.o. for 1 million 25-34 y.o. (pop. 2024)	of 65 y.o. and over for 1 million 65 y.o. and over (pop. 2024)	in PTW	in an accident involving a novice driver (> 2 years' exp)	in an accident involving a drunk driver/known alcohol	in an accident involving a drunk or drugged driver / known drugs or alcohol	in an accident with a vehicle alone w/o pedestr.
58	Nièvre	19	16	+ 6 %	97	234	114	97	9 %	21 %	37 %	42 %	48 %
59	Nord	71	94	- 22 %	33	50	40	41	20 %	21 %	31 %	41 %	34 %
60	Oise	35	39	- 15 %	42	92	81	47	19 %	21 %	33 %	44 %	36 %
61	Orne	27	21	- 10 %	87	202	96	91	19 %	15 %	29 %	36 %	41 %
62	Pas-de-Calais	48	74	- 21 %	37	81	58	36	17 %	22 %	33 %	49 %	36 %
63	Puy-de-Dôme	37	45	- 18 %	51	99	49	76	25 %	24 %	29 %	40 %	43 %
64	Pyrénées-Atlantiques	31	42	- 33 %	53	144	58	65	22 %	23 %	31 %	38 %	43 %
65	Hautes-Pyrénées	11	12	+ 57 %	62	124	45	89	19 %	15 %	27 %	31 %	51 %
66	Pyrénées-Orientales	31	34	+ 3 %	56	99	56	54	26 %	20 %	30 %	50 %	47 %
67	Bas-Rhin	47	35	+ 12 %	33	60	41	44	20 %	23 %	21 %	35 %	42 %
68	Haut-Rhin	27	36	+ 8 %	37	85	55	44	15 %	21 %	23 %	35 %	45 %
69	Rhône	52	57	- 15 %	28	49	28	39	25 %	18 %	21 %	38 %	34 %
70	Haute-Saône	12	21	- 25 %	77	177	120	92	16 %	10 %	32 %	39 %	46 %
71	Saône-et-Loire	39	57	- 19 %	75	141	71	89	20 %	17 %	25 %	34 %	38 %
72	Sarthe	26	29	- 37 %	46	88	82	59	24 %	15 %	33 %	42 %	47 %
73	Savoie	24	36	- 23 %	57	161	89	72	23 %	20 %	34 %	40 %	52 %
74	Haute-Savoie	46	38	- 27 %	44	99	43	67	26 %	16 %	32 %	42 %	43 %
75	Paris	31	33	- 9 %	19	23	19	33	29 %	11 %	29 %	42 %	22 %
76	Seine-Maritime	59	41	+ 69 %	39	85	55	39	25 %	18 %	34 %	47 %	45 %
77	Seine-et-Marne	71	63	0 %	41	77	52	53	19 %	22 %	23 %	33 %	32 %
78	Yvelines	31	52	+ 11 %	26	35	45	34	29 %	19 %	20 %	34 %	33 %
79	Deux-Sèvres	29	24	- 22 %	59	161	116	69	25 %	23 %	42 %	49 %	45 %
80	Somme	39	30	+ 18 %	63	106	97	78	20 %	19 %	39 %	50 %	38 %
81	Tarn	33	24	- 6 %	65	173	70	76	15 %	18 %	27 %	45 %	52 %
82	Tarn-et-Garonne	25	24	- 4 %	81	227	86	86	18 %	20 %	32 %	39 %	47 %
83	Var	62	59	- 15 %	54	134	87	52	40 %	20 %	34 %	46 %	39 %
84	Vaucluse	41	29	+ 21 %	62	179	52	58	27 %	22 %	30 %	45 %	52 %
85	Vendée	50	57	+ 16 %	65	167	82	64	24 %	20 %	41 %	51 %	48 %
86	Vienne	30	23	+ 30 %	59	120	100	88	12 %	17 %	33 %	45 %	42 %
87	Haute-Vienne	18	21	0 %	52	71	64	63	23 %	12 %	19 %	25 %	39 %
88	Vosges	28	20	+ 27 %	62	178	88	73	23 %	23 %	26 %	36 %	49 %
89	Yonne	22	35	- 46 %	87	270	135	88	19 %	24 %	31 %	39 %	49 %
90	Territoire de Belfort	1	8	- 89 %	37	66	64	81	38 %	12 %	28 %	29 %	38 %
91	Essonne	25	31	- 17 %	26	43	41	30	22 %	19 %	24 %	29 %	22 %
92	Hauts-de-Seine	23	17	- 8 %	13	24	19	23	36 %	17 %	22 %	43 %	32 %
93	Seine-Saint-Denis	29	23	- 3 %	16	23	28	17	35 %	16 %	28 %	48 %	26 %
94	Val-de-Marne	23	17	- 15 %	15	25	15	22	36 %	22 %	16 %	31 %	17 %
95	Val-d'Oise	30	32	+ 36 %	22	41	29	30	24 %	20 %	17 %	29 %	25 %
France mainland		**3 193**	**3 167**	**- 2 %**	**46**	**93**	**56**	**57**	**22 %**	**19 %**	**30 %**	**41 %**	**41 %**
971	Guadeloupe	54	40	+ 15 %	136	378	286	101	32 %	17 %	49 %	60 %	33 %
972	Martinique	24	24	- 11 %	74	229	233	45	53 %	12 %	55 %	64 %	36 %
973	French Guiana	34	34	- 3 %	117	179	236	113	36 %	14 %	46 %	61 %	22 %
974	Réunion	40	30	+ 3 %	45	76	94	56	36 %	16 %	43 %	55 %	41 %
976	Mayotte	8	7	- 43 %	33	30	42	94	38 %	23 %	31 %	36 %	19 %
All DROM		**160**	**135**	**- 1 %**	**73**	**148**	**152**	**70**	**38 %**	**16 %**	**47 %**	**58 %**	**32 %**
975	*Saint Pierre and Miquelon*,***	*0*	*0*	*ND*	*34*	*0*	*0*	*0*	*0 %*	*0 %*	*0 %*	*0 %*	*0 %*
977	*Saint Barthélemy*,***	*3*	*1*	*ND*	*210*	*453*	*289*	*179*	*55 %*	*27 %*	*55 %*	*82 %*	*45 %*
978	*Saint Martin*,***	*2*	*7*	*- 80 %*	*140*	*876*	*372*	*63*	*77 %*	*9 %*	*53 %*	*83 %*	*36 %*
986	*Wallis and Futuna*,***	*3*	*3*	*NS*	*197*	*1172*	*0*	*0*	*0 %*	*0 %*	*88 %*	*88 %*	*73 %*
987	*French Polynesia*,***	*38*	*34*	*+ 31 %*	*118*	*149*	*199*	*128*	*52 %*	*14 %*	*57 %*	*70 %*	*48 %*
988	*New Caledonia*,***	*33*	*51*	*- 37 %*	*178*	*498*	*299*	*168*	*7 %*	*9 %*	*57 %*	*72 %*	*54 %*
All COM-NC*		***79***	***96***	***- 14 %***	***148***	***349***	***253***	***140***	***29 %***	***11 %***	***57 %***	***72 %***	***51 %***
Total Overseas*		***239***	***231***	***- 6 %***	***89***	***196***	***178***	***80***	***35 %***	***14 %***	***51 %***	***64 %***	***39 %***
France (mainland+DROM)		**3 353**	**3 302**	**- 2 %**	**47**	**94**	**59**	**57**	**23 %**	**19 %**	**31 %**	**42 %**	**41 %**
France (mainland+Overseas)*		***3 432***	***3 398***	***- 2 %***	***47***	***97***	***61***	***58***	***23 %***	***19 %***	***31 %***	***42 %***	***41 %***

Source: INSEE-Population 2024 estimated for 1 January 2025.
Notes: some departments or overseas collectivities have a low number of deaths. The conclusions should be qualified, particularly for Mayotte, Saint Barthélemy, Saint Martin, Saint Pierre and Miquelon, and Wallis and Futuna.
* Unlabelled data concerning drugs and for all indicators on COM-NC.
** Population from the latest census: 2021 for Saint Pierre and Miquelon, Saint Barthélemy and Saint Martin, 2023 for Wallis and Futuna, 2019 for New Caledonia, 2022 for French Polynesia..

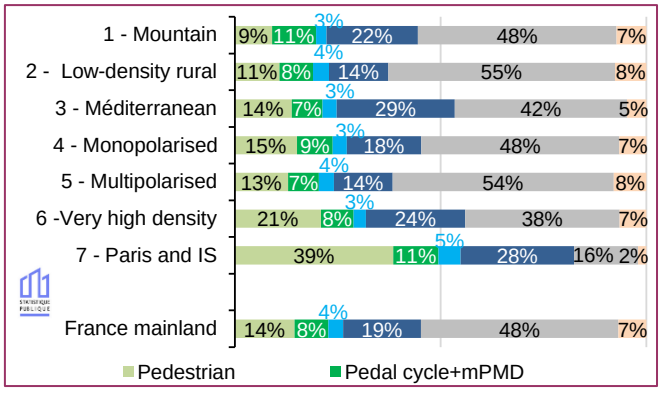
Families of departments

Classification of departments in France mainland according to their family affiliation



Source : ONISR. (2024, 29 october). *Les familles de départements des ILSR*. https://www.onisr.securite-routiere.gouv.fr/etat-de-linsecurite-routiere/les-indicateurs-de-mon-departement-ou-de-ma-region/les-familles-de-departements-des-indicateurs-locaux-de-securite-routiere-ilsr

Distribution of deaths by travel mode and accident department family (2020-2024)



Department families[1] enable the comparison of indicators for one department with departments with similar characteristics.

In 2024, **mountain departments and rural or low-density departments** account for more than 33% of deaths. For the period 2020-2024, mortality in these departments (families 1 and 2) has similar characteristics:

- high rate of deaths per million inhabitants of all ages and for those aged 18-24, 25-34 and 65 and over;
- significant proportion of deaths in accidents without third parties: family 1 at 49% and family 2 at 45%.

In the **Mediterranean departments**, mortality is characterised by a high involvement of PTWs (32% of deaths compared to 22% France mainland) but also by high rates among 18-24 year olds (131 killed/Minhab) and 25-34 year olds (79 killed/Minhab).

For 2020 and 2024, **mono-polarised and multi-polarised departments** have indicators very close to the national average.

The six **departments with very high population density** account for 10% of deaths in 2024. Over 2020-2024, their mortality rate relative to the population is below the national average. Mortality in urban areas (45%) and on motorways (14%) or even the proportion of pedestrians' deaths (21%) are higher in these departments than the average (32%, 8% and 14% respectively).

Paris and its inner suburbs are characterised by a sharp increase in mortality compared to 2023 and a mortality rate per million inhabitants three times lower than the national average. Vulnerable road users deaths (pedestrians, cyclists, mPMD and PTW) are over-represented (82% compared to 45% on average). The proportion of presumed responsible parties among deaths is highest for PW and mPMD (80% and 94%).

[1] in terms of administrative districts

	Deaths								average 2020-2024 share in mortality of deaths…				
	2024		Evolutions		Average 2020-2024 rate per 1 million inhabitants in the age group (pop. 2024)								
	total per family	on average per dept family	2024/ 2023	2024/ 2019	All ages	of 18-24 y.o.	of 25-34 y.o.	of 65 y.o. and over	in PTW	in an accident involving a novice driver (> 2 years' exp)	in an accident involving a drunk driver/known alcohol	in an accident involving a drunk or drugged driver / known drugs or alcohol	in an accident with a vehicle alone w/o pedestr.
1 - Mountain	219	17	- 4 %	- 8 %	63	154	73	80	25 %	17 %	28 %	37 %	49 %
2 - Low-density rural	845	28	+ 0 %	+ 2 %	69	161	93	78	18 %	19 %	31 %	40 %	45 %
3 - Méditerranean	393	44	+ 8 %	+ 2 %	58	131	79	57	32 %	21 %	32 %	45 %	43 %
4 - Monopolarised	622	44	+ 1 %	- 6 %	42	87	50	55	22 %	20 %	31 %	41 %	41 %
5 - Multipolarised	684	34	+ 2 %	+ 1 %	46	96	63	55	18 %	20 %	30 %	41 %	41 %
6 -Very high density	324	54	- 9 %	- 3 %	32	57	42	39	27 %	21 %	25 %	38 %	33 %
7 - Paris and inner suburbs	106	27	+ 18 %	- 9 %	16	24	20	25	33 %	16 %	25 %	41 %	24 %
France mainland	**3 193**	**33**	**+ 1 %**	**- 2 %**	**46**	**93**	**56**	**57**	**22 %**	**19 %**	**30 %**	**41 %**	**41 %**

* Unlabelled data. Population of France mainland at 1 January 2024. INSEE estimates as of the end of 2024.

Urban road safety indicators (excluding motorways)

Agglomeration, urban communities and metropolises (more than 150,000 inhabitants in France mainland, main CA of DROM) (population in 2021) *	Municipal population in 2022, on 1 January 2024	Deaths					Average D 2020-2024	Deaths per million inhabitants, annual average 2020 - 2024	Average for 2020–2024, share in the mortality of deaths…				
		in 2024	in 2023	in 2022	in 2021	en 2020			pedestr.	in bicycle	in PTW	in an accident involving a novice driver (> 2 years' exp)	in an accident involving a drunk driver/known alcohol
Paris and inner suburbs	6 828 726	83	77	89	111	99	92	13	41 %	9 %	31 %	15 %	24 %
Outer suburbs of Paris **	5 464 840	126	146	146	141	118	135	25	20 %	5 %	23 %	19 %	21 %
Aix-Marseille-Provence Metropolis	1 922 626	89	62	79	66	64	72	37	17 %	4 %	39 %	21 %	29 %
Lyon Metropolis	1 433 613	25	31	22	37	24	28	19	26 %	12 %	27 %	18 %	23 %
European Metropolis of Lille	1 194 040	23	23	31	25	17	24	20	34 %	9 %	21 %	14 %	30 %
Bordeaux Metropolis	843 738	21	14	22	14	18	18	21	24 %	11 %	38 %	22 %	27 %
Toulouse Metropolis	832 348	17	12	15	13	18	15	18	32 %	9 %	40 %	15 %	23 %
Nantes Metropolis	683 981	14	20	16	13	10	15	21	25 %	4 %	23 %	22 %	42 %
Nice Côte d'Azur Metropolis	568 596	29	29	21	20	22	24	43	23 %	6 %	50 %	17 %	20 %
Eurometropolis of Strasbourg	517 386	13	6	7	12	9	9	18	32 %	9 %	28 %	21 %	23 %
Montpellier Méditerranée Metropolis	516 657	13	16	15	17	11	14	28	25 %	6 %	29 %	25 %	25 %
Rouen Normandie Metropolis	500 703	17	9	29	14	5	15	30	24 %	7 %	19 %	20 %	38 %
Rennes Metropolis	473 973	19	8	11	13	12	13	27	24 %	16 %	16 %	16 %	27 %
Toulon-Provence-Méditerranée Metropolis	449 782	7	16	10	12	12	11	25	21 %	7 %	42 %	23 %	31 %
Grenoble-Alpes Metropolis	449 509	10	8	13	13	2	9	20	24 %	22 %	15 %	9 %	35 %
Saint-Etienne Metropolis	407 700	8	6	17	9	2	8	21	21 %	10 %	17 %	19 %	24 %
CA of Pays Basque	325 721	12	16	24	14	15	16	50	15 %	7 %	30 %	15 %	37 %
CU Angers Loire Metropolis	308 806	13	10	7	2	4	7	23	42 %	19 %	11 %	19 %	10 %
Tours Metropolis Val de Loire	299 019	6	7	7	6	4	6	20	53 %	3 %	20 %	23 %	13 %
CU of Grand Reims	297 492	12	5	8	10	7	8	28	7 %	10 %	19 %	33 %	41 %
Clermont Auvergne Metropolis	296 677	7	9	7	9	8	8	27	33 %	13 %	18 %	18 %	19 %
Orléans Metropolis	293 673	11	10	8	8	5	8	29	26 %	21 %	10 %	17 %	54 %
SMAU Belfort-Montbéliard-Héricourt-Delle ***	287 215	6	9	12	11	6	9	31	11 %	16 %	18 %	14 %	41 %
CU Perpignan Méditerranée Metropolis	277 926	9	15	19	8	12	13	45	19 %	11 %	17 %	21 %	38 %
CU Caen la Mer	277 248	7	2	10	3	6	6	20	39 %	0 %	25 %	18 %	24 %
CA of Béthune-Bruay, Artois-Lys Romane	275 736	7	14	10	8	3	8	30	12 %	0 %	36 %	17 %	31 %
CA Mulhouse Alsace Agglomeration	272 950	2	8	5	2	7	5	18	33 %	8 %	17 %	13 %	28 %
CU Le Havre Seine Metropolis	266 929	8	11	15	10	6	10	37	22 %	2 %	42 %	20 %	26 %
CA of Nîmes Metropolis	261 624	12	12	10	10	10	11	41	22 %	6 %	22 %	13 %	21 %
Dijon Metropolis	258 630	4	6	2	7	7	5	20	27 %	8 %	19 %	19 %	24 %
Metropolis of Grand Nancy	258 208	2	4	3	4	2	3	12	20 %	27 %	13 %	13 %	38 %
CA of Lens - Liévin	242 591	4	13	4	3	4	6	23	25 %	14 %	25 %	21 %	22 %
Metz Metropolis	230 314	5	7	5	0	3	4	17	25 %	10 %	5 %	30 %	13 %
CA Valence Romans Agglo	224 841	14	7	3	11	9	9	39	18 %	7 %	30 %	9 %	32 %
Brest Metropolis	213 403	2	2	2	5	3	3	13	36 %	0 %	50 %	7 %	33 %
CA of Grand Annecy	211 259	8	7	8	5	2	6	28	23 %	17 %	17 %	13 %	17 %
CU Le Mans Metropolis	209 651	7	11	5	3	4	6	29	23 %	10 %	30 %	7 %	33 %
CA Lorient Agglomeration	208 113	6	7	9	6	4	6	31	28 %	19 %	25 %	34 %	35 %
CU Limoges Metropolis	207 147	6	7	2	9	3	5	26	15 %	15 %	33 %	15 %	15 %
CU Grand Besançon Metropolis	198 224	8	3	6	9	6	6	32	22 %	6 %	13 %	19 %	37 %
CA du Grand Avignon (COGA)	198 133	8	8	10	14	9	10	49	14 %	14 %	18 %	20 %	33 %
CU of Grand Poitiers	196 849	9	4	6	7	5	6	31	16 %	10 %	16 %	35 %	26 %
CU of Dunkerque	192 635	6	7	6	6	5	6	31	23 %	10 %	23 %	33 %	18 %
CA Valenciennes Metropolis	191 885	8	6	2	10	2	6	29	29 %	11 %	14 %	7 %	21 %
CA of Sophia Antipolis	183 991	9	7	10	6	3	7	38	9 %	9 %	49 %	20 %	28 %
CA Amiens Metropolis	182 854	13	6	7	5	1	6	35	22 %	9 %	13 %	3 %	21 %
CA of la Rochelle	181 057	6	6	10	4	7	7	36	18 %	15 %	18 %	18 %	35 %
CA of Cotentin	178 684	11	8	8	7	3	7	41	11 %	11 %	14 %	14 %	45 %
CA Golfe du Morbihan - Vannes Agglomeration	177 719	11	11	6	6	4	8	43	24 %	5 %	21 %	18 %	39 %
CA Troyes Champagne Metropolis	175 540	8	13	6	6	7	8	46	8 %	10 %	20 %	28 %	50 %
CA Pau Béarn Pyrénées	166 794	5	9	6	7	5	6	38	25 %	31 %	16 %	22 %	14 %
CA of la Porte du Hainaut	158 351	2	7	4	2	4	4	24	5 %	11 %	47 %	37 %	53 %
CA Cannes Pays de Lérins	156 338	7	2	6	5	7	5	35	37 %	19 %	37 %	19 %	20 %
CA Saint-Brieuc Armor Agglomeration	154 023	9	17	5	1	9	8	53	12 %	12 %	7 %	10 %	42 %
Average		**15**	**15**	**15**	**14**	**12**	**14**	**29**	**24 %**	**9 %**	**27 %**	**18 %**	**27 %**
CA Réunion - TCO	218 990	13	4	13	16	12	12	53	16 %	7 %	45 %	19 %	41 %
CA Réunion - CINOR	216 588	12	5	8	8	9	8	39	29 %	7 %	40 %	21 %	21 %
CA Réunion - CIVIS	183 641	6	11	15	11	10	11	58	21 %	9 %	32 %	11 %	55 %
CA French Guiana - Centre Littoral	152 190	17	14	17	20	25	19	122	20 %	4 %	47 %	20 %	50 %
CA Martinique - Centre	150 323	8	7	10	9	12	9	61	13 %	2 %	59 %	13 %	56 %
CA Guadeloupe - Cap Excellence	97 558	5	6	7	17	8	9	88	35 %	9 %	28 %	16 %	44 %
CA Mayotte - Dembeni - Mamoudzou****	87 285	1	0	6	5	6	4	41	17 %	0 %	50 %	39 %	30 %
Average		**9**	**7**	**11**	**12**	**12**	**10**	**34**	**21 %**	**7 %**	**47 %**	**19 %**	**46 %**

CA: Agglomeration Community - CU: Urban Community - SMAU: Mixed Urban Area Syndicate
* Agglomeration communities defined by INSEE on 1 January 2024
** Includes all the urban communities in the outer suburbs (77, 78, 91, 95), including those with less than 150,000 inhabitants.
*** Includes the Greater Belfort Urban Community, the Pays de Montbéliard Agglomération Urban Community, the Sud Territoire Community of Municipalities (CC) and the Pays d'Héricourt Community of Municipalities (CC)
**** Mayotte: Data from the 2017 general population census

Accidents in large urban centres

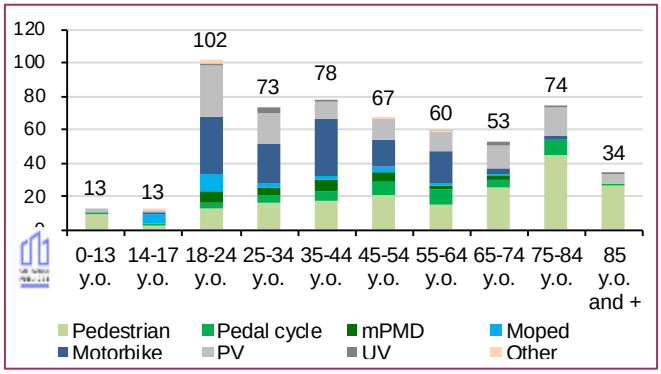
In 2024, 567 people died in major urban centres, three quarters of them on urban roads.

Change in mortality since 2019

2024	2023	2019	Evol. 2019-2024	Evol. 2023-2024
567	551	566	+ 0,2%	+ 2,9%
Average annual evolution*			2019 to 2024	2010 to 2019
Deaths in large urban centres			0,0 %	- 0,9 %
Deaths outside large urban centres			- 0,4 %	- 2,5 %
Deaths France mainland			- 0,3 %	- 2,3 %

*Reading: between 2010 and 2019, the number of deaths in large urban centres fell by an average of 0.9% per year.

Number of deaths in large urban centres by age and travel mode

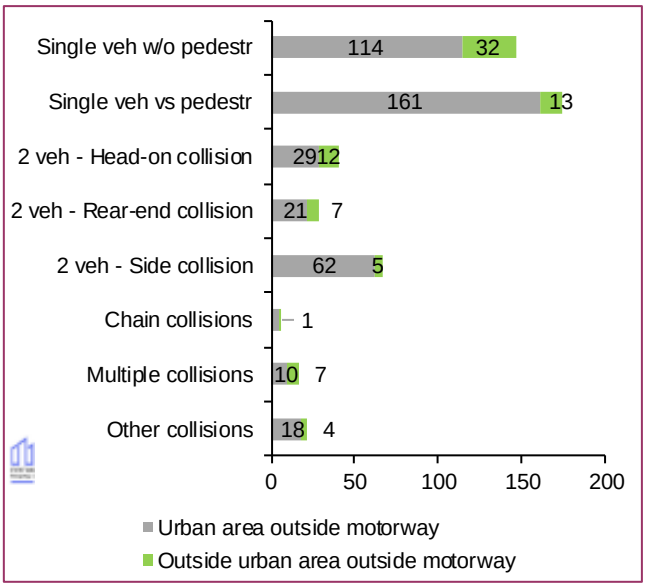


Distribution of deaths in large urban centres by type of road

	Urban area	Outside urban area	Motorway	All road environment
Motorway	/	/	12%	**11%**
National road	1%	3%	/	**4%**
Departmental road	14%	7%	/	**21%**
Communal road	51%	2%	/	**53%**
Metropolitan road	5%	2%	/	**7%**
Other	3%	1%	/	**3%**
All networks	**74%**	**14%**	**12%**	**100%**

*Reading: in 2024, in large urban centres, 16% of deaths occurred on local roads within urban areas.

Distribution of deaths by type of collision (excluding motorways)



This page presents accident rates in 2024 in large urban centres, using the INSEE's 2025 classification of municipal density levels as a reference.

Large urban centres represent 700 of the 34,936 municipalities in France mainland.

With 567 deaths in 2024, large urban centres account for **18% of road deaths, despite representing only 2% of France's total land area and 37% of its population**. Compared to 2023, the number of deaths rose by 2.9% in 2024, representing an additional 16 deaths.

From 2010 to 2019, the decline in mortality in large urban centres was 2.8 times less significant than in other municipalities. Since 2019, the downward trend has slowed before reversing in 2024, when there was a 2.9% increase in mortality compared to 2023.

In these large urban centres, 39% of fatal accidents occur in February, June, September and October.

The profile of the killed

Senior citizens (aged 65 and over) and young adults (aged 18 to 34) are the most affected by road deaths: they account for 28% and 31% of deaths respectively, representing 336 deaths. Among senior citizens deaths, 60% are pedestrians and 22% are motorists. Among young adults' deaths, one-third were motorcyclists and 27% were motorists.

Men accounted for 78% of road deaths. One-third of them were aged 18 to 44 and 22% were aged 65 and over. Pedestrians and motorcyclists account for 28% and 29% of deaths respectively. Half of the women killed on the roads are aged 65 or over. 54% of women killed are pedestrians and a quarter are motorists.

The main causes of fatal accidents identified are excessive or inappropriate speed (23%), inattention (19%), alcohol (14%), illegal drugs (13%) and failure to give way (13%).

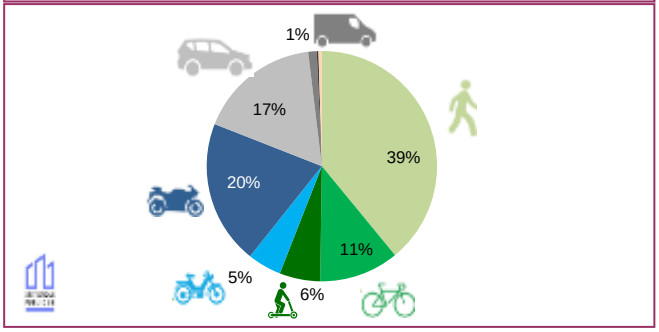
By road environment and category

74% of deaths in large urban centres occur **on urban roads,** 14% on rural roads and 12% on motorways.

Of the 420 deaths in urban areas, 69% occur on municipal roads, 19% on departmental roads, 7% on metropolitan roads and only 1% on national roads. Of the 158 people killed on departmental and metropolitan roads, 70% are in urban areas. However, of the 23 deaths on national roads, 83% occurred outside urban areas.

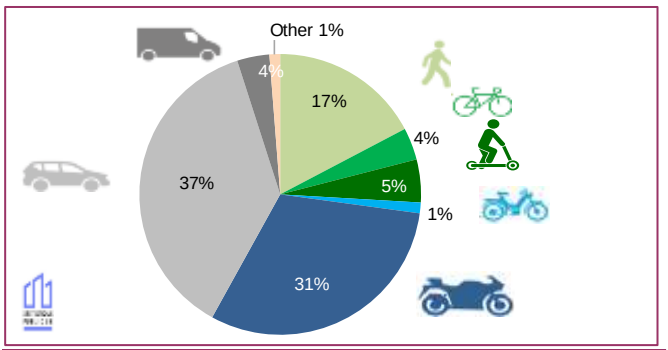
Large urban centres in France mainland

Distribution of deaths in large urban centres, in urban area, according to travel mode



	Walking	Pedal cycle	mPMD	Moped	Motorbike	PV	UV	HGV	Other	Total
Deaths	164	47	24	20	85	72	5	1	2	420

Distribution of deaths in large urban centres, outside urban area, according to travel mode



	Walking	Pedal cycle	mPMD	Moped	Motorbike	PV	UV	HGV	Other	Total
Deaths	14	3	4	1	25	30	3	0	1	81

In urban areas

420 people died in urban areas in large urban centres. Half of those deaths on the roads were active mode users (211). The main victims were pedestrians (39%), motorcyclists (20%) and motorists (17%). mPMD users accounted for 6% of deaths (24).

In urban areas, seniors over the age of 65 account for one-third of deaths (92) and are the most represented among pedestrian victims (56%). Young people aged 18 to 34 account for 28% of deaths (117) and half of motorcyclist deaths (41).

83% of fatal accidents involve a single vehicle without pedestrians (38%) or a single vehicle and a pedestrian (45%).

Outside urban areas

81 people died outside urban areas in large urban centres. The main victims were motorists (37%), motorcyclists (31%) and pedestrians (17%). Users of motorised two-wheeled vehicles accounted for 5% of deaths (4).

Young people aged 18 to 34 accounted for 38% of deaths (31). Three-quarters were travelling in motorised vehicles: motorcycles (35%) and cars (32%). Seniors over the age of 65 accounted for 21% of deaths (17). 76% of those deaths were travelling in motorised vehicles, mainly cars (10).

8% of fatal accidents were accidents without a third party.

On motorway

A quarter of road deaths on motorways in mainland France occur in large urban centres (66). 41% of those deaths are young people aged 18 to 34.

39% of those deaths are motorcyclists and 18% are pedestrians. There is also one death involving a driver of mPMD.

Mortality is highest at night: 38% of deaths occur during the day, compared with 62% at night.

Municipalities with more than 50,000 inhab.

In 2024, municipalities with more than 50,000 inhabitants[1] accounted for two-thirds of road deaths in major urban centres (360). However, 21 municipalities – including 16 in the Paris region – recorded no road deaths in 2024. Two municipalities in this ranking have more than 100,000 inhabitants: Montreuil and Villeurbanne. Conversely, Perpignan, Valence, Nice and Amiens have the highest road deaths rates, with 67, 62 and 60 deaths per million inhabitants respectively. The average road death rate in 2024 for municipalities with more than 50,000 inhabitants is 24 deaths per million inhabitants.

[1] Insee. Official population 2022.

Accidents in intermediate density municipalities

In intermediate density municipalities, 41% of people are killed in urban area.

This page presents accident rates in 2024 in intermediate density municipalities corresponding to the categories of “intermediate-sized” urban centres’ (637 municipalities), “small towns” (950 municipalities) and “urban belts” (1,997 municipalities), as defined by INSEE.

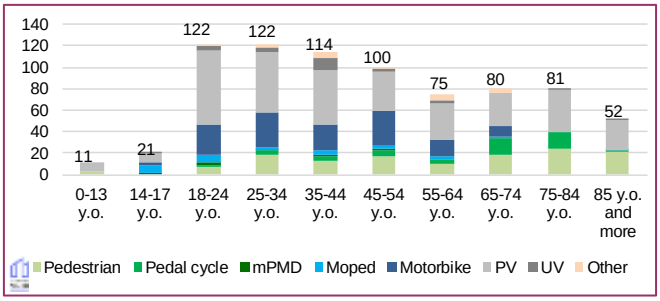
Mortality evolution in intermediate density municipalities since 2019

2024	2023	2019	Evol. 2019-2024	Evol. 2023-2024
778	761	829	- 6,2%	+ 2,2%

Average annual evolution*	2019 to 2024	2010 to 2019
Intermediate municipalities deaths	- 1,3%	- 2,7%
Deaths outside intermediate municipalities	+ 0,0%	- 2,1%
Deaths in France mainland	- 0,3%	- 2,3%

*Reading: between 2010 and 2019, the number of deaths fell by an average of 2.7% per year in intermediate density municipalities.

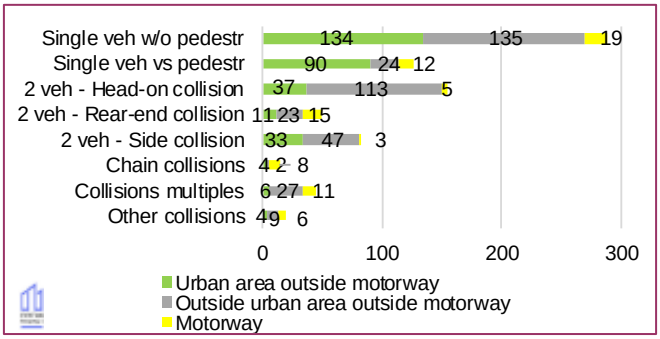
Number of deaths in intermediate density municipalities by age and mode



Distribution of deaths in intermediate density municipalities by road type

	Urban area	Outside urban area	Motorway	All road environments
Motorway	/	/	10 %	**10 %**
National road	1 %	5 %	/	**5 %**
Departmental road	17 %	37 %	/	**54 %**
Communal road	21 %	4 %	/	**25 %**
Metropolitan road	1 %	2 %	/	**4 %**
Other	1 %	0 %	/	**1 %**
All networks	**41 %**	**49 %**	**10 %**	**100 %**

Distribution of deaths by type of collision



In 2024, 778 people died in medium-density areas, representing **24% of road deaths for 10% of France's land area and 30% of its population**. This figure marks an **increase of** +2.2% compared to 2023, but remains down -6.2% compared to 2019.

Over the period 2010-2019, road deaths fell more sharply in medium-density municipalities (-21.5%) than in other municipalities (-7.7%). This trend continued between 2019 and 2024, with an average annual decrease of 1.3% for intermediate-density municipalities compared to 0.0% for other municipalities.

In 2024, there were 17 more deaths in these municipalities than in the previous year. Fatal accidents are most frequent in the fourth quarter, accounting for 32% of annual deaths.

By road environment and category

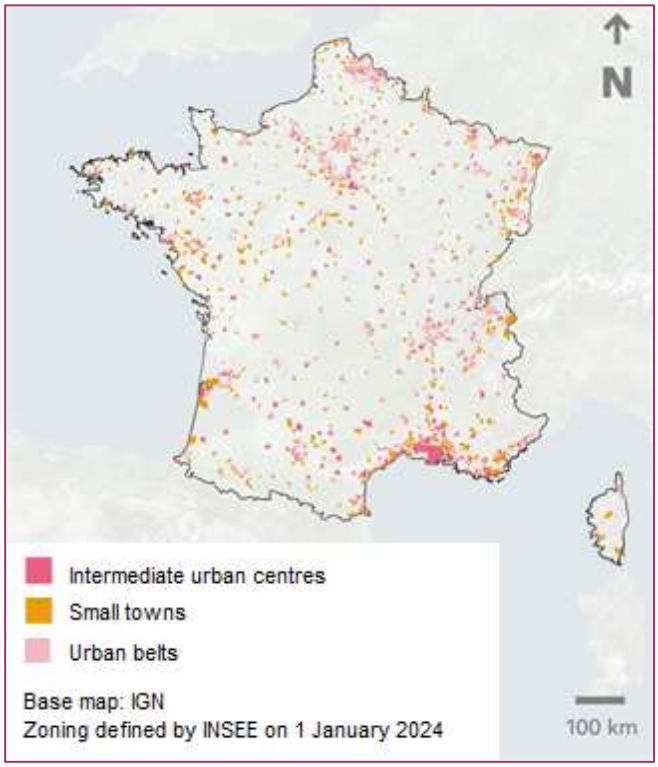
In intermediate-density municipalities, **49% of people died on roads outside urban areas,** 41% in urban areas and 10% on motorways.

In 2024, 424 people **died on departmental roads, accounting for 54% of road deaths,** mainly outside urban areas (76%). Deaths on departmental roads located in municipalities of intermediate density alone account for 13% of national mortality. Of the 319 deaths in urban areas, 51% occurred on municipal roads: 42% on departmental roads, 3% on metropolitan roads and 1% on national roads. Of the deaths on national roads, 90% occurred outside urban areas.

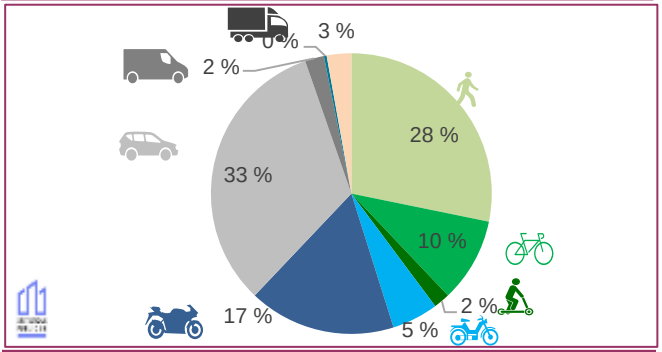
The distribution of accidents by travel mode varies greatly depending on the environment. Accidents in urban areas account for 69% of all pedestrian deaths (including motorways), 58% of cyclist deaths and 65% of moped rider deaths. Conversely, non-urban areas account for 54% of motorcyclist deaths and 61% of car driver deaths.

The majority of deaths in accidents involving two vehicles in head-on and side collisions occurred outside urban areas, accounting for 73% and 57% of deaths respectively. Urban areas account for 71% of deaths in single-vehicle accidents involving pedestrians.

Zoning of intermediate-density municipalities in 2024, according to INSEE population density criteria

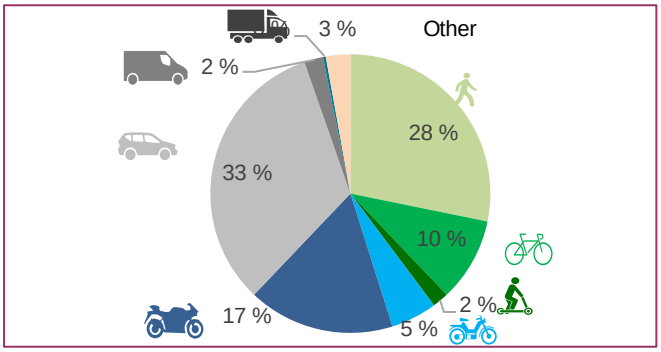


Distribution of deaths in urban areas, outside motorways according to travel mode in areas of intermediate density



	Pedestrian	Pedal cycle	mPMD	Moped	Motorbike	PV	UV	HGV	Other	Total
Deaths	90	31	6	17	54	104	7	1	9	319

Distribution of deaths outside urban areas and motorways according to travel mode in areas of intermediate density



	Pedestrian	Pedal cycle	mPMD	Moped	Motorbike	PV	UV	HGV	Other	Total
Deaths	24	22	3	9	80	220	13	6	3	380

In urban areas

Active mode users are more affected in urban areas: 38% of deaths are pedestrians or cyclists. The number of deaths on foot or by pedal cycle (121) is higher than the number of deaths in cars (104). Vulnerable users (active modes and powered two-wheelers) account for 62% of deaths in urban areas.

In urban areas, 25% of deaths are aged 75 and over. Of the 81 deaths in this age group, 43 were pedestrians. The 18-24 and 25-34 age groups are the next most affected, each accounting for 15% of deaths. Next come those aged 65-74 (13%), 55-64 (11%), 35-44 (10% of deaths) and 45-54 (8% of deaths). The 14-17 age group, which covers fewer years, accounts for only 3% of deaths, most of which involve PTWs.

In urban areas, 42% of deaths occur in accidents without a third party involved, and 25% of deaths occur at intersections.

Daytime deaths remain the highest: 63% of deaths occur during the day, compared to 37% at night.

Outside urban areas

The main issue in fatal accidents outside urban areas in intermediate density areas concerns passenger vehicles, followed by PTWs: **58% of deaths are motorists and 21% are motorcyclists**. Pedestrians, cyclists and moped riders account for smaller proportions (6%, 6% and 2%).

29% of those presumed responsible for deaths outside urban areas in rural communities were travelling at excessive or inappropriate speeds. Alcohol and illegal drugs were involved in 24% and 16% of cases respectively.

Outside urban areas, 18% of deaths were among 35-44 year olds, 16% among 45-54 year olds, 17% among 18-24 year olds, 14% among 25-34 year olds, 11% among the over-75s, those aged 65-74 account for 10% and those aged 55-64 account for 9%.

10% of deaths occur at intersections. For PTW, 21% of deaths occur at intersections, meaning that PTWs are over-represented and are twice as likely to be involved in fatal crashes at intersections.

51% of deaths occur during the day and 49% at night.

47% of deaths occur in accidents without a third party (1 vehicle alone, no pedestrians). This figure is 22% for accidents involving PTW without a third party.

On motorway

Of the 79 deaths on motorways, 43% were aged between 25 and 44 and 15% were over 65. 48% of deaths were in passenger cars, 16% on PTW and 14% in UV or HGV. 22% of those killed, or 17 people, were pedestrians.

25% of deaths were in accidents without third parties.

Accidents in rural municipalities

In rural municipalities, 16% of deaths (291) occur in urban areas.

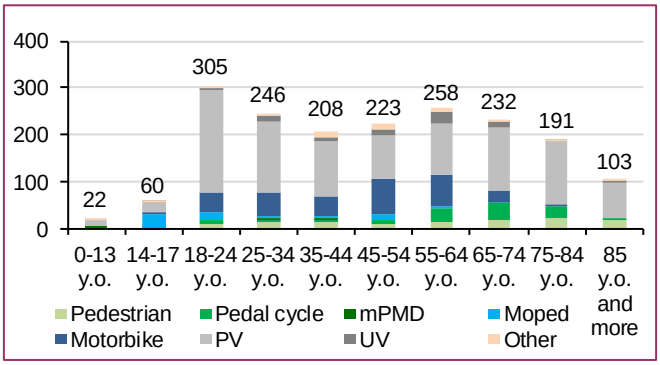
Mortality changes in rural municipalities since 2019

2024	2023	2019	Evol. 2019-2024	Evol. 2023-2024
1 848	1 855	1 849	- 0,1%	- 0,4%

Average annual evolution*	2019 to 2024	2010 to 2019
Rural municipalities deaths	- 0,0%	- 2,5%
Deaths outside rural municipalities	- 0,7%	- 2,0%
Deaths in France mainland	- 0,3%	- 2,3%

*Reading: between 2010 and 2019, the number of deaths fell by an average of 2.5% per year in rural areas.

Number of deaths in rural areas by age and mode



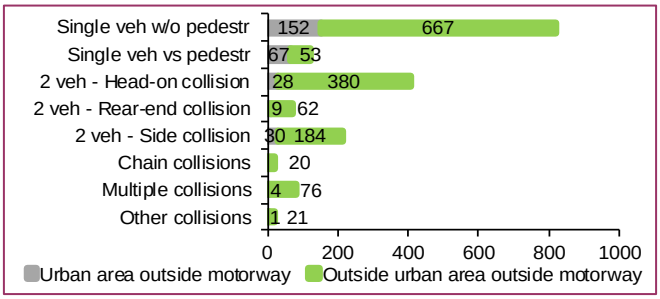
Reading: in 2024, in rural areas, among the 1,848 deaths, 22 were aged 13 or under and were mainly travelling in passenger vehicles.

Distribution of deaths in rural municipalities by type of road

	Urban area	Outside urban area	Motorway	All road environments
Motorway	/	/	5 %	**5 %**
National road	/	6 %	/	**6 %**
Departmental road	11 %	65 %	/	**76 %**
Communal road	4 %	7 %	/	**11 %**
Metropolitan road	/	1 %	/	**1 %**
Other	/	1 %	/	**1 %**
All networks	**16 %**	**79 %**	**5 %**	**100 %**

Reading: in 2024, in rural areas, 11% of deaths occurred on local roads in urban areas.

Distribution of deaths by type of collision (excluding motorways)



Reading: in 2024, in rural areas, 152 people died on roads outside urban areas, in accidents without third parties (vehicle alone, no pedestrians).

Rural municipalities are municipalities with low population density. Defined by INSEE using the municipal grid[1], they are divided into three categories: rural burghs (5,104), rural municipalities with scattered settlements (18,380) and rural municipalities with very scattered settlements (7,259).

In 2024, rural municipalities recorded 1,848 deaths, representing **58% of road deaths for 89% of France's land area and 32% of its population**. The number of deaths is relatively stable compared to 2023, with a slight decrease of 7 deaths (1,848 in 2024 compared to 1,855 in 2023).

Between 2010 and 2019, the decline in mortality in rural municipalities was 1.3 times greater than in other municipalities, with an overall change of -20% over 10 years.

The summer season is the period with the highest number of deaths in rural areas, with 29% of deaths occurring in June, July and August.

By road environment and category

The distribution of mortality by environment remains stable between 2023 and 2024. In rural municipalities, **79% of deaths occur on roads outside urban areas,** 16% in urban areas and 5% on motorways.

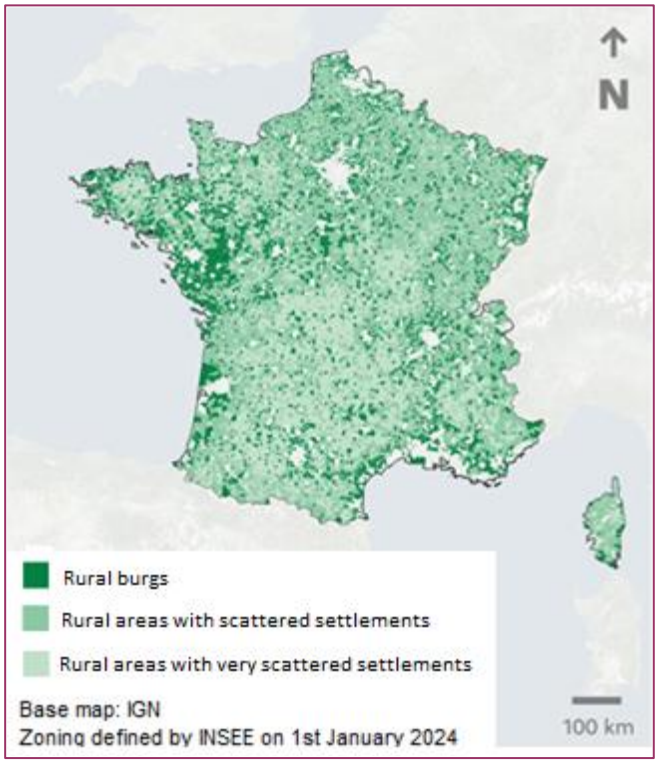
By type of road**, 1,396 deaths** occurred on **departmental roads (DR) (76%)**, mainly outside urban areas. Deaths on DRs in rural municipalities account for **44% of national** mortality. In urban areas, of the **291 deaths**, **70% occur on departmental roads**, 25% on municipal roads and 2% on national roads. Of those deaths on national roads, 95% occur outside urban areas and 5% in urban areas.

The distribution of accidents by travel mode varies greatly depending on the road environment. Accidents in urban areas account for 50% of pedestrian deaths (including motorways), 25% of cyclist deaths, 21% of moped rider deaths, 13% of motorcyclist deaths and 11% of motorist deaths.

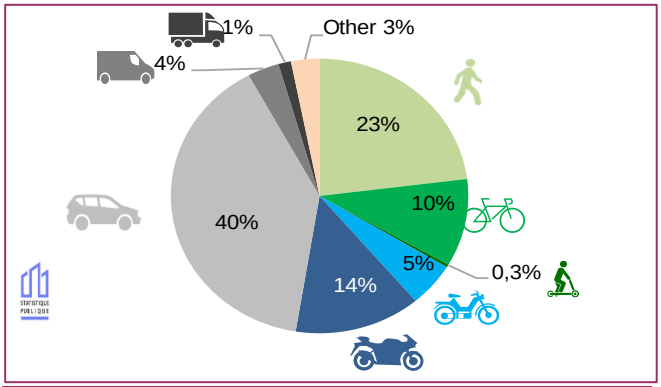
The vast majority of deaths in accidents involving two vehicles in head-on collisions, side collisions and single-vehicle accidents without pedestrians occur outside urban areas, accounting for 92%, 84% and 79% of deaths respectively.

[1] Insee. (2025, 19 mai). *La grille de densité 2025*. https://www.insee.fr/fr/information/8571524 Geography on 1 January 2024.

Rural municipalities in France mainland

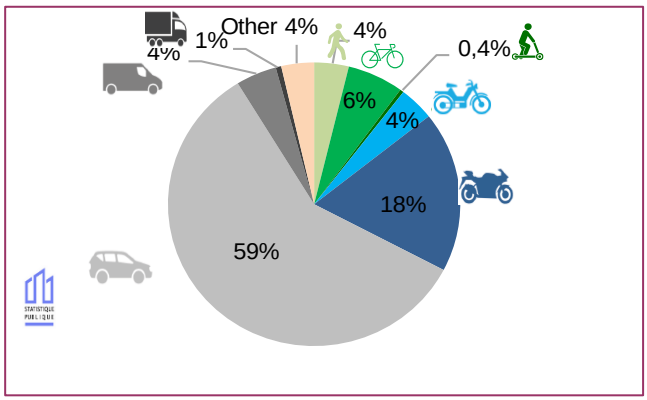


Distribution of deaths in rural municipalities and urban areas, by travel mode



	Pedestrian	Pedal cycle	mPMD	Moped	Motorbike	PV	UV	HGV	Other	Total
Deaths	67	30	1	15	40	115	10	4	9	291

Distribution of deaths in rural municipalities, on roads outside urban areas, by travel mode



	Pedestrian	Pedal cycle	mPMD	Moped	Motorbike	PV	UV	HGV	Other	Total
Deaths	56	91	6	57	268	857	66	9	53	1463

Urban areas

Active modes are more affected in urban areas, where **33% of deaths are pedestrians or cyclists**. The number of deaths among pedestrians and cyclists (97) is lower than the number of deaths among motorists (115). The proportion of vulnerable road users deaths is higher in urban areas (53%) than outside urban areas (33%).

In urban areas, 27% of deaths are people aged 75 or over, 17% are aged between 65 and 74, and 13% are aged between 55 and 64. In addition, 52% of deaths occur in accidents without a third party.

Among those presumed responsible for fatal accidents, 28% were driving at excessive or inappropriate speeds, 24% had consumed alcohol and 21%had a fainting fit.

Daytime deaths remain the highest, with 64% of deaths occurring during the day compared to 36% at night.

Outside urban areas

On roads outside rural communities, the main issue concerns passenger vehicles, followed by PTW: **59% of deaths are motorists and 18% are motorcyclists**. Cyclists and pedestrians account for 6% and 4% of deaths.

People aged 18-24 account for 18% of deaths, while those aged 25-34, 55-64 and 75 and over each account for 14% of deaths.

Among those presumed responsible for fatal accidents, 32% were driving at excessive or inappropriate speeds and 25% had consumed alcohol.

Of these, 15% of deaths occur at intersections, a proportion 1.5 times higher among users of PTW (23% of deaths).

39% of deaths occurred at night (for PTW: 29%). 46% of deaths occurred in accidents without a third party.

On motorway

Among the 94 people who died on motorways, 38% were aged between 18 and 34 and 24% were aged between 45 and 64.

68% of deaths were in passenger cars, 12% in light commercial vehicles or heavy goods vehicles, and 6% in motorcycles. 13% were pedestrians.

Among those presumed responsible for fatal accidents, 21% were inattentive and 20% were driving at excessive or inappropriate speeds.

Mortality and levels of rurality

Of the 1,848 deaths in rural municipalities, 697 occurred in rural towns, 938 in municipalities with scattered settlements and 213 in municipalities with very scattered settlements.

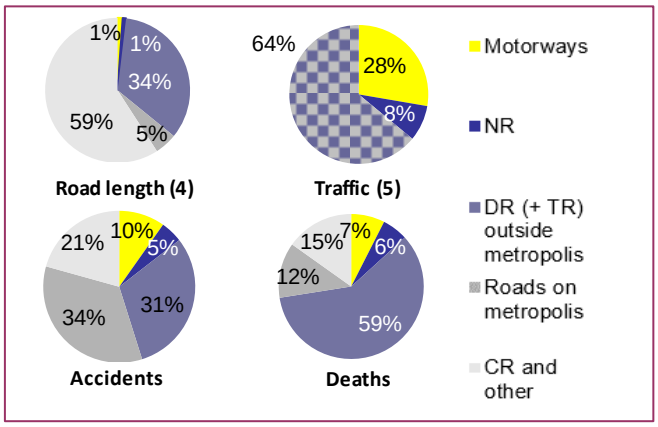
The road network

	Network length (km) on 01/01/2024	
Nat. road network	**Motorways, including:**	**12 438**
	Concession motorways	9 141
	Interurban motorways	1 865
	Urban motorways and expressways	1 432
	National roads (NR), including:	**8 293**
	Interurban national roads with motorway characteristics	2 828
	Other national roads	5 465
	Departmental (DR) and territorial roads (TR)	**376 135**
	Roads within urban metropolitan areas, including: (1)	**55 176**
	Metropolitan roads (2)	7 782
	Communal roads (CR) (3)	47 394
	Communal roads outside urban metropolitan areas	**654 075**
	Total	**1 106 117**

(1) Excluding Departmental Roads (DR) not transferred to metropolitan areas on 1 January 2023
(2) Figures at 01/01/2022
(3) Figures from 2018 to 2024 based on information available by municipality

80% of national roads are **outside urban areas**, 78% of departmental roads and 63% of municipal roads *(PTV estimate for the DSR, 2017)*

Distribution (%) of road length, traffic (veh.km), injury accidents and deaths by network



(4) Linear: DR = All DRs including metropolitan areas
(5) Traffic: NR = NR excluding TR, provisional SDES data
Sources: SDES, 2024, Cerema, DGCL

Accident rates by road category in France mainland in 2024

BAAC 2024	Injury accidents	Deaths
MOTORWAYS		
Motorways	*4 996*	*239*
Total	**4 996**	**239**
CONURBATIONS excluding motorways		
National roads	*469*	*15*
Departmental roads outside urban areas and territorial roads in Corse	*5 883*	*382*
Roads within urban areas	*16 393*	*297*
Communal roads outside urban areas	*8 678*	*308*
Other roads	*517*	*28*
Total	**31 940**	**1 030**
OUTSIDE CONURBATIONS excluding motorways		
National roads	*1 924*	*168*
Departmental roads outside urban areas and territorial roads in Corse	*9 771*	*1 511*
Roads within urban areas	*1 064*	*97*
Communal roads outside urban areas	*1 236*	*130*
Other roads	*127*	*18*
Total	**14 122**	**1 924**
ALL NETWORKS		
Motorways	*4 996*	*239*
National (or territorial) roads	*2 393*	*183*
Departmental roads outside urban areas and territorial roads in Corse	*15 654*	*1 893*
Roads within urban areas	*17 457*	*394*
Communal roads (outside urban areas)	*9 914*	*438*
Other roads	*644*	*46*
All networks	**51 058**	**3 193**

In 2024, the road network in France mainland cover nearly 1.1 million kilometres. The management of different types of roads is changing. Motorway concessions are granted either at the stage of constructing a new motorway or to convert a national road into a motorway, as was recently the case with the NR 10 and certain sections of the RCEA (Route Centre Europe Atlantique). With regard to national roads, Act I of decentralisation transferred 53,000 kilometres of secondary national roads to the departments in 1972, followed by Act II, which transferred 15,000 kilometres in 2006. Since the MAPTAM law in 2014, urban metropolises have been able to take over the management of departmental roads on their territory as well as municipal roads in the municipalities within their territory. On 1 January 2021, the European Community of Alsace and the Eurometropolis of Strasbourg took over management of national roads (now renamed D...) and the non-concessionary motorways A35, A352 and A36 throughout Alsace, which retain their motorway status (the State retains traffic policing powers) and therefore their names. The 3DS Act of 21 February 2022 allows for broader transfers of roads between local authorities, or from the non-concessionary national network to local authorities.

Traffic on a network or the accident rate on that network are not correlated with its length. Motorways are the safest network, with a central separation between traffic flows and grade-separated junctions. They account for only 1% of the road network, but carry 28% of road traffic and account for only 8% of deaths. In general, the national road network (motorways and national roads) accounts for 2% of the network, 36% of traffic and 13% of deaths[1]. Departmental roads account for 34% of the network's length and 59% of deaths. The network managed by metropolitan areas has the highest number of accidents recorded by the police.

The urban areas mentioned in this fact sheet are the 22 metropolitan areas of Aix-Marseille, Bordeaux, Brest, Clermont, Dijon, Grenoble, Lille, Lyon, Metz, Montpellier, Nancy, Nantes Metropolis, Metropolis Nice Côte d'Azur, Orléans, Rennes, Rouen, Saint-Etienne, Strasbourg, Toulon, Toulouse, Tours and the City of Paris (the Greater Paris Metropolis is not responsible for road management).

The length of roads in urban metropolitan areas corresponds only to roads managed by metropolitan areas (excluding non-transferred departmental roads). The figures for injury accidents correspond to all accidents in metropolitan areas outside the national network and therefore include accidents on non-transferred departmental roads.

[1] The traffic modelling carried out by MTECT does not provide a breakdown of the national estimate of kilometres travelled by road network, beyond the breakdown for the national network.

Road network operators' indicators

Operators	Interdepartmental Road Directorates (DIR)		Motorway concession companies (MCC)		Departments[1] CEA[2] Collectivity of Corse		Common law metropolitan areas, MAMP[3], Metropolis of Lyon		Municipalities, CU[4], CA[5], CM[6], LPE[7] and City of Paris	
D: Deaths in 2024 S: Share of road deaths in 2024	D	S	D	S	D	S	D	S	D	S
	267		126		1 965		270		494	
By travel mode										
Pedestrians	42	16%	17	13%	183	9%	70	26%	118	24%
Cyclists	3	1%	0	0%	132	7%	21	8%	62	13%
Motorised personal mobility devices	1	0%	1	1%	14	1%	12	4%	14	3%
Moped riders	9	3%	0	0%	81	4%	11	4%	18	4%
Motorcyclists	55	21%	14	11%	388	20%	62	23%	66	13%
Motorists	134	50%	75	59%	1 037	53%	86	32%	169	34%
Utility vehicles users	15	6%	11	9%	69	4%	6	2%	19	4%
Heavy goods vehicles users	4	2%	7	6%	16	1%	0	0%	3	0%
Public transport	3	1%	1	1%	3	0%	0	0%	0	0%
Microcar	0	0%	0	0%	25	1%	2	1%	5	1%
Quads and agricultural tractors	0	0%	0	0%	13	1%	0	0%	11	3%
Other	1	0%	0	0%	10	0%	0	0%	9	2%
By age										
0-13 y.o.	5	2%	2	2%	26	1%	3	1%	7	1%
14-17 y.o.	2	1%	3	2%	64	3%	7	3%	17	4%
18-24 y.o.	49	18%	17	14%	331	17%	48	18%	67	14%
25-34 y.o.	59	22%	24	19%	269	14%	31	11%	50	10%
35-44 y.o.	41	15%	25	20%	239	12%	41	15%	46	9%
45-54 y.o.	38	14%	14	11%	245	13%	31	11%	54	11%
55-64 y.o.	31	12%	17	14%	257	13%	24	9%	63	13%
65-74 y.o.	19	7%	8	6%	241	12%	21	8%	68	14%
75-84 y.o.	13	5%	11	8%	195	10%	37	14%	76	15%
85 y.o. and over	10	4%	5	4%	98	5%	27	10%	46	9%
Type of road										
Motorways	105	39%	125	99%	7	0%	0	0%	0	0%
Roads outside urban areas	149	56%	1	1%	1533	78%	92	34%	135	27%
Urban areas	13	5%	0	0%	424	22%	178	66%	359	73%
By gender:										
Men	196	73%	96	76%	1533	78%	214	79%	373	76%
Women	71	27%	30	24%	432	22%	56	21%	121	24%
Type of victims										
Drivers	169	63%	75	60%	1523	77%	168	62%	340	69%
Passengers	56	21%	34	27%	259	13%	32	12%	36	7%
Novice drivers	24	9%	9	7%	213	11%	19	7%	34	7%
Not or incorrectly belted*	30	11%	20	16%	234	12%	32	12%	57	12%
Type of accident										
Involving a pedestrian	43	16%	17	14%	184	9%	71	26%	119	24%
1 vehicle without pedestrian	74	28%	38	30%	804	41%	97	36%	265	54%
2 vehicles, without pedestrian	104	39%	53	42%	855	44%	87	32%	100	20%
3 or more vehicles, without pedestrian	46	17%	18	14%	121	6%	15	6%	10	2%
In an accident involving a driver:										
novice	63	24%	30	24%	429	22%	52	19%	63	13%
with illegal alcohol or positive for illegal drugs*	103	39%	51	41%	778	40%	114	42%	176	36%
with illegal alcohol*	66	25%	37	30%	598	30%	67	25%	136	28%
positive for illegal drugs*	60	23%	24	19%	362	18%	76	28%	94	19%
with distracted attention or telephone	36	14%	18	14%	226	12%	41	15%	85	17%
tired or had a faintness	40	15%	26	21%	248	13%	25	9%	97	20%
of UV or HGV	93	35%	50	40%	420	21%	38	14%	91	18%

* Estimate of total mortality based on individuals for whom information is available. For seat belts, the percentages refer to users of vehicles subject to seat belt requirements.

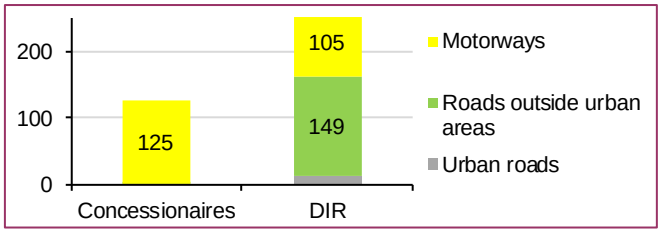
In 2024, 71 people were killed in accidents on networks not described here (commercial car parks, port, etc.).

[1] In the sense of territorial collectivities
[2] European Collectivity of Alsace
[3] Aix-Marseille-Provence Metropolis and managing municipalities within its jurisdiction
[4] Urban communities
[5] Agglomeration communities
[6] Communities of municipalities
[7] Local public establishments

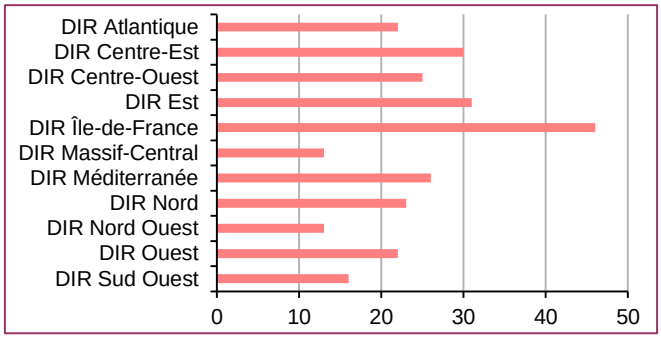
The national road network (DIR and concessionaires)

In 2024, there were 356 fatal accidents on the national metropolitan road network (RRNM)[1]. These accidents accounted for 12% of deaths in mainland France, or 393 deaths.
69% of these fatal accidents occurred on motorway-type roads (VCA)[2], whether concessioned or not.

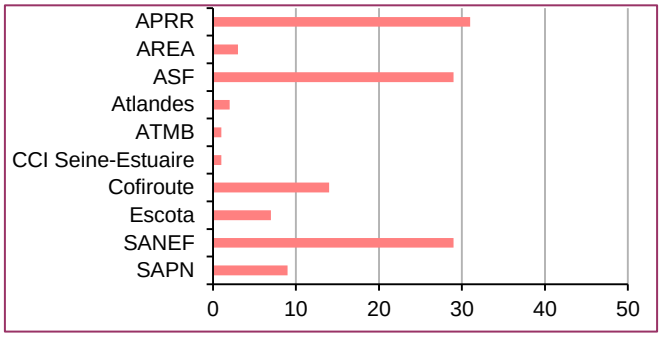
Number of deaths in 2024 on the national road network according to environment and road manager



Number of deaths in 2024 on the RRNM managed by an interdepartmental road directorate (DIR)

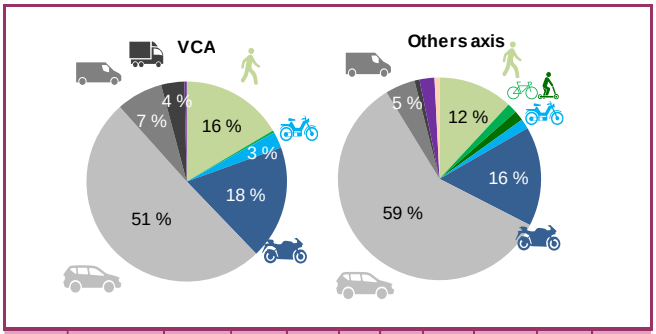


Number of deaths in 2024 on the RRNM managed by a concession company



Only concessionaires with deaths are shown.

Distribution of deaths by travel mode on the RRNM in 2024 according to traffic regime



Deaths	Pedestrian	Bicycle mPMD	Moped	Moto	PV	UV	HGV	PT (pass.)	Other	Total
VCA	44	1	7	49	135	20	10	1	0	**267**
Other	15	4	2	20	74	6	1	3	1	**126**

Part of the European road network (RRIE), the RRNM consists of motorways and roads of varying profiles. In 2024, several sections managed by the State were transferred to CTCDs[3] and the Dijon Metropolis.

Thus, in 2024, the RRNM represents 2% of the road network in mainland France mainland[4]. On 1 January 2024, 62% of the roads in this network are VCA.

Identification of mortality

Men aged 25 to 34 are the most affected by mortality on the RRNM: 67 deaths in 2024, including 48 on VCA. Among women, the age groups most affected by this mortality are 18-24 and 25-34: 16 deaths in each group and 11 in each case on VCA.

62% of individuals killed on the RRNM are drivers: 244 deaths in 2024. 84% of these drivers are men. Passengers deaths account for 23% of deaths on the RRN. On VCA, drivers account for 60% of deaths: 88 % are men.

The most frequently cited causes of accidents on the RRNM are excessive or inappropriate speed (28%), alcohol consumption (24%) and illegal drug use (14%) by presumed responsible.

Mortality near cities

In 2024, 13 people died on the 8% of the RRNM located in urban areas. Due to urban sprawl, 91% of fatal accidents on the RRNM occur within the catchment area of a city[5].

40% of fatal accidents in the RRNM occur in the 12 areas with a population of over 700,000 inhabitants on 1 January 2022. In addition, 43% of these accidents occur in the Paris catchment area.

Temporality of mortality

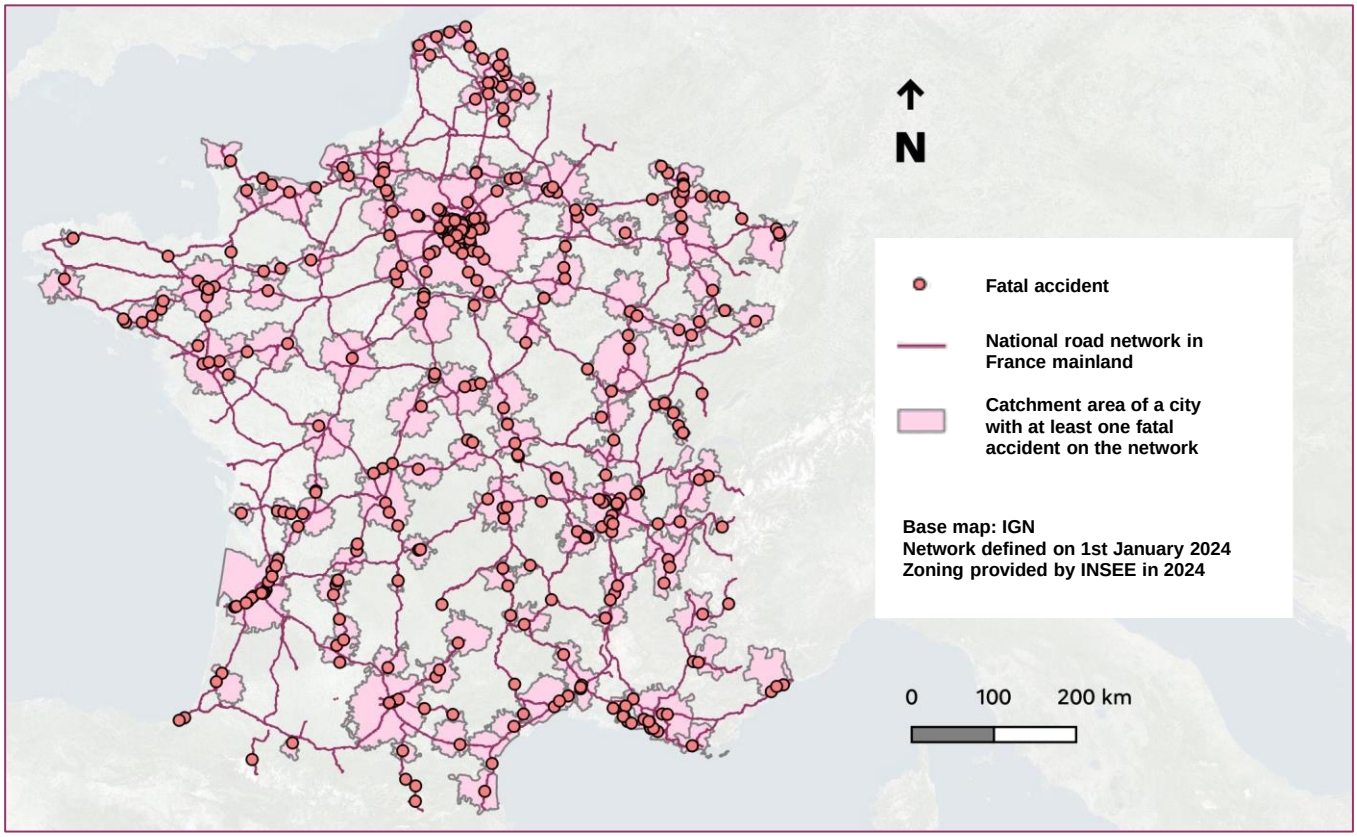
In 2024, fatal accidents on the RRNM most often occur between 2 p.m. and 4 p.m.: 50 accidents and 55 deaths. On the other hand, the lowest numbers occur between 8 a.m. and 2 p.m.

In the same year, mortality on the RRNM is highest in January, March and December: 43, 44 and 42 deaths, while in July and May, mortality is reduced to 23 and 22 deaths.

---

[1] Road network crossing France mainland and managed by interdepartmental road directorate (DIR) or concession companies. Definition as on 1 January 2024.
[2] Expressways with separate carriageways and grade-separated interchanges.
[3] Local authorities with departmental competencies.
[4] Source: Ministry of Transport, Data and Statistical Studies Department.
[5] INSEE. (2020, 10 Oct.). 'In France, nine out of ten people live in a city's catchment area,' *INSEE Focus*, 211. https://www.insee.fr/fr/statistiques/4806694

Location of fatal accidents on the national road network in France mainland in 2024



Typological indicators of accidents on the national road network in France mainland in 2024

Share of accidents…		NR outside urban areas		NR in urban areas		Motorways
		RCS	RCU	≤ 5000 inhab.	> 5000 inhab.	
… involving 1 vehicle (no pedestrians)		32 %	25 %	24 %	6 %	25 %
… involving 2 vehicles (no pedestrians)		48 %	58 %	50 %	60 %	52 %
… involving 3 or more vehicles (no pedestrians)		17 %	14 %	12 %	14 %	22 %
… with at least one…	… pedestrian	3 %	3 %	14 %	21 %	2 %
	… pedal cycle	< 1 %	4 %	2 %	6 %	< 1 %
	… light PTW	4 %	3 %	5 %	8 %	5 %
	… heavy PTW	19 %	18 %	12 %	13 %	23 %
	… heavy goods vehicle	11 %	14 %	17 %	10 %	14 %
… of the type…	… 'head-on collision'	3 %	25 %	24 %	9 %	2 %
	… 'side collision'	16 %	22 %	17 %	35 %	17 %
	… 'other collisions' (neither head-on nor side collisions)	72 %	44 %	50 %	53 %	73 %
… at an intersection*		11 %	24 %	24 %	45 %	5 %
… with a bend**		22 %	30 %	19 %	13 %	17 %
… with a road surface that is not dry**		31 %	26 %	26 %	21 %	26 %
… at night		42 %	34 %	55 %	37 %	40 %
… with a non-flat profile**		21 %	25 %	24 %	14 %	18 %
… with a hard obstacle struck by one of the vehicles described		35 %	28 %	33 %	15 %	32 %

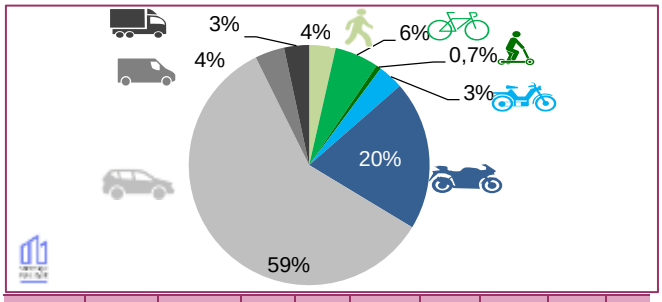
RCS: roads with separate carriageways
RCU: roads with a single carriageway
Light PTW: mopeds, light motorcycles (motorcycles and scooters under 125 cm³)
Heavy PTW: heavy motorcycles (motorcycles > 125 cm³ and scooters > 125 cm³, sidecars)
*: level crossings are not counted as intersections
**: in one of the locations described

During the GSIR (road infrastructure safety management) project, each French RRIE manager divided their network into sections. The RRIE is thus divided into 2,822 sections. Each section is classified according to its road category, environment and cross-sectional profile. The population of urban areas corresponds to the reference population on 1 January 2022 of the urban units (UU) comprising these urban areas (INSEE, 2024).
As some road sections are inter-municipal and therefore potentially inter-zonal, the rule is that if 90% of accidents for a section in an urban area occur in an UU with more than 5,000 inhabitants, then the section is in an urban area with more than 5,000 inhabitants.

Departmental road networks

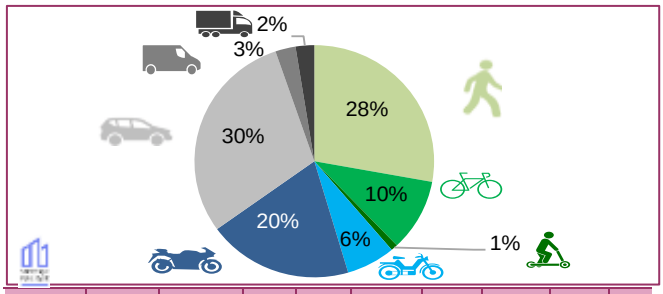
In 2024, 1,892 fatal accidents occurred on metropolitan departmental road networks (RRDM)[1]. These accidents accounted for 63% of deaths in France mainland, or 2,018 deaths.

Distribution of deaths on non-urban, non-motorway RRDMs in 2024 by travel mode



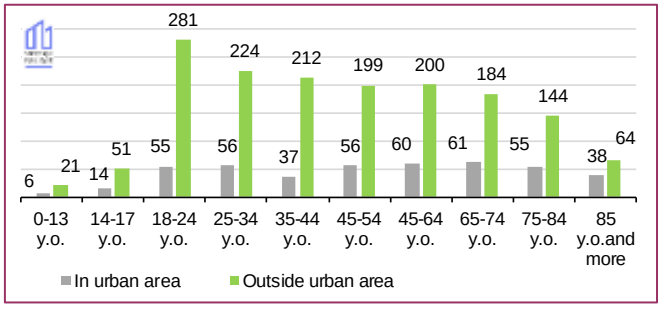
	Pedestrian	Pedal cycle	mPMD	Moped	Motorbike	PV	UV	Other	Total
Deaths	53	88	10	51	300	880	59	50	1 491

Distribution of deaths on RRDMs in urban areas by travel mode

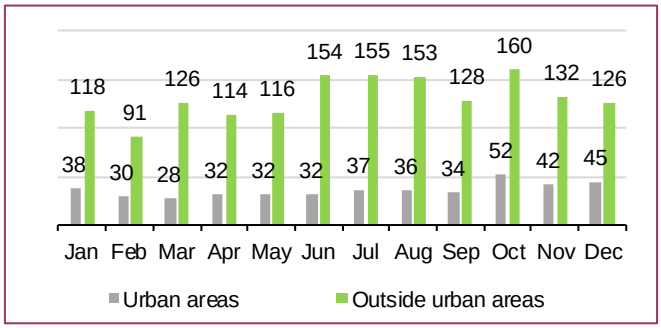


	Pedestrian	Pedal cycle	mPMD	Moped	Motorbike	PV	UV	Other	Total
Deaths	122	44	4	29	86	130	12	11	438

Number of deaths on the network managed by the departments by age and environment



Number of fatalities on the network managed by the departments by month and environment



In 2024, the RRDMs were concerned by the transfer of:
- several sections managed by DIRs to departments[3] (3DS law of 21 February 2022);
- the management of departmental roads by EPI Yvelines-Hauts-de-Seine to SMO[4] Seine-et-Yvelines Voirie, which has been able to manage municipal roads since 16 October 2024.

Identification of mortality

Men aged 25 to 34 are the most affected by mortality on RRDMs: 239 deaths in 2024, including 11 on VCA and 52 in urban areas. Among women, the age group most affected by this mortality is 75-84: 77 deaths, including 3 on VCA and 22 in urban areas.

78% of deaths on RRDMs are drivers: 1,569 deaths in 2024. 84% of these drivers are men. Passengers killed account for 13% of deaths on RRDMs. On VCA, drivers account for 70% of deaths: 92% are men. In urban areas, drivers account for 64% of deaths: 88% are men.

The most frequently cited causes of accidents on RRNM roads are excessive or inappropriate speed (36%), alcohol consumption (31%) and illegal drug use (18%) by the presumed responsible.

Mortality near cities

In 2024, 438 people died on RRDM roads classified as urban. Taking urban sprawl into account, 82% of fatal accidents on RRDMs occur in the catchment area of a city[5].

20% of fatal accidents on RRDMs occur in the 12 catchment areas with a population of over 700,000 on 1 January 2022. Furthermore, 41% of these accidents occur in the catchment area of Paris.

Temporality of mortality

In 2024, fatal accidents on RRDMs most often occur between 4 p.m. and 6 p.m.: 299 accidents and 317 deaths. Between 2 a.m. and 4 a.m., the numbers are lowest: 78 fatal accidents and 85 deaths.

October is the month with the highest mortality rate on RRDMs in 2024: 212 deaths, while in February this figure falls to 120 deaths.

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[1] Road networks crossing mainland France and managed by departmental authorities. Definition on 1 January 2024. Roads managed by the City of Paris and the Metropolis of Lyon are excluded from this definition.
[2] Expressways with separate carriageways and grade-separated interchanges.
[3] In the sense of local authorities.
[4] Mixed open syndicate.
[5] INSEE. (2020, 10 Oct.). 'In France, nine out of ten people live in the catchment area of a city,' *INSEE Focus*, 211. https://www.insee.fr/fr/statistiques/4806694

Road safety indicators on the road network managed by the departments

		2024		Deaths during the period 2020–2024		Road Length (km)[2]
		Acc[1]	Deaths[1]	pedestr	by pedal cycle (incl. mPMD)	
1	Ain	311	33	11	14	4 453
2	Aisne	131	25	12	8	5 426
3	Allier	160	16	7	3	5 283
4	Alpes-de-Haute-Pce	106	7	2	2	2 506
5	Hautes-Alpes	77	7	0	4	1 926
6	Alpes-Maritimes	248	11	5	8	1 713
7	Ardèche	227	20	4	10	3 791
8	Ardennes	66	10	8	1	3 376
9	Ariège	75	9	2	2	2 671
10	Aube	76	25	3	4	4 483
11	Aude	188	37	14	6	4 300
12	Aveyron	157	19	4	7	5 911
13	Bouches-du-Rhône	457	56	19	12	3 001
14	Calvados	301	17	16	8	5 736
15	Cantal	87	8	0	2	3 975
16	Charente	92	13	1	8	5 145
17	Charente-Maritime	208	33	15	19	6 076
18	Cher	90	17	3	5	4 604
19	Corrèze	109	13	3	5	4 754
2A	Corse-du-Sud	182	19	4	6	5 043
2B	Haute-Corse	221	21	5	3	
21	Côte-d'Or	109	11	4	5	5 671
22	Côtes-d'Armor	201	25	8	16	4 621
23	Creuse	42	4	1	1	4 395
24	Dordogne	129	25	5	3	4 982
25	Doubs	167	23	10	10	3 684
26	Drôme	146	32	6	11	4 209
27	Eure	163	20	9	4	4 318
28	Eure-et-Loir	134	30	8	5	7 434
29	Finistère	324	20	10	13	3 503
30	Gard	270	48	10	11	4 743
31	Haute-Garonne	189	29	14	10	6 148
32	Gers	92	15	2	5	3 558
33	Gironde	225	38	15	16	6 371
34	Hérault	226	29	13	10	4 688
35	Ille-et-Vilaine	141	28	15	6	4 634
36	Indre	88	11	5	3	4 982
37	Indre-et-Loire	129	17	8	0	3 647
38	Isère	294	38	19	12	4 658
39	Jura	103	17	4	1	3 536
40	Landes	146	25	11	6	4 289
41	Loir-et-Cher	78	15	5	5	3 424
42	Loire	172	15	5	4	3 232
43	Haute-Loire	115	8	4	8	3 417
44	Loire-Atlantique	192	26	7	6	4 291
45	Loiret	182	24	12	2	3 613
46	Lot	95	16	2	4	4 017
47	Lot-et-Garonne	158	18	8	9	2 952
48	Lozère	45	1	0	3	2 262
49	Maine-et-Loire	219	31	15	10	4 755
50	Manche	266	29	18	15	7 995
51	Marne	152	16	6	8	4 190
52	Haute-Marne	72	16	3	4	3 895
53	Mayenne	76	12	3	6	3 675
54	Meurthe-et-Moselle	191	17	9	9	3 215
55	Meuse	77	14	1	2	3 529
56	Morbihan	215	31	16	15	4 174
57	Moselle	156	20	10	8	4 301
58	Nièvre	77	16	7	4	4 362
59	Nord	268	24	24	20	4 828
60	Oise	252	26	11	5	4 259
61	Orne	184	22	11	8	5 856
62	Pas-de-Calais	345	26	22	11	6 199
63	Puy-de-Dôme	286	24	10	4	6 961
64	Pyrénées-Atlantiques	318	19	7	13	4 446
65	Hautes-Pyrénées	149	9	6	12	2 985
66	Pyrénées-Orientales	159	20	12	7	2 152
67	Bas-Rhin	129	27	9	10	6 410
68	Haut-Rhin	251	20	7	10	
69	Rhône	227	19	7	4	2 873
70	Haute-Saône	64	5	1	9	3 427
71	Saône-et-Loire	258	28	14	15	5 486
72	Sarthe	149	17	8	4	4 275
73	Savoie	185	21	7	16	3 121
74	Haute-Savoie	275	34	7	23	2 986
75	Paris	239	36	9	9	1 625
76	Seine-Maritime	494	45	19	12	5 789
77	Seine-et-Marne	218	20	14	10	4 309
78	Yvelines	112	24	5	5	1 577
79	Deux-Sèvres	171	33	8	10	4 072
80	Somme	144	25	8	9	4 512
81	Tarn	112	14	10	2	4 154
82	Tarn-et-Garonne	454	47	19	13	2 550
83	Var	255	31	7	14	2 960
84	Vaucluse	225	33	15	10	2 319
85	Vendée	146	27	3	10	4 672
86	Vienne	106	10	1	8	4 774
87	Haute-Vienne	117	20	10	4	3 998
88	Vosges	120	19	7	4	3 238
89	Yonne	43	1	1	1	5 071
90	Territoire de Belfort	469	11	19	5	547
91	Essonne	1 321	14	27	10	1 490
92	Hauts-de-Seine	1 106	14	21	6	331
93	Seine-Saint-Denis	887	9	13	9	344
94	Val-de-Marne	331	18	21	4	407
95	Val-d'Oise	302	15	16	3	1 080

[1] Figures obtained from the road network managed by the department outside metropolitan areas and Paris.
[2] Road length on 1 January 2020. Departmental roads within the perimeter of non-transferred metropolitan areas are included in the total road length.

Road safety – Mayor's memento

Road accidents are preventable events. Taking action to reduce the number of serious accidents is a shared responsibility, and the mayor is one of the key actors in this.

The *Memento du maire* was produced in conjunction with the Road Safety Delegation (DSR), with the participation of the Association of Mayors of France (**AMF**), the Association of Rural Mayors of France (**AMRF**) and the support of the Centre for Studies and Expertise on Risks, the Environment, Mobility and Urban Planning (**Cerema**).

Part of the "*France Ruralités*" plan of June 2023, it is an update of the guide *Les maires et la sécurité routière – 8 leviers pour agir* (Mayors and Road Safety – 8 Levers for Action), published in 2017 by Cerema.

Key players and partners
Mayor's "road safety" initiative

Source: Cerema (production). (2024). *Sécurité routière – Mémento du maire* (with DSR, AMF & AMRF ; p. 3). https://doc.cerema.fr/Default/doc/SYRACUSE/601107/securite-routiere-memento-du-maire

7 levers for action

1 Steer
Designate a road safety officer

2 Anticipate
Take road safety into account first in the Local Urban Development Plan, then in development projects.

3 Develop
Provide an environment (urban planning, public spaces) that promotes road sharing among users.

4 Mobilise
Organise educational events on specific themes with partners, tailored to the target audience

5 Mutualise
Working in intermunicipal cooperation

6 Control
To be pedagoge and enforce the rules of the highway code

7 Regulate
Make decisions within its remit concerning traffic policing, the sale of alcoholic drinks at events, etc.

The **risk of dying** in a road accident is **twice as high** in **public establishment for inter-municipal cooperation** (EPCI) areas with fewer than 100,000 inhabitants than in EPCI areas with more than 100,000 inhabitants. These **more rural areas** account for **half of the population of France mainland.**

Mayors faced with the specific characteristics of their areas

Thanks to their in-depth knowledge of their area, mayors are the key actors in defining and implementing appropriate road safety measures, particularly in municipalities with fewer than 5,000 inhabitants, where they are particularly involved in issues related to the main traffic routes. Although three-quarters of deaths occur on roads outside urban areas, which are managed by the department or municipality, this remains a key concern for the mayor.

Their knowledge of local conditions makes mayors key actors in facilitating coexistence between pedestrians, cyclists, motorists, mPMD and PTW in urban areas.

The mayor's actions therefore depend essentially on the area in which they hold office. Mayors of sparsely urbanised areas have to deal with a majority of accidents without third parties. Mayors of overseas departments are faced with twice as many accidents involving young people and motorcycles as in France mainland.

The mayor's levers of action

The mayor is a key actor in the fight against road safety issues. The seven levers are: steering, anticipating, planning, mobilising, pooling, controlling and regulating. Their policing powers enable them to set speed limits and restrictions on the use of roads, particularly for heavy goods vehicles, and they can carry out awareness-raising campaigns with the support of various stakeholders such as the state, the department and associations. To ensure the safety of their municipality, mayors can establish 30 km/h zones and develop an urban planning strategy that promotes better road sharing among users.

The toolkit for promoting road safety

At the request of elected officials' associations, this new edition of the Memento provides a **digital gateway**[1] to practical information sheets answering questions asked by mayors. These complement the **Basic Knowledge**[2] information sheets on road safety, which are updated periodically.

[1] https://publications.cerema.fr/webdcdc/les-essentiels/securite-routiere/
[2] https://www.cerema.fr/fr/actualites/savoirs-base-securite-routiere-serie-fiches-pedagogiques-du

Simplified Mobility Plan

Teams	Cerema
Completion	2025
Methodology	International comparison
Scope	European Union
Keywords	Mobility plan, SUMP

Small and medium-sized towns in Europe with sustainable urban mobility plans under consideration

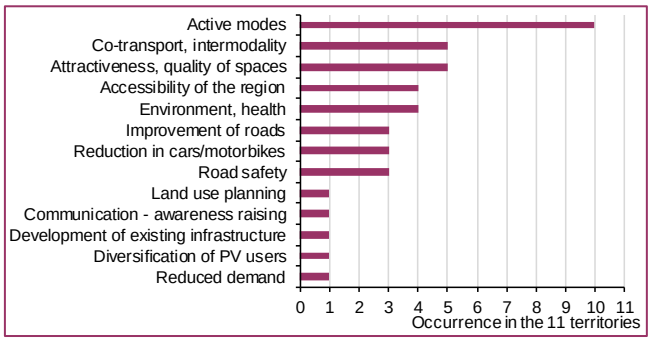
Source: Google maps, production Cerema

Characteristics of the 11 territories observed

Country	Municipality	Population	Density (inhab./km²)
Belgium	Arlon	31 000	119
Italiy	Cesena	96 000	384
France	P. du Haut-Doubs	26 000	41
Greece	Kilkis	23 000	35
Greece	Nesto	22 331	30
Serbia	Krusevac	70 000	47
Greece	Tyrnavos	25 000	41
Slovenia	Ljutomer	11 000	105
Poland	Myślenice	128 000	176
Sweden	Halmstad	105 000	103
France	Ancenis	70 000	411

Source: https://www.cerema.fr/fr/actualites/plan-mobilite-simplifie-plans-locaux-mobilite-europe-retours
https://www.cerema.fr/fr/system/files?file=documents/2025/04/20240827_rex_eur_pdms_va.pdf

Key themes of the strategic objective



Source: https://www.cerema.fr/fr/actualites/plan-mobilite-simplifie-plans-locaux-mobilite-europe-retours
https://www.cerema.fr/fr/system/files?file=documents/2025/04/20240827_rex_eur_pdms_va.pdf

In France, mobility planning at the level of small and medium-sized inter-municipal communities is provided by the Simplified Mobility Plan (PDMS), established in 2021. This plan is based on the Mobility Plan (PDM) widely used in large French urban areas, which is the national version of the European *Sustainable Urban Mobility Plan* (SUMP). The PDMS enables mobility organising authorities (AOM) in rural areas and medium-sized towns to plan mobility solutions for the population, thanks to a more flexible and streamlined framework than that of the PDM.

A certain homogeneity

Across the 11 territories observed in the study throughout Europe, we see that the format of the plan used is homogeneous: based on voluntary participation, it is similar to the SUMP model, which has been adapted to the scale of the territory.

Citizens and institutional stakeholders are systematically involved, but the results in terms of engagement are mixed. However, in all the cases studied, consultation provides qualitative data that helps to understand users' choices regarding their travel solutions and their feelings about the infrastructure.

The development of new forms of mobility

In all of the cases studied, the SUMP aim to develop active modes beyond cycling alone. The objectives set often include road safety and may go beyond the scope of mobility alone, such as targeting a more global issue, improving the attractiveness of the area and the quality of public spaces, which requires the integration of other areas of public policy.

Observed results of local plans

While most local plans include an evaluation mechanism with indicators, the study also gathered feedback from stakeholders on the SUMPs that have been implemented. The actors are generally satisfied with these mobility plans, as they legitimise mobility policy among many stakeholders, both public and private. SUMPs raise public awareness, which allows ambitions to be increased from the first iteration of the plan. Elected officials also note an improvement in quality of life (transport, noise, urban landscape).

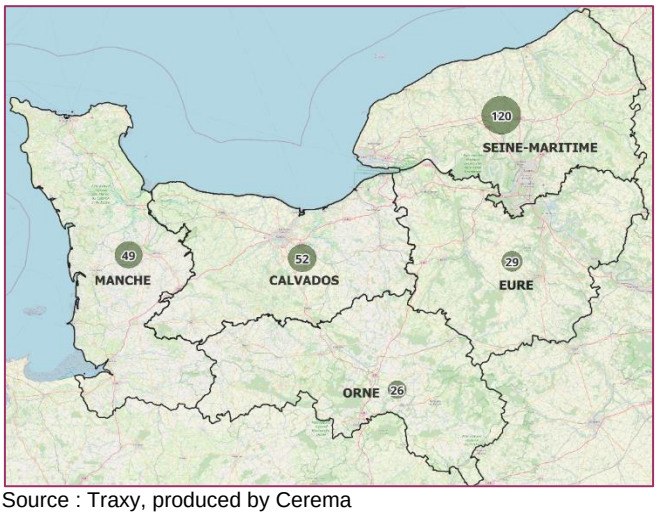
The difficulties encountered mainly relate to:

- The reaction of the various stakeholders, with conflicting mobilisations;
- The governance, with a notable difficulty in working with the various parties, even though their skills are complementary. Some authorities may show limited interest, particularly because it is voluntary;
- The implementation of long-term actions and financing (10 years).

Accident rates of PMDs in Normandy

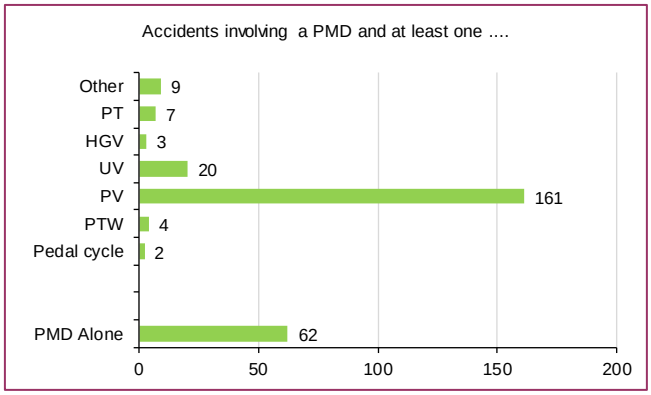
Teams	Marine Boquet, Tatiana François, Nicolas Dubos (Cerema)
Completon	2024
Methodology	Analysis of BAAC data and accident reports for the period 2019–2023
Scope	Normandy region
Key words	PMD, accidents, Normandy

Distribution of PMD accidents in Normandy region – division by department



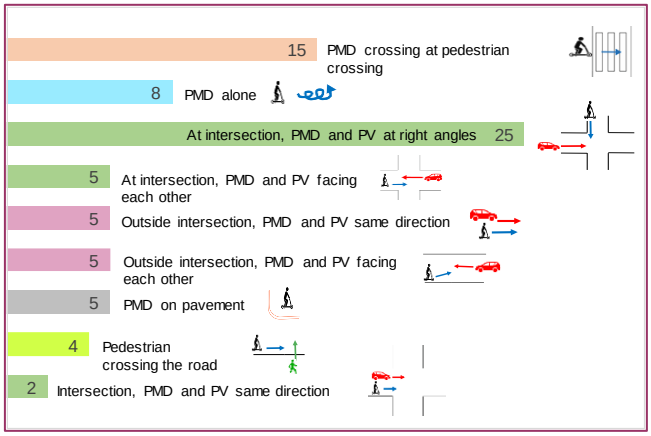
Source : Traxy, produced by Cerema

Distribution of conflicts in PMD accidents



Source : Traxy, produced by Cerema

Main configurations of PMD accidents (study of 74 official reports from 2019-2023)



Source: Analysis of 74 accident reports with PMD - Traxy

The study focuses on the conditions and characteristics of accidents involving PMDs in Normandy between 2019 and 2023 (provisional data as of 1 November 2023).

Spatial and temporal analysis

Over the period studied, 276 accidents involving a PMD were recorded in the region, including 120 in the Seine-Maritime department alone (43%). However, in terms of population, the department with the highest number of PMD accidents is Manche. **The concentration of PMD accidents by department may be linked to the availability of self-service scooters**, as is the case in Cherbourg. Indeed, Cherbourg accounts for 58% of PMD accidents in the department, 33% of cyclist accidents and 32% of accidents involving other users.

The periods with the highest accident rates are Wednesday (17%), between 4pm and 7pm (1/3 of accidents) and at **night** (25% of accidents occur at night, compared to 10% for pedal cycles).

Characteristics of those involved

70% of victims are men.

Analysis of BAAC data shows a significant issue in the 18-34 age group, which accounts for 51% of injuries. **Regarding PMD, 28% of male injured and 38% of female injured** are between the ages of 18 and 24.

56% of male PMD injured are presumed responsible; this rate is 41% for women injured in PMDs.

PMD accident configurations

PMD accidents in Normandy most often involve motor vehicles, primarily **passenger vehicles** (161 cases). Accidents involving active modes mainly involve pedestrians (20 cases) and a few pedal cycles (2 cases). There were **62 cases of PMD accidents without third parties** (22.5%).

Based on 74 accident reports studied, the most frequent type of accident occurs at **intersections** (45%), particularly when the PMD and the opposing vehicle are coming from **perpendicular directions** (35% of cases). Among these accidents at intersections, 33% occurred at roundabouts (vs. 25% for cyclists and 14% for all users).

Accidents **while crossing** a PMD at **a pedestrian crossing** accounted for 20% of cases.

Half of the PMD drivers involved were presumed to be at fault (51%). The main factors mentioned in relation to accidents are **human factors, often linked to the way public space is used**: PMDs travelling on the pavement in 14 cases, use of a pedestrian crossing without dismounting in 13 cases, failure to observe priority rules in 11 cases for PMDs and 10 cases for the other party involved.

Pacifying the areas around schools in Marseille

Teams	Florence Orillard, Sylvain Michelon, Nicolas Pelé, Romain Bouzige (Cerema)
Partner	City of Marseille
Achèvement	2024
Methodology	ArcGIS and Cartagene for cross-referencing GIS data, constructing indicators for the decision support tool, and data visualisation
Scope	Context of Marseille, with methodology applicable to any municipality
Key words	Active modes, school, school route, child, home-school journey, public space, air quality

Methodological support for analysing street configurations, which precedes the orientation towards a pacification scenario

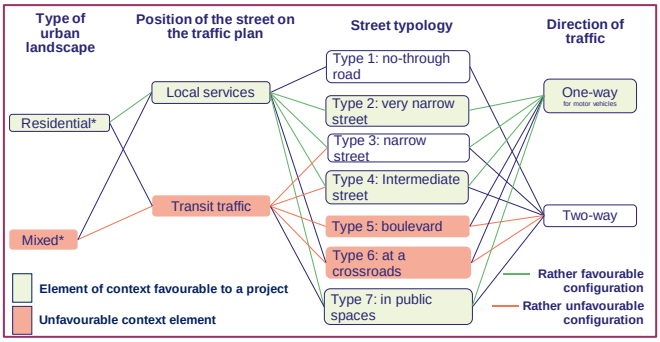
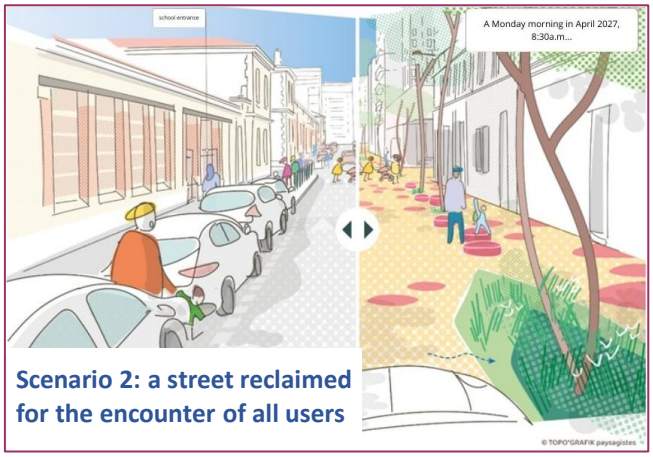
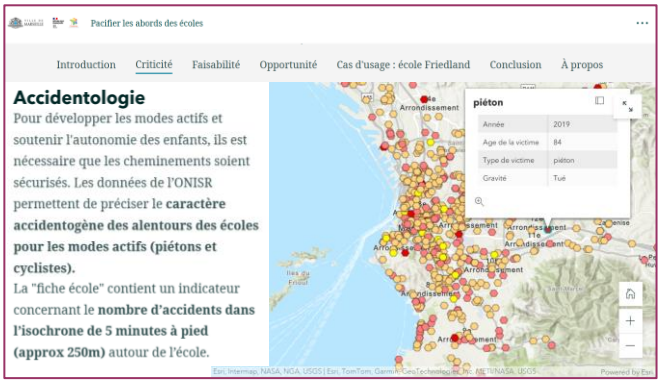


Illustration of the potential for pacification through the securing and development of a meeting zone



Source : TOPO*GRAFIK paysagistes

Visualisation of accidents involving pedestrians or bicycles in Marseille (2017–2021) in the decision support tool



With more than 500 nursery and primary schools, Marseille has a dense network of local schools that generate daily travel, particularly for children who walk to school. In 2024, the municipality recorded 689 injury accidents, 6% of which involved children aged 3 to 11. In the city centre, school journeys account for 10% of all journeys, nearly two-thirds of which are made on foot.

Transforming the areas around schools, a lever for calming traffic

As a key part of children's learning about the city and mobility, the journey to school and the layout of the street around the school are part of the everyday urban landscape, where conflicts of use occur on a daily basis and crystallise around the sharing of public space. Although road safety measures around schools have become widespread in recent years, they have not radically changed the traffic-oriented nature of these streets, which remain unsuitable for children's independence and a modal shift towards walking or cycling. These two issues require more effective speed and traffic flow management. Proposing a different way of 'designing the street' around a school is therefore an excellent opportunity to continue making neighbourhood side streets safer, while supporting changes in behaviour in terms of sharing the street and developing active mobility.

In partnership with the city of Marseille, the Cerema study consists of three complementary parts: methodological assistance for setting up projects in different contexts and the associated toolkits (permanent street closure, temporary closure, or safety measures while maintaining traffic flow); an inspiration book to illustrate pacification scenarios in three typical street contexts, emphasising the challenge of changing the urban atmosphere of the street to better pacify traffic flows; a web mapping tool to aid decision-making, which contextualises schools and informs the project prioritisation strategy according to three sets of criteria: the criticality of the context (risks, vulnerabilities, including accident rates), the estimated ease of the project, and opportunities for other projects around the school (possible synergies and coordination).

The study[1] is enriched by feedback from other local authorities. Its deliverables provide a methodological basis that can be applied to all types of urban contexts facing similar challenges. They can be useful for transforming school surroundings in order to encourage active mobility and improve the quality of life of children and local residents.

[1]For further information: https://www.cerema.fr/fr/actualites/pacifier-abords-ecoles-marseille-favoriser-mobilite

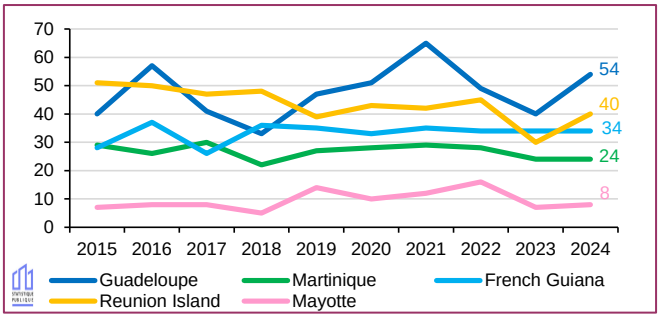
Overseas territories

Population and victims in accidents recorded by the police forces in overseas territories in 2024

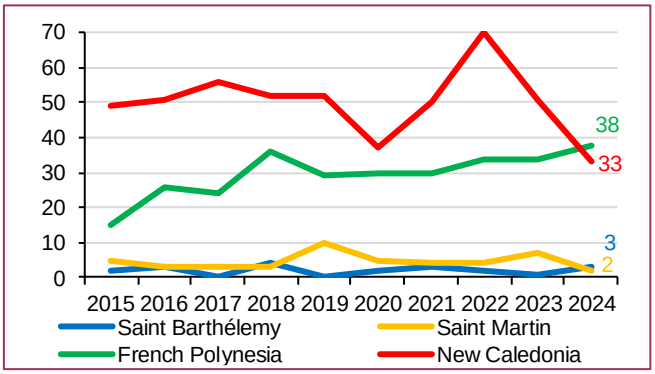
	Population (thousands inhab)	14-24 y.o. (%)	65 y.o. and + (%)	Deaths	Injured
Guadeloupe	380	13%	22%	54	760
Martinique	353	11%	24%	24	748
French Guiana	293	19%	7%	34	845
Reunion Island	881	15%	14%	40	1 142
Mayotte	310	19%	3%	8	177
Saint Pierre and Miquelon	6	9%	19%	0	3
Saint Barthélemy	10	11%	11%	3	22
Saint Martin	31	29%	10%	2	42
Wallis and Futuna	11	14%	13%	3	4
French Polynesia	283	17%	8%	38	304
New Caledonia	271	16%	10%	33	253
All Overseas Territories	**2 831**	**15%**	**14%**	**239**	**4 300**

The information presented here regarding **injury accidents** relates exclusively to accidents **recorded by police forces** in the BAAC database, without extrapolation.

Change in the number of deaths in the DROMs between 2015 and 2024



Change in the number of deaths in certain COM-NCs



In 2024, among the 269 presumed **responsible** for fatal accidents, **146 died** (54%), 29 were injured, and 65 were unharmed.

93 people **died without being at fault**: 24 pedestrians, 4 cyclists, 11 users of PTW (including 3 passengers), 37 occupants of light vehicles (including 31 passengers), 4 passengers of UV, HGV, or PT.

The inhabited overseas territories include:
- The overseas departments and regions (DROM): Guadeloupe, Martinique, French Guiana, Reunion Island and Mayotte;
- Overseas Collectivities (COM): Saint Barthélemy, Saint Martin, Saint Pierre and Miquelon, French Polynesia, Wallis and Futuna;
- New Caledonia (NC).

In 2024, the accident statistics for overseas territories, which represent 4% of the French population, are:

- 3,344 injury accidents recorded by the police;
- 239 deaths (198 men, 41 women), representing 7% of road deaths in France;
- 4,300 injured (up 2% compared to 2023 and 17% compared to 2019).

Road deaths in overseas territories increased by 3% between 2023 and 2024: up 19% in the DROMs and down 18% in the COM-NCs. In France mainland, it increased by 0.8%.

The local governments of the COMs (excluding Saint Pierre and Miquelon) and New Caledonia (NC) are responsible for road traffic and road transport, and the rules of the Highway Code are different from those in France mainland and the DROMs. However, police forces are under the authority of the State and record road accidents under the same conditions as in France mainland.

Accidents in the DROM

The figures for 2024 for the five DROMs, which account for 3% of the French population, are:
- 2,851 injury accidents recorded;
- 160 deaths (135 men, 25 women);
- 3,672 injured.

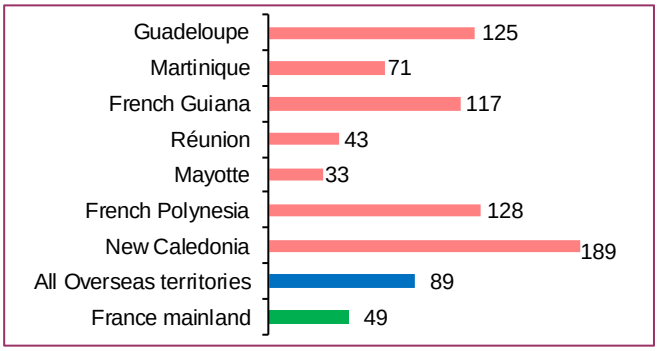
Between 2023 and 2024, the number of accidents in the DROMs rose by 4%. There was a more significant increase in fatalities (160 killed in 2024 compared to 135 killed in 2023, i.e. + 19%). However, these aggregate data mask disparities between the overseas departments and regions: a significant increase in Guadeloupe (+ 14 deaths) and Reunion Island (+ 10 deaths), but stability in French Guiana and Martinique.

Accidents in the COM and NC

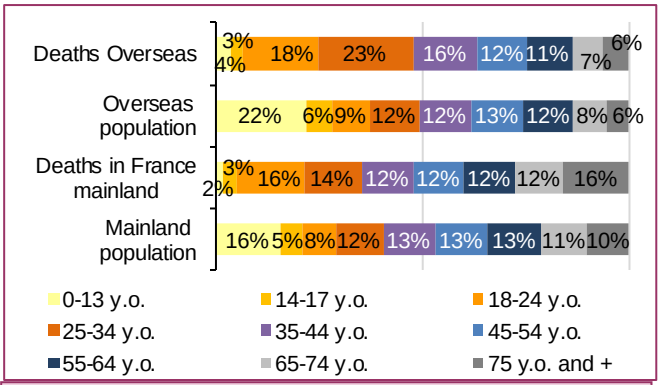
In 2024, the figures for the five COMs and New Caledonia, which together represent 1% of the French population, are:
- 493 injury accidents recorded;
- 79 deaths (63 men, 16 women);
- 628 injured.

Between 2023 and 2024, the number of deaths in the COMs and New Caledonia decreased (- 17 deaths, or - 18%), while the number of accidents increased (+ 12%): in particular, there was a significant decrease in mortality in New Caledonia (- 18 deaths), even though roads in this territory were blocked for part of the year.

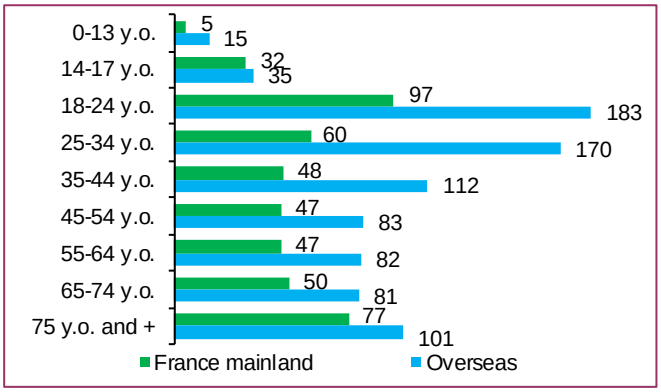
Average annual mortality per million inhabitants Overseas (period 2022–2024)



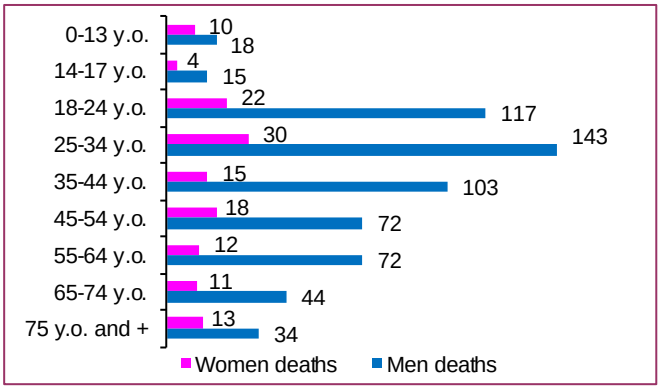
Distribution of the population (2024) and deaths (total 2022-2024) by age in Overseas



Annual mortality per million inhabitants in Overseas by age (average 2022–2024)



Deaths in Overseas by age and gender (total for the period 2022-2024)



Risk

The annual average number of **deaths per million inhabitants** between 2022 and 2024 is generally **higher in overseas territories.** While it is 49 in France mainland, it is 89 in overseas territories, with significant disparities between regions. The rate is 128 in French Polynesia, 125 in Guadeloupe and 117 in French Guiana, which is higher than the European Union average (56[1]). With 189 deaths per million inhabitants, New Caledonia has a rate significantly higher than the highest rate in the European Union (103 in Romania[1]). For Mayotte, the rate is currently 33, with accident statistics being recorded more and more systematically. The calculation of this rate for Saint Pierre and Miquelon, Saint Barthélemy, Saint Martin and Wallis and Futuna is not relevant (low population).

A young population

In 2024, 28% of the overseas population will be under the age of 18, compared with 21% in France mainland. However, the proportion of the population aged between 18 and 64 is equivalent in the overseas territories and France mainland.

The calculation of the average mortality rate for 2022-2024 for each age group per million inhabitants of these ages shows, even more so than in France mainland, an over-representation of young people aged 18-24 and adults aged 25-34.

The mortality rate for **18-24 year olds** in overseas territories is **183 deaths per million inhabitants**, twice that of France mainland, where it is 97. It reaches 158 in French Guiana, 164 in Martinique, 326 in Guadeloupe and 545 in New Caledonia.

The mortality rate for 25-34 year olds in overseas territories is 170 deaths per million inhabitants, which is three times higher than in mainland France. This rate is particularly high in New Caledonia (291) and, to a lesser extent, in Guadeloupe (259) and French Guiana (244).

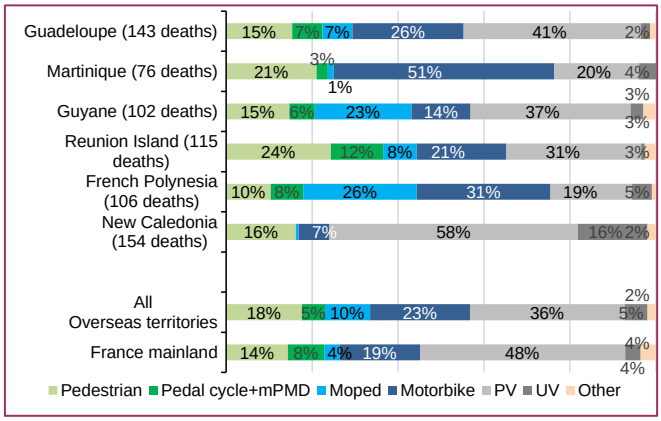
For those under 18, the mortality rate observed in overseas territories is 20 deaths per million inhabitants, which is 1.7 times that of France mainland, where it is 11. It reaches 55 in New Caledonia and 53 in French Polynesia.

A high proportion of men

Between 2022 and 2024, 82% of deaths overseas were male, compared with 78% over the same period in France mainland. The highest proportion of male deaths was observed in Martinique (90%), Reunion Island and French Guiana (88% each). In French Polynesia (78%) and New Caledonia (77%), the rate is lower. 88% of those presumed responsible (PR) for fatal accidents overseas are men. 62% of male PRs die in the accident.

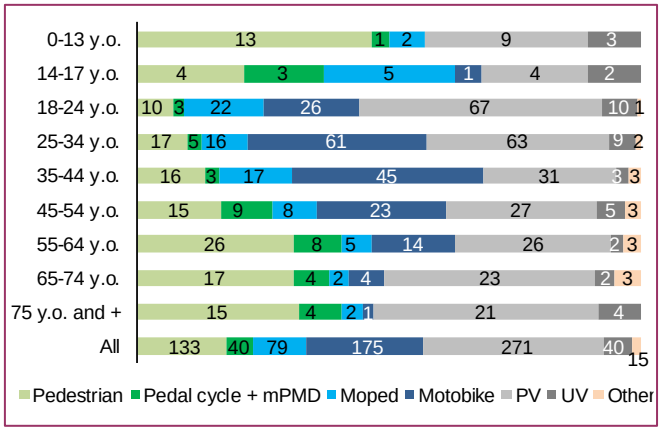
[1] Source: World Bank, 2025

Fatalities by overseas territory* according to travel mode (2022 to 2024)

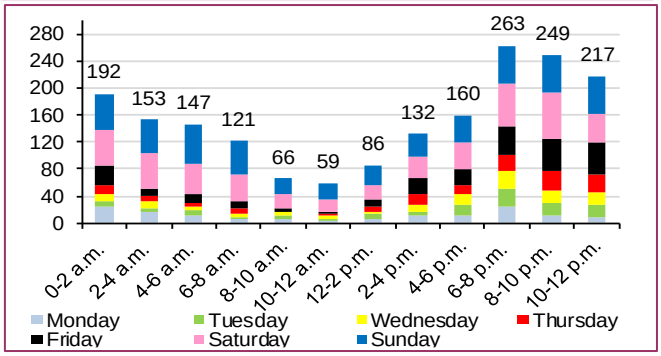


* The territories presented here recorded at least 76 people killed each over a three-year period, compared with fewer than 32 for those not mentioned.

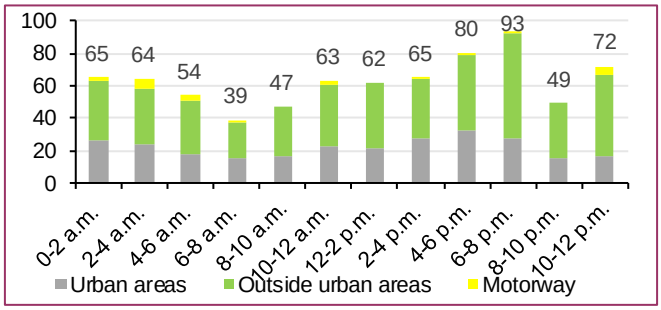
Distribution of people deaths in overseas territories by mode and age (2022 to 2024)



Distribution of accidents in overseas territories involving a driver or pedestrian under the influence of alcohol by day and time (2022 to 2024)



Distribution of deaths in overseas territories by time and environment (2022 to 2024)



Vulnerable road users

In overseas territories, vulnerable road users (pedestrians, cyclists and powered two-wheelers users) account for 57% of road deaths over the period 2022-2024. This proportion is higher than in France mainland, where it stands at 45% over the same period. It is particularly high in Martinique (76%), French Polynesia (75%), Mayotte (74%) and Reunion Island (65%). Conversely, this proportion is lower in New Caledonia, where it stands at 23%.

There are some regional differences:

- Pedestrians account for 24% of deaths in Reunion Island;
- Moped riders account for 26% of deaths in French Polynesia and 23% in French Guiana;
- Motorcyclists account for 51% of deaths in Martinique.

Unlike in France mainland, the proportion of PTW deaths (45%) is higher than that of PV deaths (32%) among 25-34 year olds in the overseas territories.

Seasonality, days and times

In overseas territories, accidents are spread relatively evenly across the 12 months of the year and from Monday to Friday. Over the period 2022-2024, 31% of accidents occur on Saturdays or Sundays, compared with 26% in France mainland.

In overseas territories, 63% of accidents involving a driver or pedestrian under the influence of alcohol occur between 6 p.m. on Friday and midnight on Monday. This proportion is 55% in France mainland.

Accidents are slightly more frequent at night in overseas territories than in France mainland (37% of accidents occur at night in overseas territories, compared with 34% in France mainland). These accidents account for 57% of deaths (compared with 42% of deaths in France mainland).

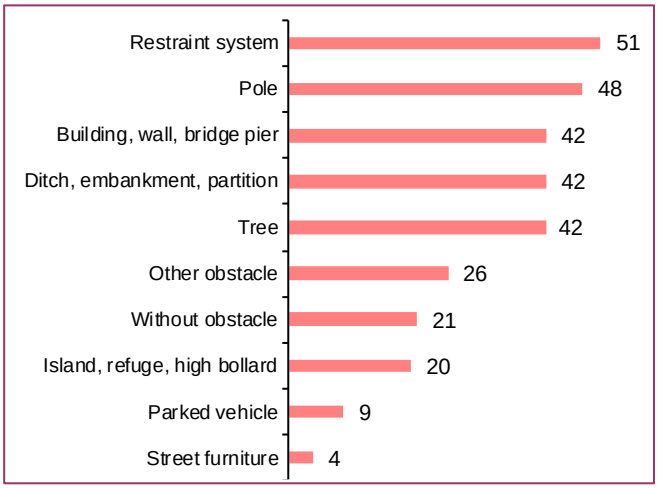
According to the road environment

As in France mainland, road safety outside urban areas (excluding motorways) is a major issue in the overseas territories, accounting for 62% of deaths. This figure is 75% in French Guiana, 74% in Guadeloupe, 70% in New Caledonia, but 56% in French Polynesia, 52% in Mayotte and 50% in Reunion Island and Martinique.

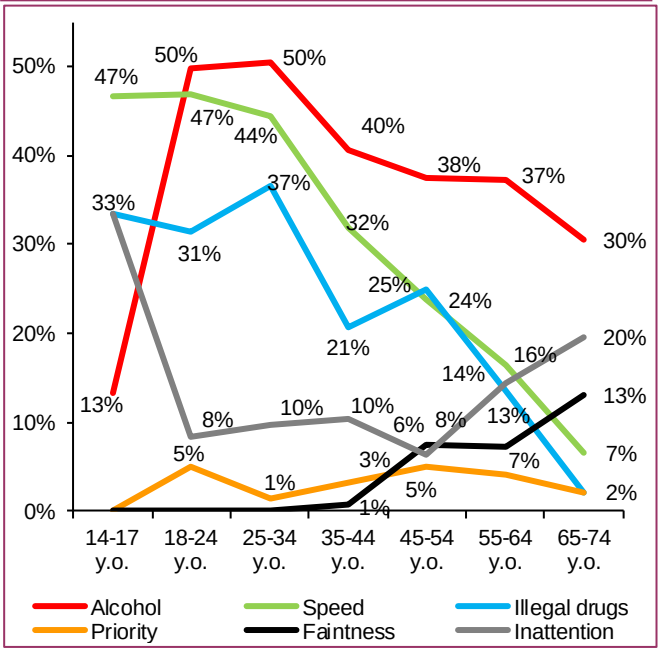
On **roads outside urban areas**, 43% of deaths are in PV, 31% on PTW, 13% on foot and 4% on pedal cycles. 22% of deaths in Reunion Island are pedestrians. 58% of deaths in French Polynesia and 55% in Martinique are users of PTW.

In **urban areas**, 39% of deaths are motorcyclists, 26% are car passengers, 25% are pedestrians and 6% are cyclists. 60% of deaths in Mayotte and a quarter in Guadeloupe, Martinique, French Guiana and Reunion Island are pedestrians. 11% of deaths in French Polynesia and 12% in Reunion Island are cyclists.

Number of deaths following collisions with fixed obstacles in overseas territories (2022 and 2024)



Factors contributing to fatal accidents according to the age of the presumed responsible in overseas territories (2022-2024)



The age groups 0–13 and 75 and over were not taken into account because the numbers are too small to be interpretable (3 and 29 suspected authors of fatal accidents, respectively).

Driving licences and insurance:

Between 2022 and 2024, 27% of deaths occurred when one of the drivers involved was driving without a valid licence, compared with 8% in France mainland (FM): 42% in Martinique, 36% in New Caledonia (NC), 27% in French Polynesia, 26% in French Guiana and 25% in Guadeloupe.

In fatal accidents, 21% of drivers did not have a licence (6% in FM): 31% in Martinique, 30% in NC, 24% in French Polynesia, 19% in French Guiana, 18% in Guadeloupe and 9% in Reunion Island.

21% of vehicles involved in fatal accidents overseas were uninsured: 30% in French Guiana, 28% in Martinique, 24% in NC, 22% in French Polynesia, 17% in Guadeloupe and 9% in Reunion Island, compared with 6% in France mainland.

Collisions

During the period 2022-2024, 39% of deaths occurred in accidents involving a single vehicle (excluding pedestrians). However, 56% of deaths in PV and 73% of deaths in UV occurred in single-vehicle accidents, compared with 37% for PTW and 19% for pedal cycles. The proportion of deaths without a third party involved is higher in urban areas (45%) than on roads outside urban areas (38%), contrary to what is observed in France mainland (40% and 44% respectively).

18% of deaths occur in accidents involving a collision **with a tree, ditch or pole**. Collisions with safety barriers (metal, concrete or other types of guardrails) accounted for 5% of fatal accidents. Although potentially dangerous themselves, these barriers protect road users from even more dangerous obstacles.

Speed, alcohol and illegal drugs

Excessive or inappropriate speed is a factor in 33% of suspected fatal accidents, which is higher than in mainland France (29%). 42% of suspected fatal accident drivers aged 18 to 44 were driving at excessive or inappropriate speeds.

During the period 2022-2024, **alcohol** was present in 41% of those suspected of causing fatal accidents. This rate is 36% in the DROMs and 49% in the COM-NCs, 50% in New Caledonia, 46% in French Polynesia and 38% in Reunion Island. **Illegal drugs** were present in 25% of those presumed responsible for fatal accidents, with a rate of 20% in the DROMs and 32% in the COM-NCs. These rates are highest in Saint Martin (9 out of 17), French Polynesia (35%) and New Caledonia (30%).

Seat belts and helmets

Considering only victims for whom information on the use of safety equipment is available, between 2022 and 2024, 52% of deaths in enclosed vehicles (PV, UV, HGV and coaches) in overseas territories were not wearing seat belts, compared with 23% in mainland France. This rate is over 70% in New Caledonia (76 out of 109 deaths) and 62% in Martinique (8 out of 13). Of the 19 minors who died in three years, three quarters were under 14 and one quarter were between 15 and 17. Seven out of nine children killed and four out of four teenagers killed were not wearing seat belts.

In overseas territories, 24% of users of PTW killed were not wearing a helmet, compared with only 4% in mainland France. This proportion is higher in Saint Martin (4 out of 4, or 100%) and Martinique (20 out of 39, or 51%). 57% of 14-17 year olds who died on two-wheeled motor vehicles were not wearing helmets, as were 36% of 18-24 year olds, 31% of 25-34 year olds and 27% of 35-44 year olds.

Observatory of speeds and behaviours in Overseas

In 2024, the speed and behaviour observatory set up by ONISR expanded its scope to six overseas territories in order to better understand their traffic dynamics.

Rate of speed limit (SL) exceedances by passenger vehicles, according to the type of network and period

Guadeloupe

SL		Day		Night	
Arterial roads in city centres (SL 50)	Roads crossing small urban areas (SL 50)	23%	66%	28%	67%
Urban area entry/exit points (SL 50-70)	Two-way roads (SL 70-80)	70%	4%	65%	23%

Martinique

SL		Day		Night	
Arterial roads in city centres (SL 30-50)	Roads crossing small urban areas (SL 30-50)	40%	45%	68%	66%
Urban area entry/exit points (SL 50-70)	Two-way roads (SL 50-80)	27%	12%	31%	9%

French Guiana

SL		Day		Night	
Arterial roads in city centres (SL 50-70)	Roads crossing small urban areas (SL 50)	1%	57%	17%	54%
Urban area entry/exit points (SL 50-70)	Two-way roads (SL 80)	46%	17%	19%	32%

Reunion Island

SL		Day		Night	
Arterial roads in city centres (SL 30-50)	Roads crossing small urban areas (SL 50)	27%	5%	79%	38%
Urban area entry/exit points (SL 50-70-90)	Two-way roads (SL 70-80-90)	22%	38%	39%	46%
2 x 2 lane roads (SL 90–110)		34%		39%	

Mayotte

SL		Day		Night	
Arterial roads in city centres (SL 30-50)	Roads crossing small urban areas (SL 30-50)	23%	28%	30%	44%
Urban area entry/exit points (SL 50)	Two-way roads (SL 50-70)	31%	19%	55%	43%

French Polynesia

SL		Day		Night	
Arterial roads in city centres (SL 50-60)	Roads crossing small urban areas (SL 30-40)	58%	80%	70%	90%
Urban area entry/exit points (SL 40-60)	Two-way roads (SL 40-50)	27%	35%	65%	69%

Measure 35 of the **Interministerial Committee for Road Safety** of July 2023 aims to improve knowledge of behaviour (axis “Taking action for better road safety in overseas territories”). The speed and behaviour observations carried out in 2024 in six territories are part of this framework, with speed data collected by speed cameras and observations by investigators at 10 measurement points (20 measurement points in Reunion Island). In French Polynesia, regulations are the responsibility of local authorities, with a specific highway code inspired by the one applied in France mainland, unlike the DROMs, which are governed by legislative identity. The data collected provides a useful but not representative snapshot of each of the territories. Under these conditions, disparities between territories must be interpreted with caution.

Speeds and exceeding the speed limit

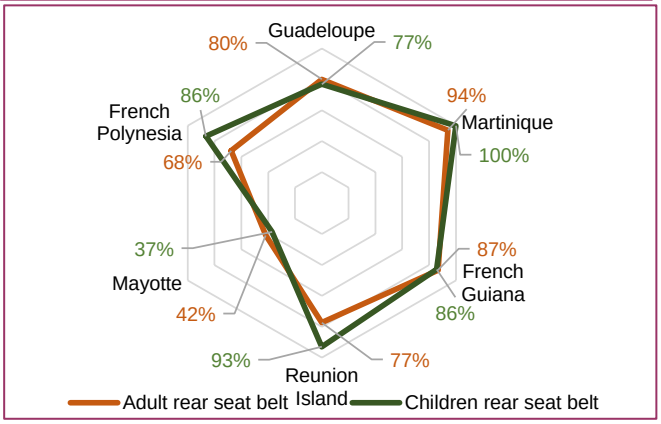
In 2024, the average speeds observed in the six overseas territories show significant differences depending on the type of network and the territorial context (infrastructure, traffic conditions, etc.). The highest speeds are recorded on two-way roads and at the entrances and exits of urban areas, particularly in Reunion Island, French Guiana and Guadeloupe. Conversely, Mayotte and French Polynesia have lower overall speeds, particularly outside urban areas. On city centre roads, speeds remain moderate during the day (34 to 41 km/h depending on the territory), with the exception of French Polynesia, where they reach an average of 55 km/h and increase to 61 km/h at night.

Roads passing through small urban areas are among the segments with the most critical rates of exceeding the speed limit (SL), both during the day and at night. Exceedances reach particularly high levels there, especially in Guadeloupe, French Guiana, and above all French Polynesia, where they reach 90% at night. Arterial roads in city centres also show worrying rates, particularly in Martinique and Reunion Island at night.

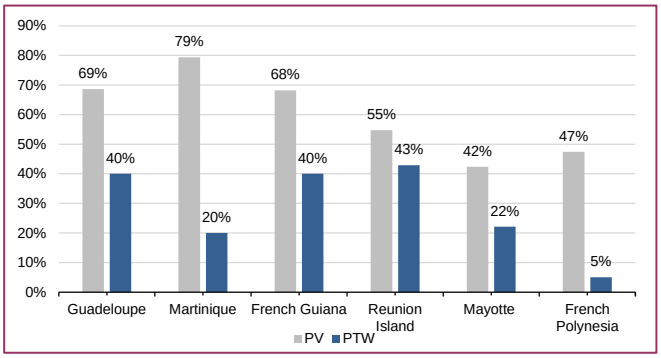
Average speeds of passenger vehicles in 2024, according to type of road network and period

		Guadeloupe		Martinique		French Guiana		Reunion Island		Mayotte		French Polynesia	
		Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
DROM-COM	Arterial roads in city centres	41	44	38	47	34	42	40	57	34	36	55	61
	Roads crossing small urban areas	53	54	34	41	51	50	32	44	33	37	37	39
	Urban area entry/exit points	63	67	45	47	60	58	59	60	45	51	42	51
	Two-way roads	59	66	51	56	68	74	84	88	48	56	42	50
	2 x 2 lane roads							91	94				

Rear seat belt usage rates by age

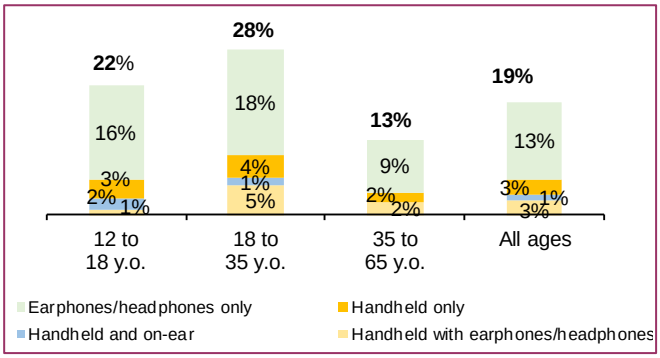


Compliance with stop signs rate among users of passenger vehicles and powered two-wheelers*



** Total population: 207 for PTW*

Use of phones while crossing the road by age



Consumption among 17-year-olds in overseas territories *compared to France mainland*

Alcohol: lower monthly consumption in Reunion Island, French Guiana and French Polynesia (FP); lower regular consumption in Guadeloupe; higher frequency of binge drinking in New Caledonia (NC) and FP.

Psychotropic substances: lower experimentation with nitrous oxide in Martinique; three times higher experimentation with crack in French Guiana; higher experimentation with cocaine (among boys) and MDMA/ecstasy in Reunion Island; higher regular cannabis use in FP and NC.

Source: ESCAPAD study – Use of psychoactive substances among 17-year-olds in overseas territories, OFDT, July 2025

Seat belt usage

In large urban areas, seat belt usage in the front of the vehicle remains widely respected, with an average rate of 96% across all territories. However, seat belt usage in the rear seats reveals significant disparities between territories. While Martinique (94%) and French Guiana (87%) have high rates, these drop to 68% in French Polynesia and only 42% in Mayotte. The situation is similar for children in the back, where Martinique stands out with 100% compliance, followed by Reunion Island (93%), French Polynesia (86%) and French Guiana (86%). Conversely, Mayotte has a worrying rate of only 37%.

Compliance with stop signs

The levels of compliance with stop signs observed are mixed for passenger vehicles (PV). The highest compliance rates are recorded in Martinique (79%) and Guadeloupe (69%), while the lowest rates are found in Mayotte (42%) and French Polynesia (47%). For powered two-wheelers (PTW*), compliance rates are generally very low, with a particularly worrying minimum of 5% in French Polynesia, and rates not exceeding 22% in Mayotte and 20% in Martinique. Only Reunion Island stands out slightly with a rate of 43%, which is nevertheless low.

Phones usage

In urban areas, 20% of pedestrians crossing the road use a distraction device. The 18-35 age group is the most affected, with 28% of pedestrians, mainly using earphones or headphones (18%), but also holding a mobile phone in their hand (4%) or holding a mobile phone in their hand and using earphones or headphones (5%). Teenagers aged 12 to 18 are also heavily affected (22%), while this practice decreases significantly among 35 to 65-year-olds (13%). Overall, nearly one in five pedestrians (19%) crosses the road while distracted by their phone. Among cyclists, 11% use a distraction device while travelling.

Among PV users, phone use is highest in urban areas (12% in large urban areas and 11% when crossing small urban areas), compared to 11% on roads outside urban areas. For utility vehicles, the highest rate is found in small urban areas (12%), followed by roads outside urban areas (8%) and large urban areas (7%).

Number of passengers on powered two-wheelers

On average, between 20% and 26% powered two-wheelers carry a passenger in addition to the driver in French Guiana, French Polynesia and Mayotte.

In 2024 in mainland France, **3,193 people died** on the roads and **16,000** were **seriously injured**.

People aged **18-34** (970 deaths and 5,200 serious injured) represent 20% of the population but 30% of deaths, 33% of serious injuries and **37% of those presumed responsible for fatal accidents**.

People aged **75 and over** (535 deaths and 1,300 serious injured) represent 10% of the population but 17% of deaths, 8% of serious injured, and **12% of those presumed responsible for fatal accidents**.

While 77% of fatalities and 75% of serious injured are **men**, **84% of those presumed responsible for fatal accidents are men**, whereas 63% of non-responsible deaths are men.

The most deadly journeys are those that allow people to travel the fastest, and the journeys most at risk of permanent injuries are those not protected by a vehicle:

- Journeys using soft mode (pedestrians, cyclists, mPMD) account for 23% of fatalities, 35% of serious injured and 45% of injured who will have a handicap one year later;
- Journeys using powered two-wheelers account for 23% of fatalities, 32% of serious injured and 36% of injured who will have a handicap;
- Journeys in passenger vehicles account for 48% of fatalities, 30% of serious injured and 15% of injured who will have a handicap.

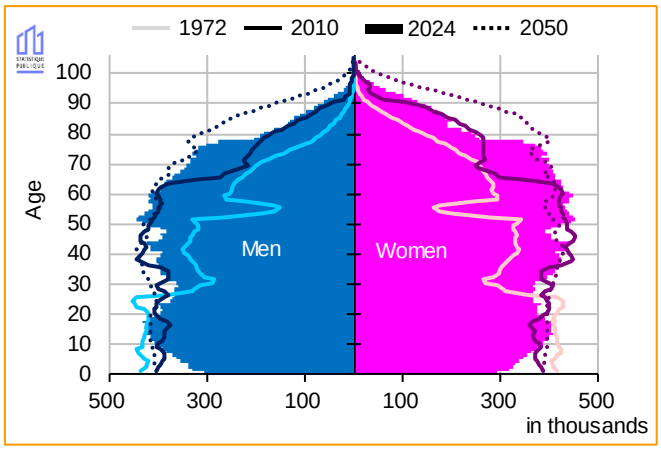
Risks

According to users

According to travel mode

Demographics

Age pyramid in 2024, compared to 1972, 2010 and 2050, in France mainland



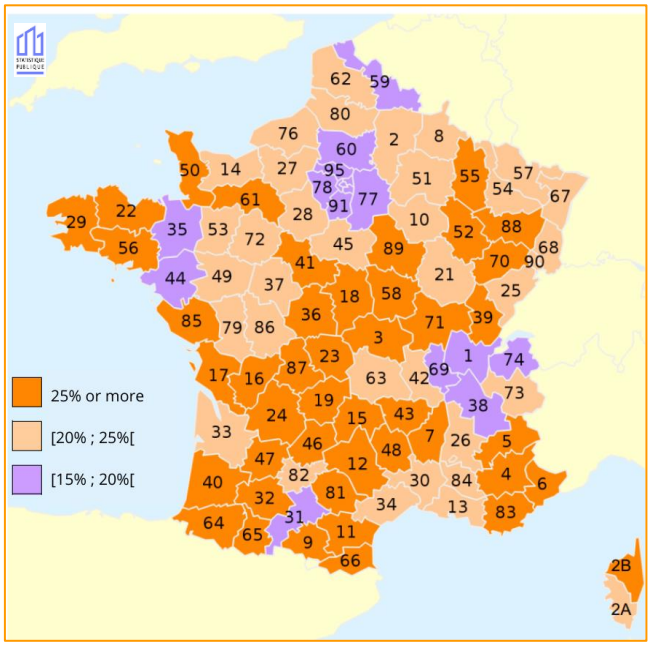
Source: INSEE - population by age and gender, on 1 January, population projection 2007-2060, central scenario

Population share and millions by age group in 2010, 2024, 2030 and 2050, in France mainland

	2010		2024		2030		2050	
	%	M	%	M	%	M	%	M
0-13 y.o.	17%	10,8	15%	10,3	16%	10,9	16%	11,3
14-17 y.o.	5%	3,1	5%	3,3	5%	3,2	4%	3,3
18-24 y.o.	9%	5,5	8%	5,5	8%	5,7	8%	5,6
25-34 y.o.	12%	7,7	12%	7,7	12%	8,0	11%	8,3
35-44 y.o.	14%	8,7	13%	8,4	12%	8,3	12%	8,6
45-54 y.o.	14%	8,5	13%	8,4	12%	8,0	11%	8,3
55-64 y.o.	13%	7,9	13%	8,4	12%	8,3	11%	8,1
65-74 y.o.	8%	5,0	11%	7,4	11%	7,6	10%	7,4
75-84 y.o.	6%	4,0	7%	4,7	9%	6,0	9%	6,8
85 y.o. and +	2%	1,6	3%	2,2	4%	2,5	7%	4,8
Total		**62,8**		**66,2**		**68,5**		**72,3**

Source: INSEE - population, on 1st January, population projection 2007-2060 central scenario, ONISR processing

Share of the population aged 65 or over in 2024 by department in France mainland



Source: INSEE - departmental population by five-year age group, on 1st January, ONISR processing

An ageing population...

Over the past 50 years, there has been a noticeable ageing of the population. The significant proportion of people under the age of 20 in 1972 explains the high proportion of people between the ages of 50 and 70 in 2024; these are the “baby boomers” who have grown older. The average age of the population was 34 in 1972 and will be 42 in 2024.

In 2024, 47% of the population will be aged 45 or over and 22% will be aged 65 or over, compared with 43% and 17% respectively in 2010; 34% and 13% in 1972.

According to the central scenario proposed by INSEE, the number of people aged 65 or over alone is expected to increase by nearly 2 million between 2024 and 2030, and by 5 million between 2024 and 2050. In 2030, 16.1 million people will be aged 65 or over, representing an increase of 12% in six years, and 18.9 million in 2050, representing an increase of 32% in 26 years.

The proportion of people aged 85 or over will more than double by 2050, reaching 4.8 million people. The average age of the population will be 44.The proportion of people under the age of 18 represented 22% of the population in 2010. In 2024, this proportion is 20.4% and will be 20.1% in 2050.

The age pyramid for France mainland in 2050 shows a very balanced distribution of the population by age. The impact of major demographic shocks in the past (World War II and the baby boom) will have disappeared. The projections do not include any shocks of this type for the future.

… in the centre of France

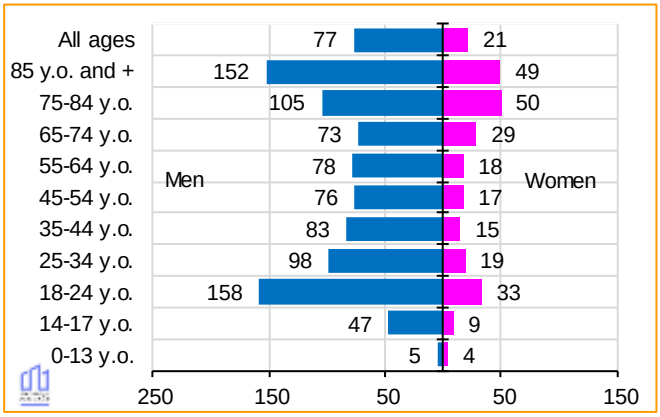
In 2024, in France mainland, the proportion of the population aged 65 or over will be 22%.

In 46% of mainland departments, people aged 65 or over will make up a quarter or more of the population, particularly in the departments of central France, the south and part of Brittany. In Creuse, Dordogne, Lot and Nièvre, people aged 65 or over will represent more than 30% of the population.

Conversely, 17 mainland departments have a proportion of people aged 65 or over of less than 20%. These are all the departments of Ile-de-France and departments with a total population of over one million, with the exception of Ain, Oise and Haute-Savoie, which are close to major cities (Lyon, Paris and Geneva, respectively). In five of these 17 departments – Yvelines, Essonne, Seine-et-Marne, Seine-Saint-Denis and Val-d'Oise – a quarter of the population is under the age of 18.

Risks by age

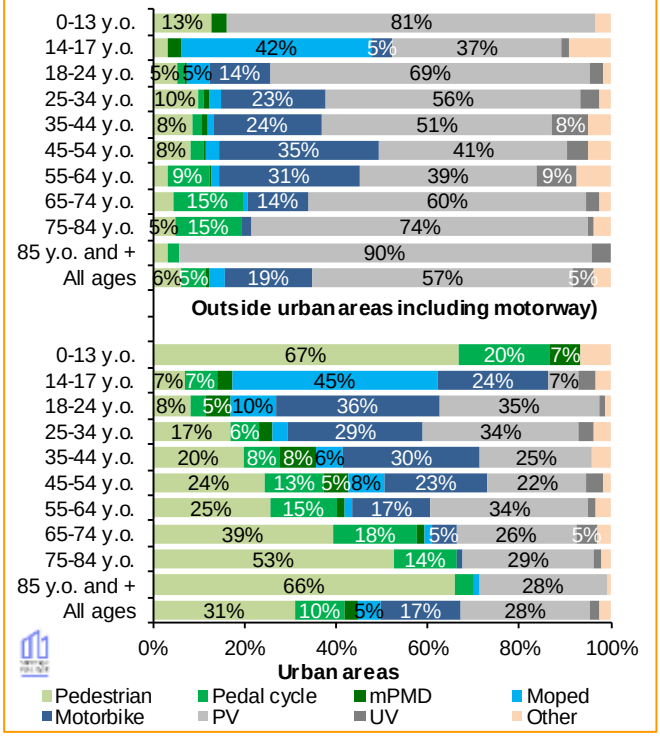
Number of people deaths per million inhabitants by age group and gender in 2024



Number of deaths or injured per million inhabitants, and number of deaths per 100 injured, by age group

2024	Number of victims per million inhabitants			Nb of deaths per 100 MAIS3+	Nb of deaths per 100 MAIS1-2
	Deaths	MAIS3+	MAIS1-2		
0-13 y.o.	4	71	1 317	6	5
14-17 y.o.	28	476	6 683	6	7
18-24 y.o.	97	513	9 276	19	6
25-34 y.o.	58	323	5 696	18	6
35-44 y.o.	48	230	3 566	21	6
45-54 y.o.	46	233	2 991	20	8
55-64 y.o.	47	212	2 125	22	10
65-74 y.o.	49	191	1 342	26	14
75-84 y.o.	74	214	1 239	34	17
85 y.o. and +	83	138	837	60	17
All ages	**48**	**241**	**3 321**	**20**	**7**

Distribution of deaths in 2024 by travel mode and age group, by road environment



Risk by age and gender

In 2024, men aged 18-34 accounted for a quarter of deaths. When comparing the number of deaths to the population, the risk of being killed is higher for men (77 deaths/Minhab.) than for women (21 deaths/ Minhab.), regardless of age. The highest risks are among men aged 18-24 (158 deaths/ Minhab.) and men aged 85 and over (152 deaths /Minhab.).

Risk and severity by age

In 2024, 18-34 year olds accounted for 30% of deaths, 33% of serious injured (MAIS3+) and 43% of minor injured (MAIS1-2).

In 2024, the number of deaths per million inhabitants of all ages is 48 deaths/Minhab. People aged 18-24 (97 deaths/Minhab.) and those aged 75 and over (74 deaths/Minhab.) are most affected by the risk of road deaths. Children aged 0-13 are very little affected.

In 2024, the number of serious injured (MAIS3+) per million inhabitants is 241 serious injured/Minhab. Those aged 18-24 and 14-17 have the highest risk of being seriously injured (513 and 476 serious injured/ Minhab. respectively); this trend is also observed for minor injured (MAIS1-2).

Furthermore, among those aged 65 and over, the proportions of deaths relative to serious injured, and serious injured relative to minor injured, are the highest, indicating that the injuries are on average more serious. This phenomenon is even more pronounced among those aged 75 and over.

Travel mode and road environment

Outside urban areas (including motorways), passenger vehicle occupants account for 57% of deaths. This proportion is equivalent or higher among those aged 18-34 and those aged 65 and over.

Motorcyclists account for 19% of deaths, with this proportion being higher among 25-64 year olds, reaching almost twice as high among 45-64 year olds. The proportion of moped deaths is low, except among 14-17 year olds, where it accounts for 42%. The proportion of pedestrian deaths is 6%, and this proportion is double among those under 14.

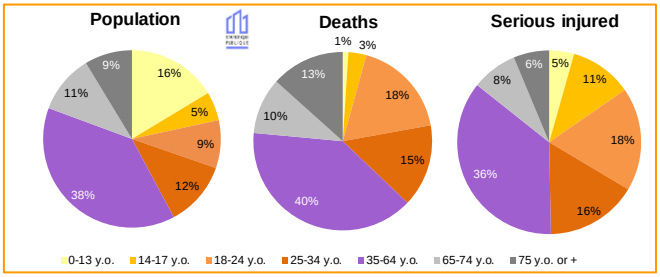
In urban areas, pedestrians account for nearly one-third of deaths. From the age of 14 , the proportion of deaths is 7%, increasing with age to reach 66% among those aged 85 and over, a proportion equivalent to that of those under 14 (67%).

Deaths in PV account for 28%, with little variation among those aged 18 and over; only children have a significantly lower proportion.

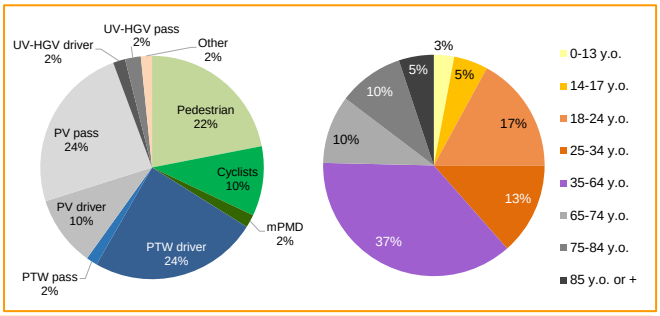
Motorcyclists account for 17% of deaths on average, and more than double that among 18-24 year olds. The proportion of deaths involving mopeds is low, except among 14-17 year olds, where it accounts for 45%.

A man's life course

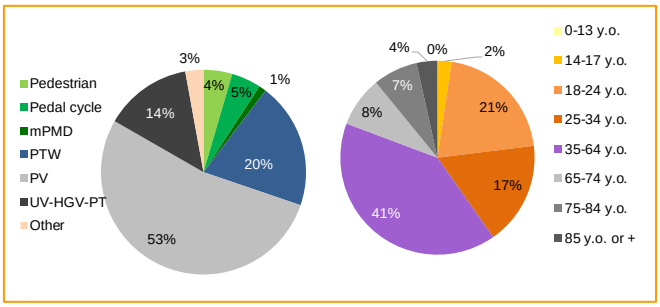
Distribution by age of the male population, the 2,465 men killed, and the 12,000 seriously injured



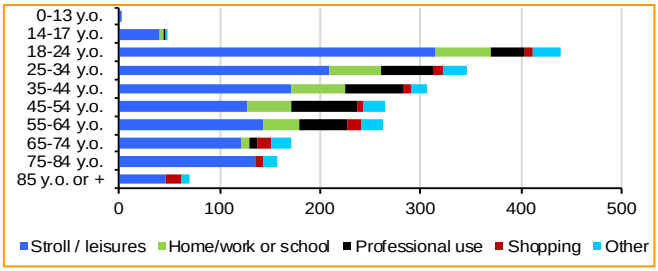
Distribution by age and travel mode of the 743 men killed presumed non-responsible



Distribution by age and travel mode of the 2,625 men PRs of fatal accidents



Men PR of fatal accidents by trip purpose



In 2024, 2,465 men died on French roads (77% of all deaths), 48% of whom were vulnerable road users (without vehicle protection). Furthermore, 30% of men died without being responsible.

The risk of being killed or injured

18-24 year olds are the most at risk: they account for 18% of deaths and 18% of serious injured, despite representing only 9% of the population. 25-34 year olds account for 15% of deaths and 16% of serious injured, despite representing 12% of the population.

Those aged 75 and over are over-represented among those killed (13% of deaths, compared to 9% of the population). Conversely, 14-17 year olds are over-represented among those seriously injured (11%, compared to 5% of the population).

For men, relative to all road users, the risk of being killed is 22 times higher on PTW and 4.5 times higher on pedal cycles.

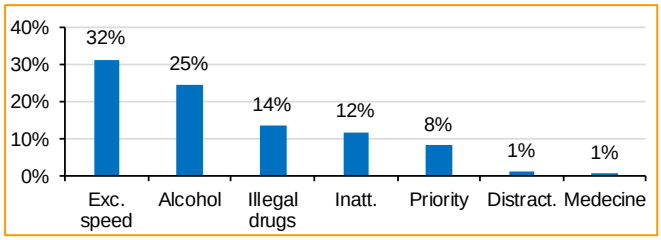
Presumed responsible (PR)

In 2024, **2,625 men were presumed responsible for fatal accidents,** of whom 903 survived and 1,722 died in the accident. Those aged 18-34 account for nearly 4 out of 10 men presumed responsible, mainly during leisure trips.

743 men not presumed responsible died on the road. Once again, there is an over-representation of those aged 18-24 (17%) and those aged 75 and over (15%).

Vulnerable road users account for 48% of male fatalities, but 60% of those presumed non-responsible. Male pedestrians alone account for 22% of non-PR deaths.

Factors associated with men PR of fatal accidents

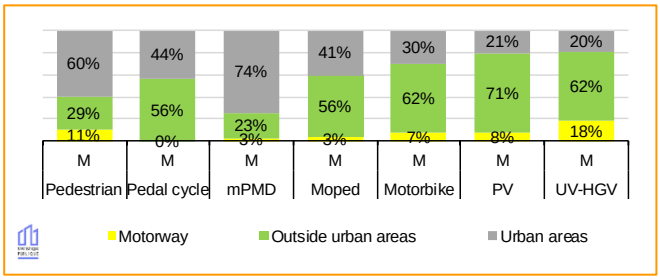


Men deaths by travel mode and primary opponent of the accident in 2024

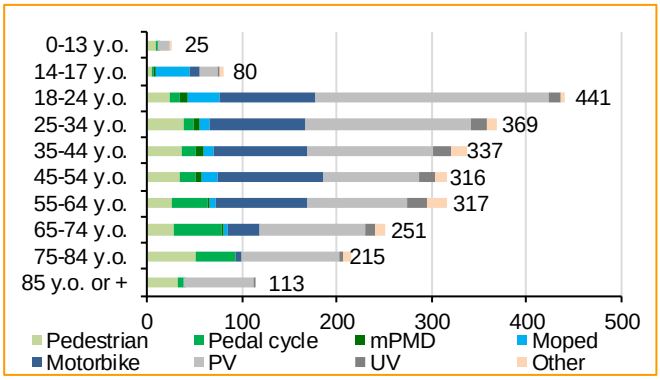
Deaths \ In a collision with										Other	w/o 3rd parties Ø	Total
	0	0	3	1	5	168	36	39	8	19	0	279
	1	3	0	1	5	69	15	18	1	2	79	194
	0	0	0	0	0	17	2	3	1	0	16	39
	0	0	0	0	0	63	9	6	2	7	30	117
	1	2	0	0	9	230	36	29	3	19	229	558
	1	1	0	0	0	248	49	125	14	14	629	1081
	0	0	0	0	0	15	6	23	3	0	58	105
	0	0	0	0	0	2	0	6	0	0	20	28
	0	0	0	0	0	0	0	0	0	0	2	2
Other	0	0	0	0	1	9	6	5	0	0	40	61
Total	3	6	3	2	20	821	159	254	32	61	1104	2465

Reading: 168 male pedestrians were killed in an accident where the main opponent (heaviest vehicle in the accident) was a PV.

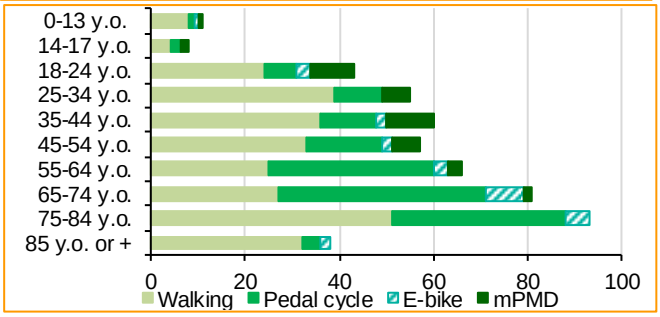
Distribution of men killed by road environment and travel mode, 2022–2024



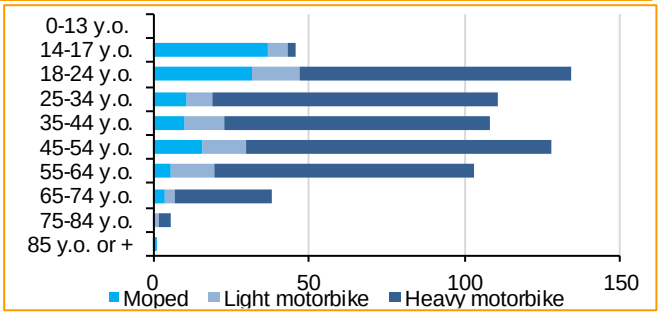
Distribution of men killed by age and travel mode



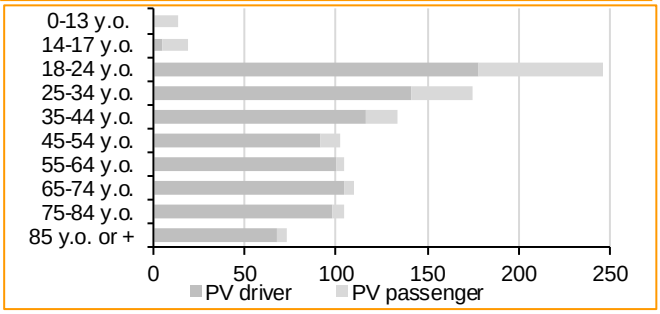
Men deaths in soft modes



Men deaths in PTW



Men deaths in PV



Before 18 years olds

In 2024, **25 boys aged 0-13 died and 9,401 were injured (including 524 seriously)**. Young boys are mainly killed while walking (32%) or when travelling by car (52%).

There were 80 teenage boys aged 14-17 killed and 17,676 injured (including 1,314 seriously) in the same year. Teenagers are mainly killed while riding mopeds (46%) or travelling by car (24%). Of the teenagers killed in road traffic accidents, 41% were not wearing a seatbelt (where this information is available). Teenagers are more at risk of being seriously injured.

Between 18 and 34 years old

Men aged 18 to 34 are the most at-risk population. They are over-represented among those killed (810, or 33% of men killed) and among those seriously injured (4,107, or 34%).

Young adult males combine multiple risk factors on the road. **Speed** is the main accident factor identified, present in 46% of fatal accidents where a man aged 18-34 is the driver. **Alcohol** is a factor in 32% of fatal accidents. Driving under the influence of **drugs** is a factor in 21% of fatal accidents. These three accident factors are particularly prevalent among men in this age group who are presumed to be responsible for fatal accidents.

Between 35 and 54 years old

Men aged between 35 and 54 account for 26% of male deaths (653 deaths) and 25% of serious injured on the roads (nearly 3,000).

Vulnerable road users account for more than half of those killed in this age group. It should be noted that the risk is the same for this population in PTW and PV: 236 killed for each travel mode, or 36%.

Between 55 and 74 years old

Men aged between 55 and 74 account for 18% of male road deaths in 2024 (568 deaths) and 2,282 serious injured on the roads. In this age group, 36% of men are killed while travelling in cars, 25% on motorcycles and 16% on pedal cycles.

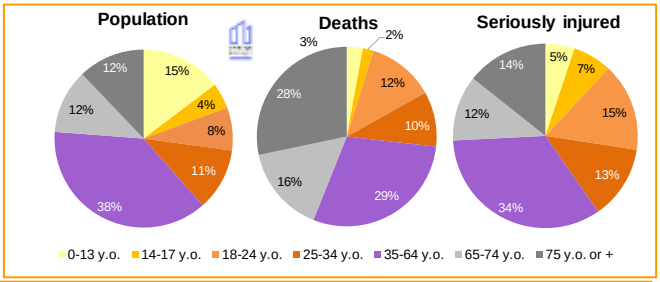
Over 75 years olds

In 2024, 328 men aged 75 and over died in France mainland. The majority of them died in cars, 25% were pedestrians and 15% were cyclists.

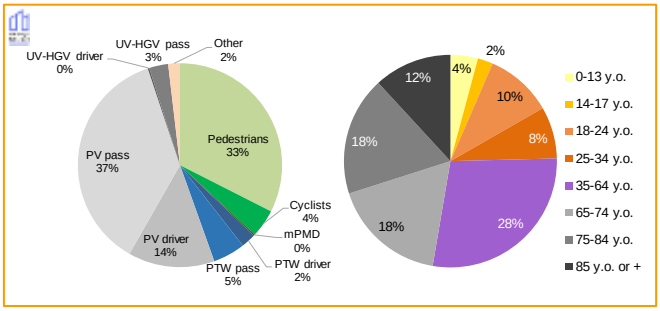
In addition, 4,681 men in this age group were injured (751 seriously). The proportion of seniors among those injured is lower due to their lower resistance to injury, which is more often fatal.

A woman's life course

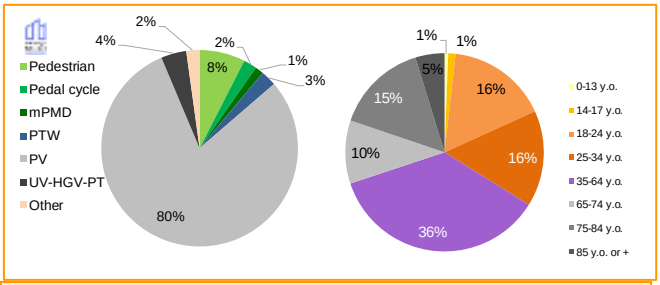
Distribution by age of the female population, the 728 women deaths, and the 4,000 seriously injured



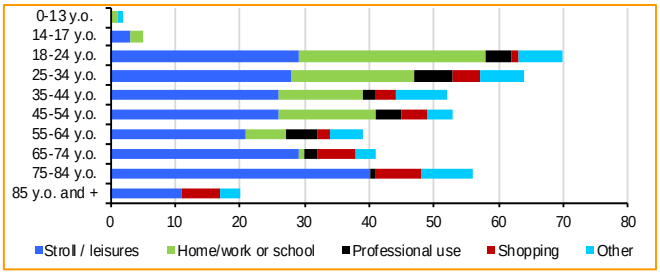
Distribution by age and travel mode of the 431 women killed presumed non-responsible



Distribution by age and travel mode of the 505 women PR in fatal accidents



Women PR of fatal accidents by trip purpose



In 2024, 728 women died in road accidents (23% of road deaths), 24% of whom were pedestrians. Furthermore, 59% of women died without being responsible.

The risk of being killed or injured

There is an **increased risk for senior women** in relation to their weight in the female population: 16% of those killed are between 65 and 74 years old and 28% are over 75 years old (vs. 12% of the population).

Conversely, young women (aged 14-35) are over-represented among those seriously injured (35%, compared to 23% of the population).

For women, relative to all road users, the risk of being killed is 25 times higher on PTW and four times higher on pedal cycles.

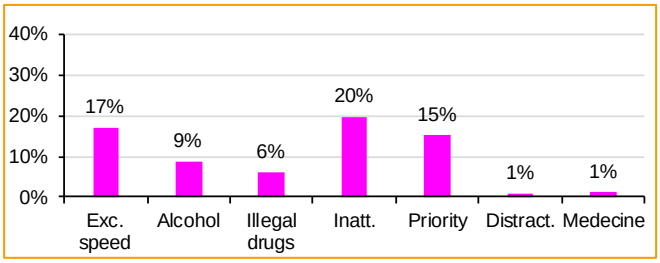
Presumed responsible (PR)

Of the 728 women who died in road accidents, **297 were presumed responsible for the accident, representing 41%**. Two age groups are over-represented: 18-34 year olds and, above all, those aged 75 and over (20% of PRs deaths vs. 12% of the population).

Women are more likely to be victims than responsible for accidents: they account for 16% of those presumed responsible and 37% of deaths. Inattention (20%) and speed (17%) are the main factors in accidents.

In 2024, 431 women presumed non-responsible died on the road, representing 59% of women killed on the road. Women over 65 are at increased risk, representing 48% of non-PR deaths.

Factors associated with female PRs of fatal accidents

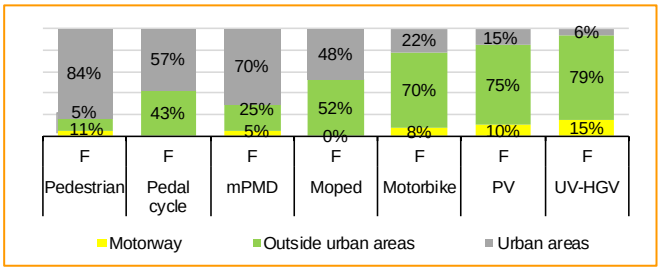


Women deaths by travel mode and primary opponent of the accident in 2024

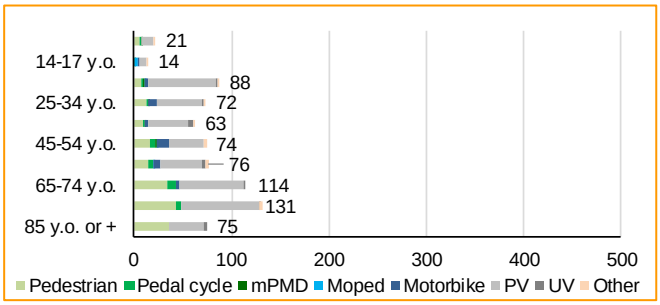
Deaths \ In a collision with										Other	w/o 3rd parties ∅	Total
	0	3	3	3	4	92	23	28	9	12	0	177
	0	1	0	0	0	11	2	10	0	2	4	30
	0	0	0	0	0	2	0	2	0	0	2	6
	0	0	0	0	0	4	1	0	0	0	1	6
	0	0	0	0	1	17	1	4	0	2	14	39
	0	0	0	0	1	163	31	71	5	5	161	437
	0	0	0	0	0	5	1	3	0	0	6	15
	0	0	0	0	0	0	0	1	0	0	1	2
	0	0	0	0	0	0	0	0	0	0	5	5
Other	0	0	0	0	0	2	1	2	0	0	6	11
Total	0	4	3	3	6	296	60	121	14	21	200	728

Reading: 92 female pedestrians died in accidents where the main opponent (heaviest vehicle involved in the accident) was a PV.

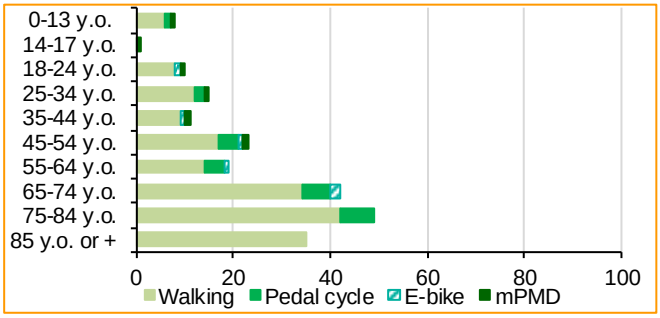
Distribution of women killed by environment and travel mode, 2022–2024



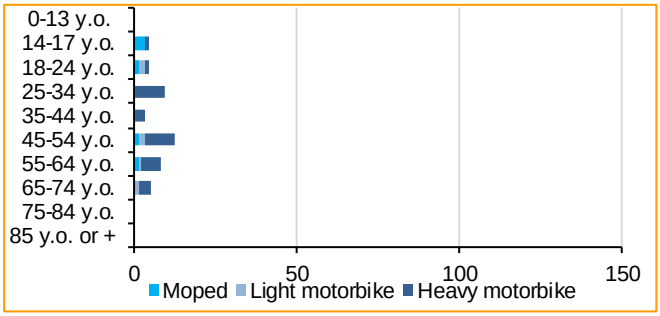
Distribution of women killed by age and travel mode



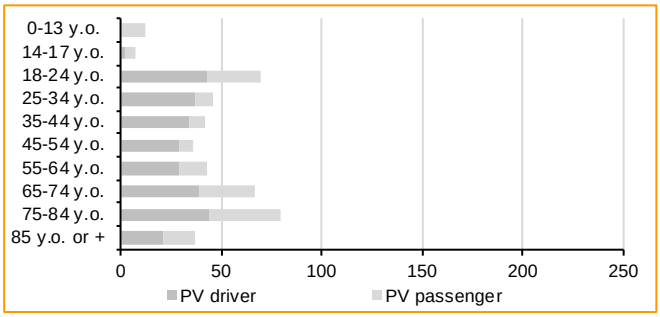
Women deaths in soft modes



Women deaths in PTW



Women deaths in PV



Before 18 years olds

In 2024, 21 girls aged 0-13 died and 4,872 were injured (including 203 seriously). Girls are mainly killed while travelling by car (57%) or walking (29%).

14 teenage girls aged 14-17 died, and 6,162 were injured (including 271 seriously). Half of teenage girls are killed in cars, but 21% are killed on mopeds.

Between 18 and 34 years olds

In 2024, 160 women aged between 18 and 34 died on the roads, and 34,637 were injured (including 1,125 seriously).

Women aged 18 to 34 account for 28% of serious injured, even though they represent 19% of the female population. They are therefore at increased risk of injury at this age.

In 31% of fatal accidents involving a female driver aged 18-34, excessive or inappropriate speed is mentioned as a factor, either alone or in combination with other factors.

Between 35 and 54 years olds

In 2024, 137 women aged 35 to 54 died in road accidents, and 21,042 were injured (including 882 seriously). More than half of them were in light vehicles (57%).

Inattention is the main accident factor identified among women aged 35 to 54, accounting for 53% of cases

Between 55 and 74 years olds

With 190 fatalities in 2024, women aged 55 to 74 accounted for 26% of female road deaths in 2024. While the majority of fatalities occurred in a private vehicle, 38% of women aged 55 to 74 were passengers.

In three-quarters of fatal accidents where the driver is a woman aged 55-74, inattention is mentioned as the main factor, either alone or in combination with others.

Over 75 years olds

Women aged 75 and over are the most at-risk population. They are over-represented among those killed (206, or 28% of women fatalities).

As with other age groups among women, the factor most often cited by police forces in fatal accidents in which the presumed responsible is a woman aged 75 or over is inattention. It is present in 66% of cases, either alone or in combination with other factors.

The majority of senior women died in cars, but **37% were pedestrians**. In 2024, 44% of women that died while walking were over 75 years old.

Children (0-13 y.o.) and teenagers (14-17 y.o.)

Half of the children killed were passengers in a passenger vehicle.

Half of the teenagers killed died while riding a PTW.

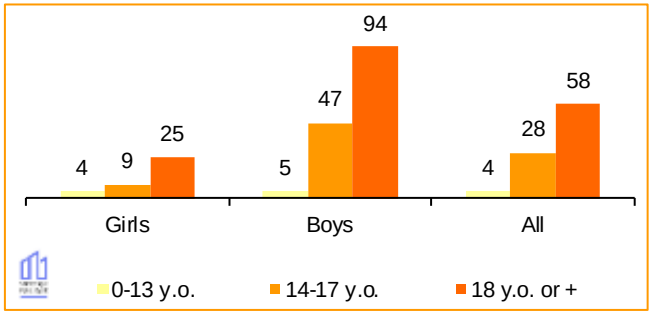
Changes in mortality among 0-17 year olds

	Deaths			Evolution	
	2024	2023	2019	2019-2024	2023-2024
0-13 y.o.	46	49	61	- 24,6 %	- 6,1 %
14-17 y.o.	94	116	92	+ 2,2 %	- 19,0 %

Average annual change *	2019 to 2024	2010 to 2019
Deaths 0-17 y.o.	- 1,8 %	- 6,9 %
Deaths 18 y.o. and +	- 0,2 %	- 2,0 %
All deaths	- 0,3 %	- 2,3 %

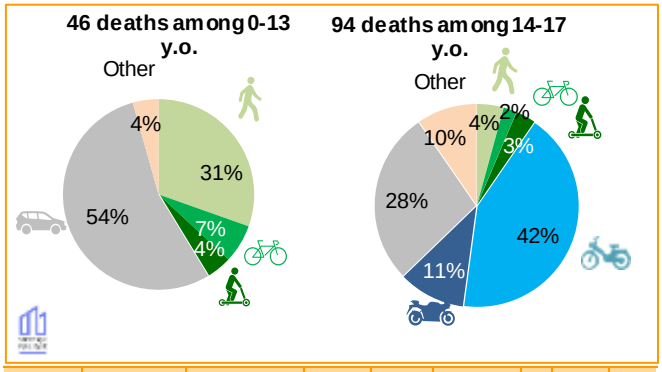
* Reading: between 2010 and 2019, the number of 0-17 year olds deaths fell by an average of 6.9% per year.

Average number of children and adolescents deaths per million inhabitants by age and gender



Reading: in 2024, there is an average of 47 deaths per million boys in the 14-17 age group.

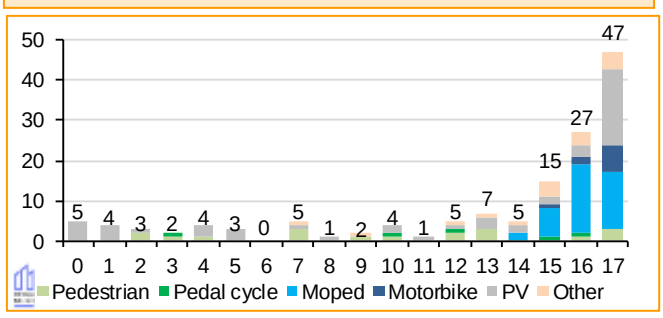
Distribution of children and adolescents deaths by travel mode



	Pedestrian	Pedal cycle	mPMD	Moped	Motorbike	PV	Other	Total
0-13 y.o.	14	3	2	0	0	25	2	46
14-17 y.o.	4	2	3	40	10	26	9	94

0-13 y.o.: 1 child died in a microcar and 1 in a quad bike > 50cc
14-17 y.o.: 3 died in cart, 2 in agricultural tractors, 2 in buses/coaches, and 2 in utility vehicles.

Number of children and adolescents deaths by age and travel mode



In 2024, **140** young people (aged 0 to 17) lost their lives, representing **4.4% of road deaths.** Among the young people who died, **46 were children (aged 0-14) and 94 were adolescents (aged 14-17).** The 0-17 age group represents 21% of the French population[1], and is therefore under-represented in road deaths.

It is estimated that 16% of those injured are aged 0 to 17: approximately 14,300 children and 23,800 adolescents.

Compared to 2023, there are 3 fewer deaths among children and **22 fewer deaths among adolescents** (a decrease of 15%).

From 2010 to 2024, the number of 0-17 year olds killed fell by an average of **4.8% per year.** This decline is greater than that for adults, measured at -1.3%.

Risk and severity

The road accident mortality rate for **children** is **14 times lower than that for adults**: per million inhabitants, there are 4 children fatalities for every 58 adult fatalities. Among adolescents, this rate is higher but still half that of adults: 28 adolescents' deaths per million inhabitants. Furthermore, while mortality rates are similar for girls and boys among children, among adolescents the rate is five times higher for boys than for girls.

An estimated 1,600 adolescents were seriously injured in 2024 (10% of serious injured for 5% of the population). In addition, 700 children were seriously injured (5% of serious injured for 16% of the population).

The number of victims **increases sharply from the age of 14, which is the legal age in France for riding a moped**. **Males** account for 54% of children killed, **85% of adolescents killed** and 83% of adults aged between 18 and 64 killed. The trends here are very similar between adolescents and adults.

By travel mode

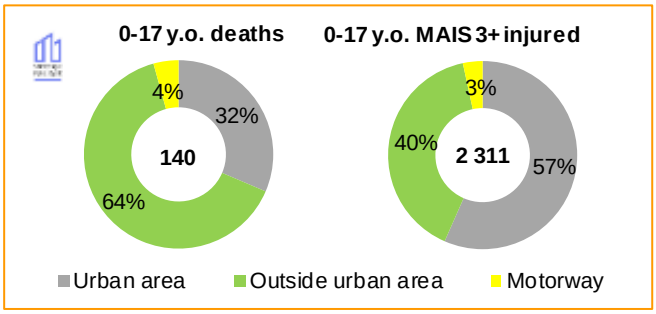
Among the **140 young people killed**, there were 18 pedestrians, 68 drivers and 54 passengers. Of these, **36%** were occupants of PV. In addition, 3 teenagers died while driving a cart and 7 while driving a PV. Of these, 1 did not have a driving licence.

Among those aged 0-13 who were killed, **54% were passengers in PV** (25 killed), and **30%** were pedestrians (14 killed). Among **teenagers**, **moped riders accounted for 43% of those killed** and PV occupants for 28% of those killed**.** Boys accounted for 93% of moped riders killed.

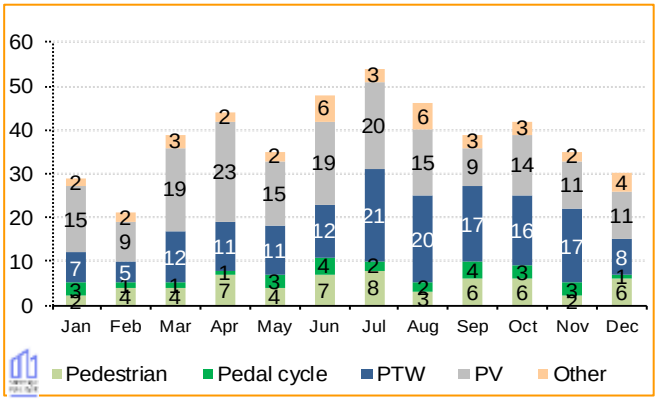
Among the **18 pedestrians killed**, 12 were hit by a PV (including 1 child and 1 teenager on a nmPMD), 2 by a UV, 2 by a coach, 1 by a HGV and 1 by a heavy motorbike.

[1] 10.7 million children and 3.5 million adolescents in mainland France on 1st January 2024. INSEE estimates as of the end of 2024.

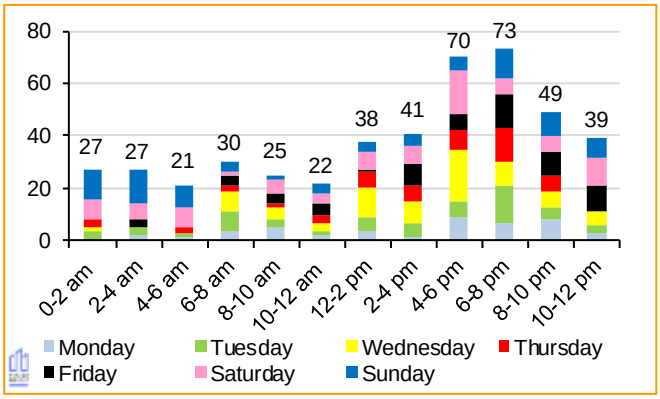
Distribution of estimated number of children and adolescents deaths and injuries by road environment



Distribution of deaths among 0-17 year olds by month and travel mode (2022-2024)

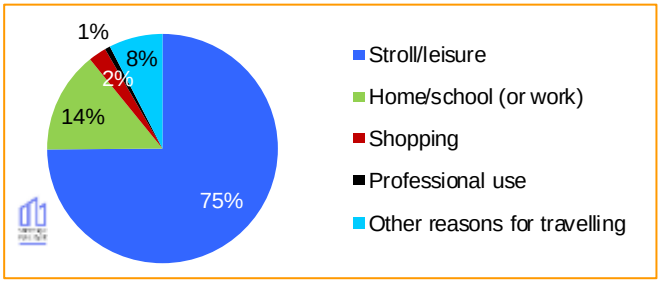


Number of children and adolescents deaths by day and time (2022–2024)



In **school transport**, in 5 years, 2 children were killed on foot when hit by a coach. No children or teenagers were killed in a vehicle, but 250 were injured in PT (coaches and buses), 8 in cars and 25 on foot when hit by PT.

Distribution of 0-17 year olds deaths by known type of journey (2022-2024)



Note: The trip purpose is unknown for 14% of journeys

By road environment

Among young people under the age of 18 killed on the road, 32% were killed in urban areas. This proportion is the same as that observed for adults.

For children or adolescents seriously injured (MAIS3+), accidents occur more often in urban areas (57%) than outside urban areas.

By period

In 2024, the monthly distribution of fatalities is more evenly balanced throughout the year than in 2023 for 0-17 year olds. The months with the highest number of deaths are March, April and June (16 to 19 deaths); the months with the lowest number of deaths are January, February and September (4 to 7 deaths).

Over the period from 2022 to 2024, **June, July and August** are the months with the highest mortality rates for children and adolescents, accounting for **32% of fatalities.** For adults, this figure is 28%.

Over the same period, more than half (57%) of young people killed in PTW accidents are concentrated in the months of July to November alone (i.e. over 5 months).

Just like adults, the **4pm to 8pm** time slot shows a peak in mortality (31% of deaths among 0-17 year olds).

In addition, **26% of adolescents killed** are killed on **weekend nights** (from 8pm to 6am on Friday and Saturday nights and Saturday and Sunday nights). This proportion is twice that of adults (13%) and four times that of children (7%).

19% of children died in accidents that occurred on a Wednesday and 21% on a Saturday, which are the most frequent days.

Type of journey

Between 2022 and 2024, in 3 out of 4 known cases, 0-17 year olds were killed during a walk or **leisure** journey (298 deaths), and in 14% of known cases during a journey between home and work or home and school (57 deaths).

Over the same period, the percentage of deaths during a journey between home and work or home and school for adolescents is 16% of known cases (43 deaths), while this proportion is 10% of known cases for children (14 deaths).

Failure to wear a seatbelt or helmet

For the period 2020-2024, 41% of adolescents who died in a passenger vehicle were not wearing a seat belt, compared to 22% of children.

In 2024, 2 of the 40 moped riders killed were not wearing a protective helmet. This was also the case for 1 of the 10 motorcyclists killed.

Novice drivers (licence held for less than two years)

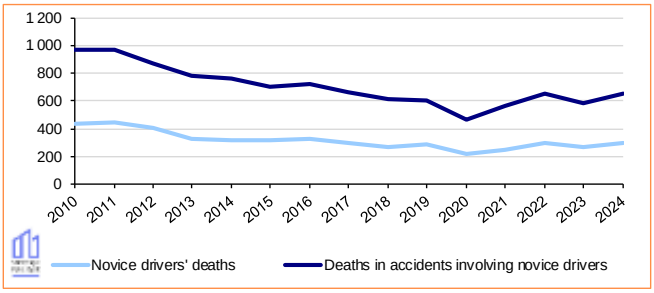
In 2024, 57% of novice drivers' deaths were between the ages of 18 and 24. 93% of novice drivers' deaths in passenger vehicles were presumed responsible.

	Deaths			Evolution	
	2024	2023	2019	2019-2024	2023-2024
In an acc. with a novice	650	589	600	8,3%	10,4%
Novices	301	268	288	4,5%	12,3%

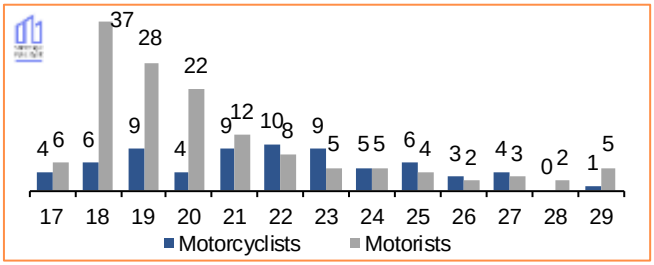
Average annual change*	2019 to 2024	2010 to 2019
Deaths in accidents involving novice drivers	1,6 %	- 5,2 %
Deaths excluding accidents involving novice drivers	- 0,8 %	- 1,5 %
All deaths	- 0,3 %	- 2,3 %

*Reading: between 2010 and 2019, the number of deaths in accidents involving novice drivers decreased by an average of 5.2% per year.

Change in the number of deaths in accidents involving novice drivers



Number of novice drivers' deaths (motorcyclists or motorists) by age



Number of novice drivers involved in fatal accidents by length of time since obtaining their licence

Trimesters of the driving licence	1st	2st	3rd	4th	5th	6th	7th	8th	Total
Women	16	19	17	7	13	7	9	7	**95**
Men	80	80	70	64	65	62	55	47	**523**
Both	96	99	87	71	78	69	64	54	**618**

Novice drivers are defined here as drivers who have held a driving licence for less than two years [1].

In 2024, novice drivers were involved in 21% of accidents causing injury accidents recorded in the BAAC file. 650 people were killed in accidents involving novice drivers, including 65 in accidents involving 17-18 years old novice drivers who had obtained their licence at the age of 17 (2% of road deaths). Of these 650 deaths, 301 were novice drivers and 349 were other road users.

The number of deaths in accidents involving novice drivers between 2019 and 2024 is expected to increase by +8.3%, representing an average annual increase of +1.6%. During the same period, there has been a decline in deaths in accidents not involving novice drivers, with an annual average of -0.3%.

By road environment

73% of novice drivers are killed outside urban areas and motorways, compared to 66% for experienced drivers.

By experience

In fatal accidents, novice drivers involved are more likely to have a recent licence: 353 drivers have had their licence for less than a year, compared to 265 drivers in their second year of driving. 11% of novice drivers are aged 17-18 and have had their licence for less than a year.

By travel mode and age

Motorists account for 60% of novice drivers deaths and motorcyclists for 36%.

Among those deaths, the proportion of male novice drivers deaths (88%) is slightly higher than that of male experienced drivers (84%).

Among the 301 novice drivers killed, 57% are between 16 and 24 years old, 10% are between 25 and 29 years old. 5% are 17-18 years old who obtained their licence at 17.

There is a peak in the number of novice drivers killed between the ages of 18 and 20 for motorists, and this peak increased in 2024 (+16 deaths compared to 2023).

Number of drivers' deaths by mode and age, for novice and experienced drivers

	Novice drivers' deaths			Experienced drivers' deaths		
	16-24 y.o.*	25-29 y.o.	30-34 y.o.	18-24 y.o.	25-29 y.o.	30-34 y.o.
Motorcycles	57(31%)	14(45%)	8(32%)	49(31%)	44(34%)	39(34%)
PV	123(67%)	16(52%)	16(64%)	104(66%)	79(61%)	67(59%)
UV	3(2%)	1(3%)	1(4%)	5(3%)	6(5%)	6(5%)
HGV + PT	0(0%)	0(0%)	0(0%)	0(0%)	0(0%)	2(2%)
Total	**183(100%)**	**31(100%)**	**25(100%)**	**158(100%)**	**129(100%)**	**114(100%)**

*A1 licence at age 16, B licence at age 17

[1] The categories considered are motorcycles, PVs, UVs, HGVs, PTs, heavy quads and special vehicles, as these vehicles must have a licence to be driven on public roads.

Number of novice drivers by their presumed responsibility in fatal accidents

	Novice drivers Presumed responsibility			Experienced drivers 20-34 y.o.
	Yes	No	Share of presumed responsibles	Share of presumed responsibles
Motorcycles	88	32	73%	80%
PV	294	82	78%	70%
UV	27	8	77%	73%
HGV + PT + Other	31	56	36%	41%
TOTAL	**440**	**178**	**71%**	**70%**

Number of novice drivers by excessive speed factor in fatal accidents

	Novice drivers			Experienced drivers 20-34 y.o.
	Identified speed factor	Unidentified speed factor	Speed factor part	Speed factor part
Motorcycles	52	68	43%	55%
PV	156	220	41%	31%
UV	9	26	26%	16%
HGV + PT + Other	2	85	2%	7%
TOTAL	**219**	**399**	**35%**	**32%**

Number of novice drivers by blood alcohol level in fatal accidents

	Novice drivers according to alcohol level			Experienced drivers 20-34 y.o.
	positive	known	Positive share	Positive share
Motorcycles	15	93	16%	34%
PV	81	330	25%	29%
UV	12	32	38%	15%
HGV + PT + Other	0	86	0%	5%
TOTAL	**108**	**541**	**20%**	**26%**

Number of novice drivers involved in fatal accidents where illegal drugs were present

	Novice drivers according to the drug test			Experienced drivers 20-34 y.o.
	positive	known	Positive share	Share of presumed responsibles
Motorcycles	11	90	12%	31%
PV	54	316	17%	18%
UV	4	32	13%	10%
HGV + PT + Other	3	83	4%	4%
TOTAL	**72**	**521**	**14%**	**18%**

Socioprofessional Categories (SPC)

82% of novice drivers involved in fatal accidents belong to one of the following four SPC categories:
- Students (24%);
- Intermediate professions and employees (21%);
- Manual workers (19%);
- Professional drivers (18%).

The SPC for executives and senior professionals represents 1.3% of novice drivers, compared with 3.6% for experienced drivers.

Novice drivers aged 17-18 with less than one year's driving experience are mainly students.

By presumed responsibility

Inexperience in driving results in presumed responsibility for fatal accidents being higher among **novice drivers** than among experienced drivers aged 20 to 34 (78% versus 70%, respectively).

Speed

In fatal accidents, excessive speed is identified in 35% of novice drivers, a figure close to that of experienced drivers aged 20 to 34 (31%).

Alcohol and illegal drugs

In 2024, alcohol was found for in 20% of novice drivers involved in fatal accidents, which is **lower than the rate for experienced drivers aged 20 to 34 (26%); illegal drugs** are also a factor for novice drivers (14%), lower than the rate for experienced drivers aged 20 to 34 (18%).

The proportion of novice car drivers testing positive for alcohol is lower than that of experienced drivers aged 20-34 (25% and 29% respectively). For motorcycles, the proportion of novice drivers testing positive for alcohol or illegal drugs is half that of experienced drivers aged 20-34.

The proportion of novice drivers who tested positive for illegal drugs and were involved in a fatal accident varies by age: 17% among 20-24 year olds, 25% among 25-29 year olds and a slight decrease to 23% among 30-34 year olds.

Depending on the weather, day or night

In 2024, weather conditions or light levels do not have a significant impact on the occurrence of fatal accidents involving novice drivers. The proportion of fatal accidents is higher at night (55%) among 17-18-year-old novice drivers who have held their licence for less than a year.

Young adults (18-24 y.o.)

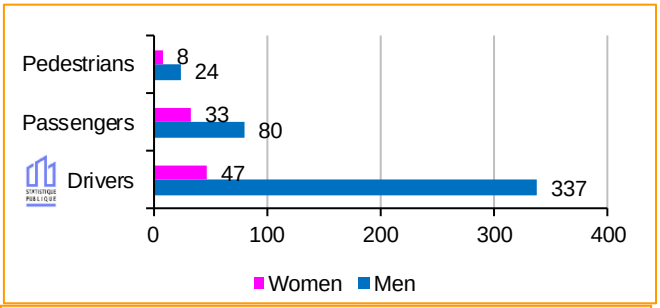
Young adults are mostly killed at night and at weekends. Their mortality rate per million inhabitants (97) is twice that of the population as a whole.

Young adults account for 20% of those suspected of causing fatal accidents, 17% of those deaths, and 19% of those injured who will have handicap, despite representing only 8% of the French population.

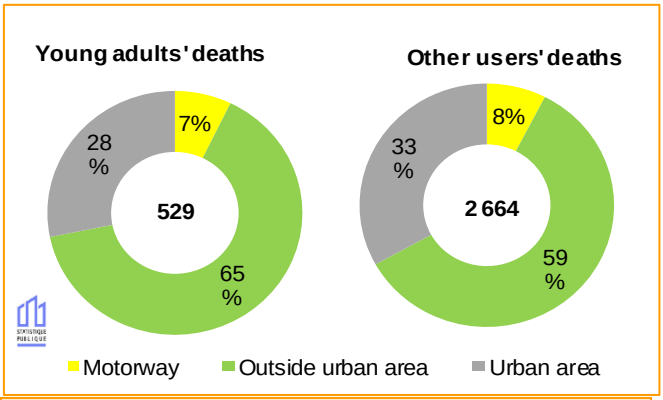
	Deaths			Evolution	
	2024	2023	2019	2019-2024	2023-2024
Young adults	529	497	549	- 3,6 %	+ 6,4 %
Average annual change*				2019 to 2024	2010 to 2019
Deaths young adults				- 0,7 %	- 4,5 %
Deaths non-young adults				- 0,2 %	- 1,8 %
All deaths				- 0,3 %	- 2,3 %

*Reading: between 2010 and 2019, the number of young adults' deaths decreased by an average of 4.5% per year.

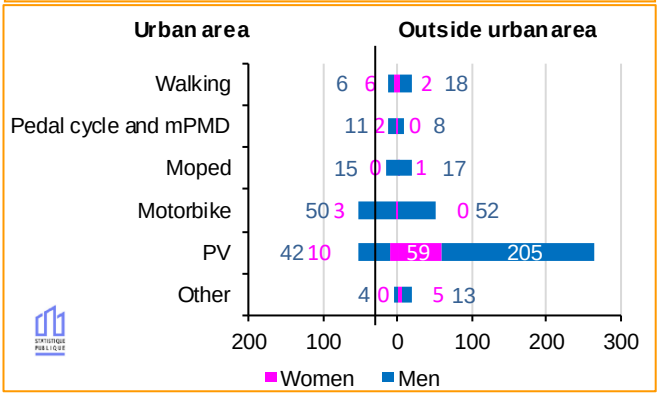
Number of young adults deaths by gender and situation with regard to the vehicle



Distribution of young adults' deaths by road environment



Distribution of young adults' deaths by travel mode, road environment and gender



In 2024, 529 young adults (aged 18 to 24) were killed in road accidents, **representing 17% of all deaths** (14% in urban areas and 18% outside urban areas), even though they make up only 8% of the French population[1]. One in three young adults is involved in an injury accident.

It is estimated that young adults account for 23% of minor or moderate injured MAIS1-2, 18% of serious injured MAIS3+, and **19% of injured who will have sequelae**.

After some fluctuations, the number of young adults' deaths has returned to pre-pandemic levels (2017-2019).

The number of young adults' deaths per million inhabitants (97) is twice as high as the average for all ages (48).

The 384 young adult drivers killed were overwhelmingly male (88% compared to 84% for drivers in other age groups). This is even more pronounced in urban areas (94%). The higher risk for males is also evident among pedestrians killed (75% male compared to 60% for pedestrians in other age groups) and passengers killed (71% male compared to 46%).

Travel mode and road environment

In 2024, 60% of young adults die in passenger vehicles. This figure rises to 71% outside urban areas, compared with only 35% in urban areas.

In the same year, 26% of young adults killed in PTW and 10% of young adults killed were users of active travel modes. This figure is 5% outside urban areas and rises to 17% in urban areas.

On roads outside urban areas (including motorways), 380 young adults were killed in 2024, representing 72% of young adults killed. This is five points higher than for other road users killed (67%). Among them, 264 were killed in passenger vehicles, 52 on motorcycles, 18 on mopeds, 2 on mPMD, 6 on pedal cycles and 20 on foot.

In urban areas, 149 young adults were killed, including 52 in passenger cars, 53 on motorcycles, 15 on mopeds, 8 on mPMD, 5 on pedal cycles and 12 on foot.

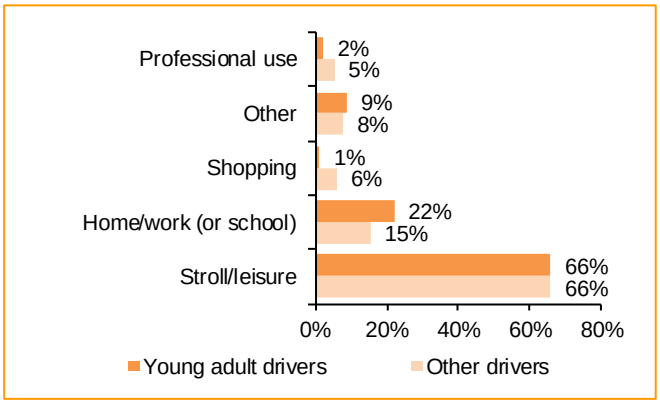
Safety equipment

Of the 140 young adults killed on a vehicle where wearing a helmet is mandatory (including 2 on mopeds), 7 were not wearing one.

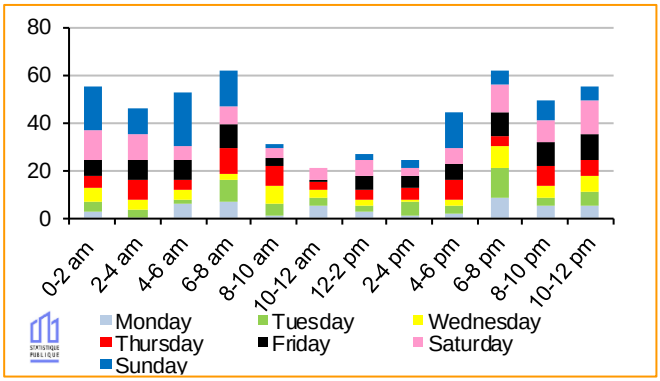
The rate of non-use of seat belts among young adult drivers killed is 18% and 38% among young adult passengers killed. For drivers under the influence of alcohol or illegal drugs, this figure rises to 28%.

[1] 5 million young adults in France mainland on 1 January 2024. INSEE estimates at the end of 2024.

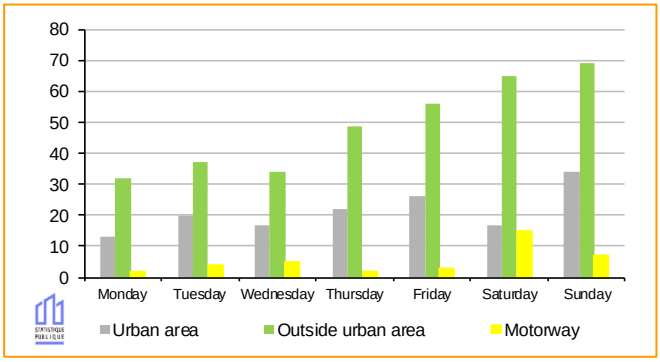
Distribution of the number of young adult drivers' deaths by journey undertaken



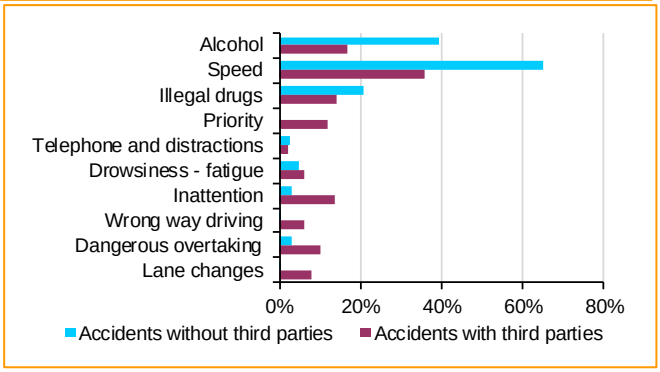
Number of young adults' deaths by weekday and time



Number of young adults' deaths by weekday and road environment



Factors among young adults presumed responsible for fatal accidents by type of collision (2022-2024)



Temporality

Young adult drivers are killed while driving for leisure purposes (66% of them), a proportion equivalent to that of other drivers.

Road deaths among young adults occur **in 63% of cases at night**, compared with 38% for other road users' deaths. This ratio is 67% in urban areas and rises to 89% on motorways. Young adults account for 25% of night-time deaths, but only 11% of daytime deaths. For young adult drivers involved in fatal accidents at night, alcohol is a factor in 33% of cases (16% of cases for injury accidents). These ratios for daytime accidents are 8% and 3%.

Young adults are at greater risk on the roads on non-working days. 39% of young adults died on a non-working day, compared with 31% of other road users' deaths. Half of these deaths occur between midnight and 7 a.m., whereas this time slot accounts for only a quarter of deaths for other age groups.

Outside urban areas**, weekends account for the highest number of young adults' deaths**.

Driving licences, insurance

In 2024, 56% of young adult drivers killed in accidents are novice drivers (less than two years' driving experience).

Furthermore, 4% of 18-24-year-old drivers of PV involved in injury accidents did not have a valid licence (3% for those aged 25 and over). This figure is 9% for heavy motorcycles (4% for those aged 25 and over) and 21% for light motorcycles (8% for those aged 25 and over).

It was also observed that 7% of young adult drivers involved in injury accidents were uninsured (4% for those aged 25 and over).

Presumed responsibility

Young adult drivers are more frequently presumed responsible for injury accidents than other drivers: the proportion of drivers presumed responsible is 66% among young adults, compared with 57% among other drivers. This difference is even more pronounced for fatal accidents (77% versus 62%).

Over the period 2022-2024, in fatal accidents, the factors of speed (48%), alcohol (27%) and illegal drugs (17%) were most prevalent among young adults presumed responsible (see p. 124-125).

More specifically, 22% of young adult drivers involved in a fatal accident in 2024 had a blood alcohol level above 0.5 g/L, and in 9 out of 10 cases, the blood alcohol level was above 0.8 g/L. The majority of these drivers were motorists, and the accidents often occurred between 6 pm and 9 am.

Senior citizens (65 y.o. and over)

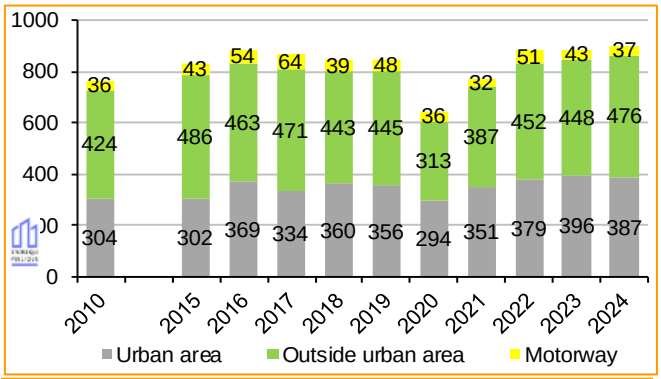
Seniors are killed mainly during the day, more often in urban areas than young people. With age, the severity of accidents increases, as does the proportion of pedestrians in deaths.

The aged 85 and over account for 4% of those presumed responsible for fatal accidents and 6% of those killed (compared with 8% and 11% for those aged 75-84, and 9% and 11% for those aged 65-74).

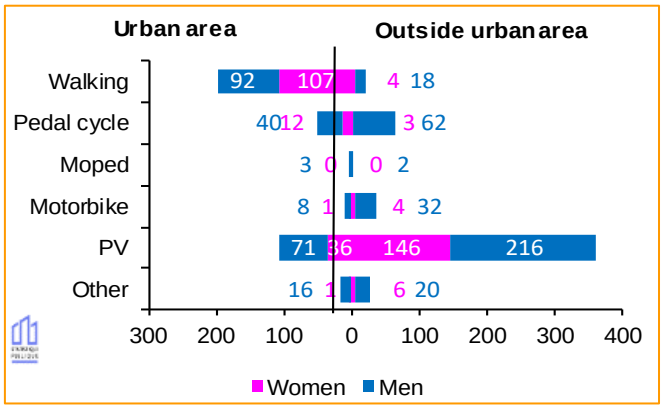
	Deaths			Evolution	
	2024	2023	2019	2019-2024	2023-2024
Seniors	900	887	849	+ 6,0 %	+ 1,5 %
Average annual change*				2019 to 2024	2010 to 2019
Deaths seniors over 65 y.o.				+ 1,2 %	+ 1,2 %
Deaths under 65 y.o.				- 0,9 %	- 3,3 %
All deaths				- 0,3 %	- 2,3 %

*Reading: between 2010 and 2019, the number of seniors deaths increased by an average of +1.2% per year.

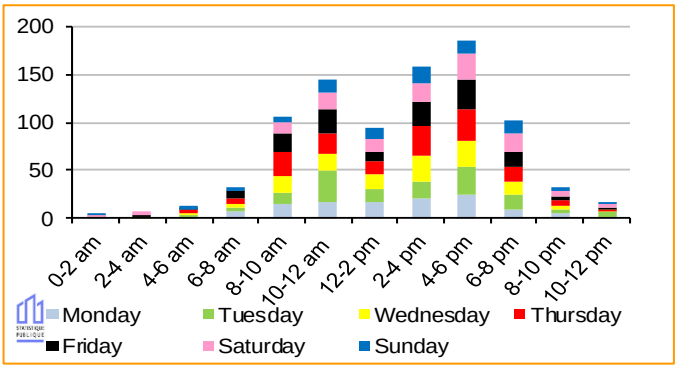
Change in the number of seniors deaths by road environment



Distribution of seniors' deaths by gender, road environment and travel mode



Distribution of seniors' deaths by day and time



In 2024, **900 seniors died in road accidents**, including 365 aged 65 to 74, 346 aged 75 to 84, and 189 aged 85 or older. Seniors thus account for 28% of those deaths and 21% of those presumed responsible for fatal accidents, even though they make up 22% of the population[1]. In addition, they account for 8% of minor injured (MAIS1-2) and 17% of seriously injured (MAIS3+).

The average number of seniors killed between 2022 and 2024 (890) is higher than that observed before the pandemic (853 deaths on average between 2017 and 2019).

Severity

The severity of injuries increases with the age of the victims. In 2024, there were 41 deaths per 100 serious injured (MAIS3+) among those aged 75 and over, compared with 26 for those aged 65-74 and 17 for those under 65.

Also in 2024, there were 17 serious injured per 100 slightly injured for those aged 75 and over, compared to 15 for those aged 65-74 and 7 for those under 65.

Safety equipment

The rate of non-use of seat belts among seniors' deaths is 15%, compared to 26% among those under 65.

Men and women

Although men remain in the majority in terms of senior mortality (especially outside urban areas), the proportion of women is higher (36%) than among those under 65 (18%). This can be explained in part by the higher proportion of women among seniors (57% of senior women compared to 50% among those under 65[1]), as shown by the indicators of deaths reported by age and gender (page 74).

In 2024, 50% of senior pedestrians deaths are women, compared to 28% among those under 65. On the other hand, 87% of cyclists' deaths are men, both among seniors and those under 65.

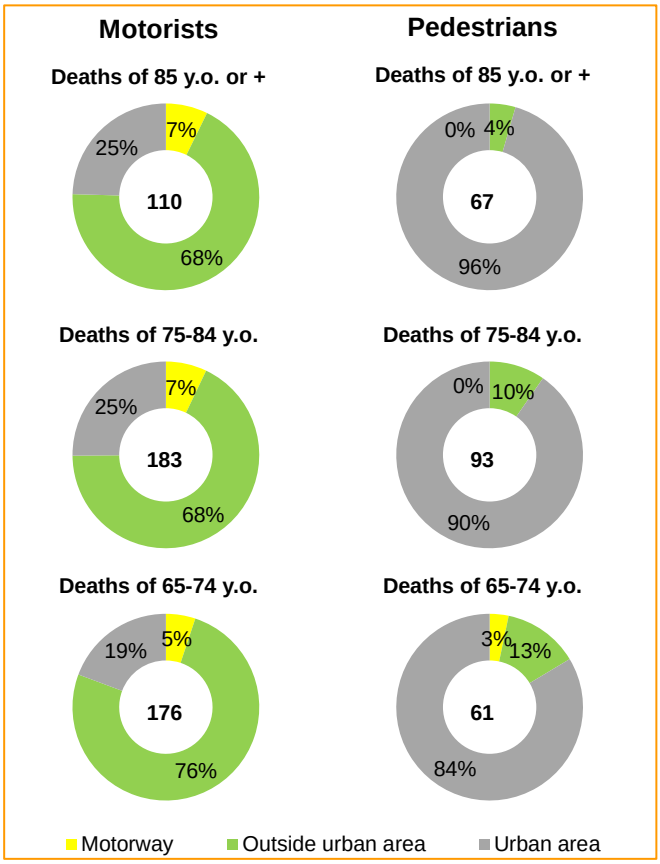
By day and time

The number of senior deaths is spread evenly throughout the week, with a slight decrease observed at the end of the week.

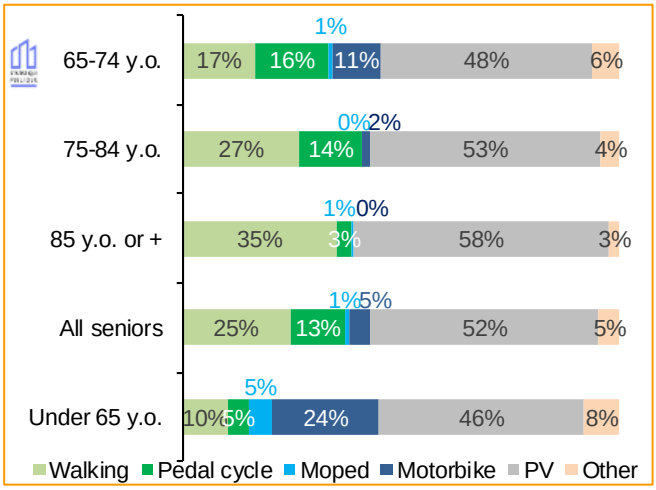
The proportion of deaths occurring at night is lower for seniors (20%) than for those under 65 (51%). 86% of seniors die between 7 a.m. and 7 p.m., compared to 53% for those under 65. The peak **between 2 pm and 6 pm alone accounts for 38% of senior deaths**. For those under 65, there is a peak between 5pm and 8pm and a consistent rate throughout the rest of the day.

[1] 14 million seniors in France mainland on 1st January 2024. INSEE estimates at the end of 2024.

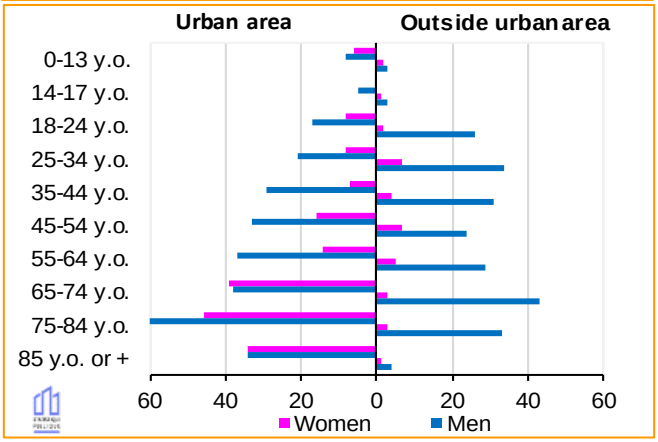
Distribution of motorists and pedestrians deaths by road environment and senior age group



Distribution of deaths by travel mode and age group



Distribution of deaths among vulnerable road users by road environment, age and gender



Risk

In 2024, the number of deaths relative to the population in this age group shows an **increased risk for seniors aged 75 and over**. Among 75-84 year olds, there are 74 deaths per million inhabitants, and 83 deaths per million inhabitants for those aged 85 and over. In comparison, the rate is 49 for those aged 65-74 and 44 for those under 65.

By road environment

Seniors account for 38% of deaths in urban areas.

Seniors are more often killed in urban areas than those under 65: 43% of people aged 65 and over who are killed are killed in urban areas (36% for those aged 65-74, 46% for those aged 75-84 and 51% for those aged 85 and over), compared with 28% for those under 65. This difference is primarily linked to walking, which is over-represented among the modes involved in seniors' mortality (25%).

The differences observed between seniors and those under 65 vary depending on travel mode:

- 77% of senior motorists deaths occur outside urban areas (including motorways), compared to 82% for those under 65;
- Conversely, 9 out of 10 senior pedestrians are killed in urban areas (84% of those aged 65-74 and 93% of those aged 75 and over), compared with half for pedestrians under the age of 65.

By travel mode

Seniors died slightly more often in cars (52%) than those under 65 (46%). This ratio is as high as 58% for those aged 85 and over.

The proportion of pedestrians in seniors' mortality increases with age: it reaches 27% for those aged 75 to 84 and 35% for those over 85. Conversely, there are almost no deaths among motorcyclists over the age of 75. For cyclists, the proportion of deaths is highest in the 65-74 age group (16%).

In urban areas and for active modes, women account for half of the seniors deaths. For other age groups, regardless of the environment, men are in the majority.

Presumed responsibility

Senior drivers are more often presumed to be responsible for fatal accidents (73% of cases) than other drivers (63% of cases).

The number of drivers presumed responsible per million inhabitants varies with age. It is highest for 18-24 year olds (110), decreases for the 65-74 age group (35) and then rises again for those aged 75 and over (51). In relation to time spent in the car, the risk of being presumed responsible is highest for those aged 85 and over, followed by those aged 75-84 and 18-24 (see page 125).

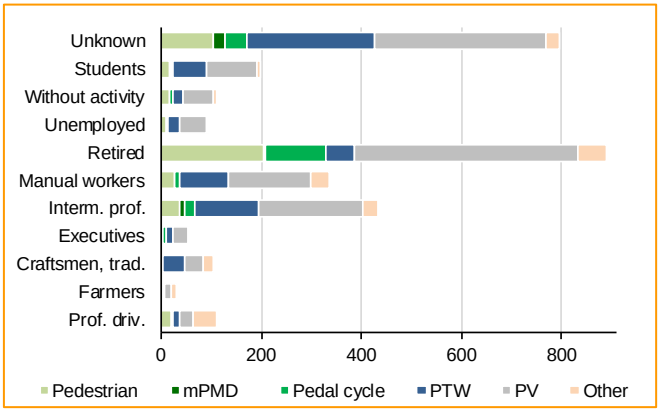
Accidents by socio-professional categories

In 2024, nearly one-third of fatal accidents involved at least one retired road user and nearly one-quarter involved a road user in an intermediate or employee profession.

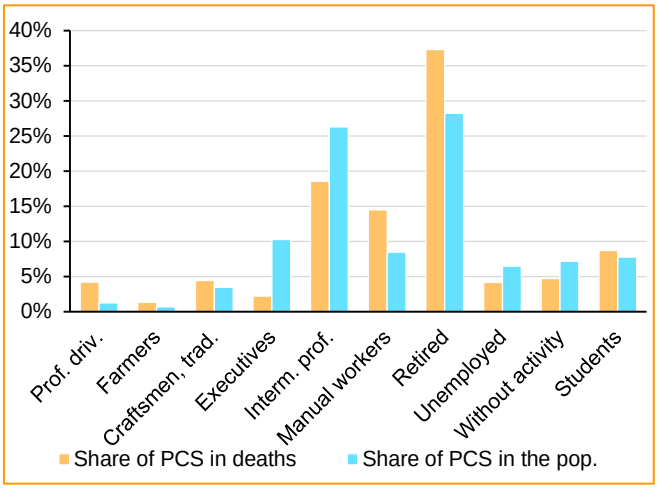
	Deaths	Share of deaths	Number of fatal acc. with..	Share on total fatal acc.
Professional drivers	98	3%	463	15%
Farmers	31	1%	65	2%
Craftsmen, traders	103	3%	195	6%
Executives	52	2%	112	4%
Intermediate prof.	434	14%	691	23%
Manual workers	338	11%	503	17%
Retired	872	27%	935	31%
Unemployed	97	3%	129	4%
Without activity	110	3%	137	5%
Students	203	6%	237	8%

NB: The socio-professional categories (SPC) used in the BAAC differ slightly from the INSEE classification. For example, the category "retired" is used here.

Number of deaths by SPC by travel mode in 2024



Distribution of SPC in the number of deaths and in the population in 2024



In 2024, the socio-professional categories (SPC) of people aged 15 and over involved in accidents were **unknown** for **26% of deaths** and 39% of injured recorded in the BAAC.

Among the 2,338 deaths for which the SPC is known, there were 872 retired persons (37% of deaths), 203 students (9%), 110 persons without professional activity (5%) and 97 unemployed persons (4%). Among those in employment, there were 434 fatalities among intermediate professionals (19% of fatalities), 338 manual workers (14%), 103 craftsmen, traders or business owners (4%), and 98 professional drivers (4%).

General risks

Among those killed whose SPC is known, retirees alone account for 39% of PV users deaths, 61% of pedestrians deaths and 69% of cyclists deaths in 2024. Manual workers (21%) and intermediate professions (27%) combined account for nearly half of deaths on PTW. Finally, students account for 24% of users deaths in mPMD.

Among the working population, professional drivers and manual workers are at high risk due to their occupation. In 2024, these two SPC represent only 1% and 8% of the total population aged 15 and over, while they account for 4% and 14% of deaths among known SPC. Among the inactive population, the SPC of retirees, which accounts for 28% of the total population, also presents an increased risk, with the highest rate of users' deaths (37%).

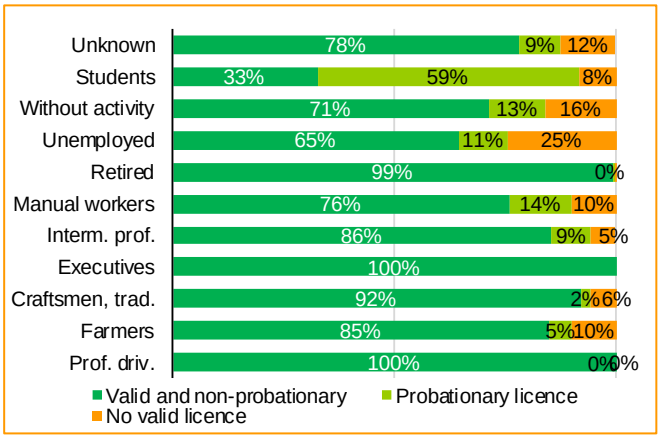
Conversely, executives and intermediate professions are under-represented among the working population, accounting for 10% and 26% of the total population respectively, but only 2% and 19% of deaths. Finally, the unemployed and inactive persons are also under-represented, probably because they travel less frequently. They account for 6% and 7% of the total population respectively, but only 4% and 5% of road deaths.

Regardless of socio-professional category, **the vast majority (78%) of road users' deaths are men**. Of the 705 women deaths, retired women alone account for 44%, due to the predominance of walking as a travel mode, with more than half of retired pedestrians' deaths being women. It is also noted that 81% of retired passengers' deaths are women.

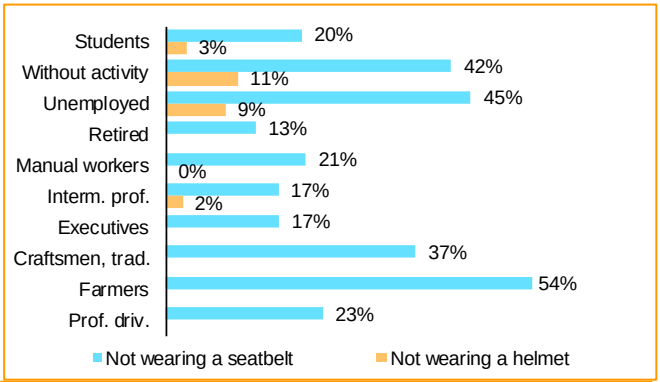
Among retirees, the proportion of deaths during the day is particularly high at 81%, compared with an average of 59%. Students, on the other hand, have a higher mortality rate at night (61%).

Finally, in terms of reasons for travel, "professional use" is given in 52% of cases of professional drivers deaths, compared with an average of 8% for other employed people.

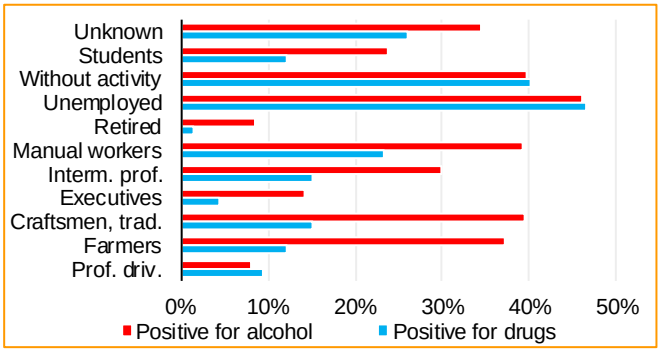
Distribution of drivers' deaths by SPC by driver's license in 2024



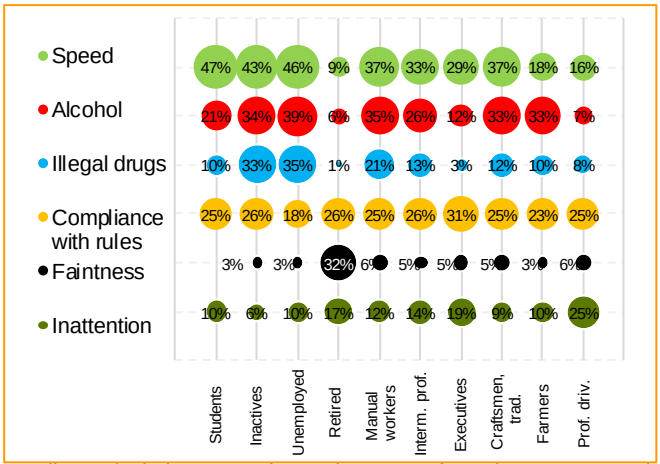
Absence of helmets or seat belts for users' deaths in PTW and bodywork vehicles in 2024



Alcohol or illegal drugs for drivers PR of fatal accidents in 2024



Main factors for fatal accident PRs by SPC in 2024



Reading: alcohol was a factor in 21% of students presumed responsible for fatal accidents.

Licence, helmet and seatbelt

On average, among users of vehicles requiring a driving licence, **8% of drivers' deaths do not have a valid licence**. However, higher proportions are observed among the unemployed and inactive persons, at 16% and 25% respectively.

In terms of safety equipment usage, seat belt use among deaths in bodywork vehicles (PV, UV, HGV) is not consistent across socio-professional categories. On average, 23% of drivers' deaths were not wearing a seat belt, but this figure rises to 45% for unemployed persons, 42% for inactive persons and 37% for craftsmen.

Among PTW users, the proportion of drivers' deaths who were not wearing a helmet is 11% among inactive persons and 9% among unemployed persons. The other socio-professional categories do not exceed 3%.

Fatal accidents' factors

In the case of drivers presumed responsible (PR) for fatal accidents, the alcohol level is above the legal limit in 46% of cases among the unemployed and in 40% of cases among the inactive. Conversely, the proportion of drivers' deaths with a blood alcohol level above the legal limit is only 9% among retirees and 8% among professional drivers.

Where the test result is known, **47% of unemployed persons** who are PR in fatal accidents test **positive for illegal drugs**, as do 40% of **inactive persons**, but only 4% of executives and 1% of retired persons.

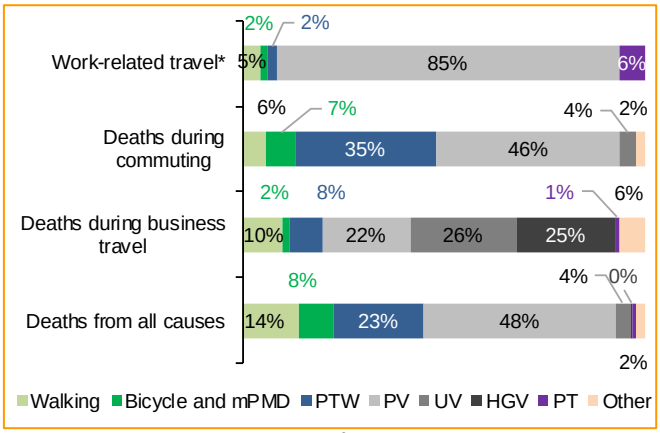
The main factors observed for those presumed responsible for fatal accidents are comparable between **unemployed persons and inactive persons.** In fact, there is only a 5-point difference for the alcohol factor between the two SPC (39% and 34% of cases, respectively), 3 points for the speed factor (46% and 43%) and finally 2 points for the illegal drugs factor (35% and 33%). **Intermediate professions**, **manual workers** and **craftsmen** constitute another coherent group in terms of factors: alcohol (26%, 35% and 33% respectively), excessive or inappropriate speed (33%, 37% and 37%) and illegal drugs (13%, 21% and 12%) are similar across the group, but the proportions are lower than for the first group. **Professional drivers** and **executives** form a third group with similarities in the low incidence of alcohol (7% and 12%), speed (16% and 29%) and the high proportion of inattention (25% and 19%). Despite certain similarities with this last group, **retired people** differ mainly in the much higher incidence of the faintness factor, which is observed in 32% of cases for this population, compared with 12% among executives and 10% among professional drivers.

Work-related accidents

In 2024, 42% of deaths occur in accidents involving at least one road user travelling for work purposes, where the reason for the journey is known to all those involved.

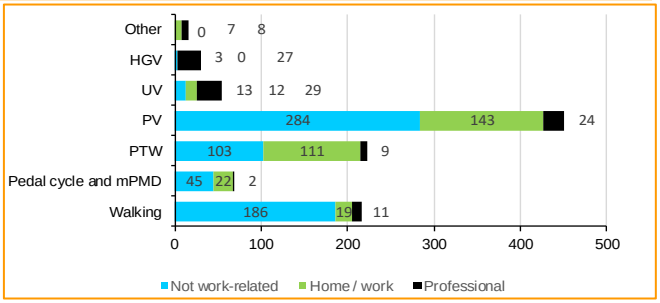
Deaths	2024	2023	2019
In an accident involving a person travelling for work-related purposes	1 349	1 384	1 446
of which travelling for work-related purposes	549	555	511
of which travelling between home and work	407	373	371
of which travelling for professional	142	182	140

Work-related travel and deaths by type of journey, by travel mode

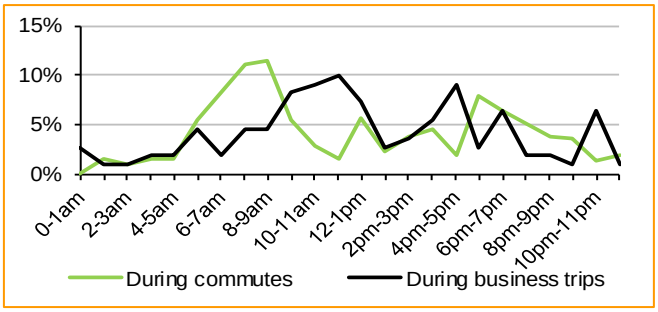


Sources: BAAC files and EMP 2019[2]
*Travel time data (2019). For PT, only road modes are considered.

Users' deaths in an accident in which at least one person had a work-related reason for travelling, by travel mode and reason



Distribution of deaths in work-related accidents by time of day



In 2024, an estimated 1,349 deaths occurred in accidents involving individuals travelling for work-related purposes, including **549 persons** who were travelling for work-related purposes:

- **74% (407) during a commute between home and work**;
- **26% (142) during a "business" journey** (carried out in the course of a professional assignment).

These estimates are calculated by extrapolating the proportions calculated with known reasons for travel to the total number of road deaths (3,193 deaths):

- 42% of deaths where all reasons for travel are known involve a person travelling for work-related purposes;
- the proportion of deaths involving people travelling for work-related purposes among those for which the reason for travel is known is 17%.

The number of deaths during work-related journeys has fallen compared to the previous three years, while the number of deaths during journeys between home and work has increased compared to 2023. It remains lower than in 2022.

Among employees covered by the CNAMTS/MSA[1], in 2023, people killed on their way to or from work or during a work-related journey accounted for **30% of work-related deaths**.

By travel modes

Powered two-wheelers account for a significant proportion of commuting deaths: they account for 40% of deaths across all travel modes in urban areas and 34% outside urban areas, including motorways, although this travel mode is only used **for 2% of work-related journeys**[2]. Heavy motorcycles account for two-thirds of these deaths involving powered two-wheelers.

For commutes in urban areas, **pedestrians** (16% of deaths across all travel modes) **and cyclists** (11%) are also heavily affected. In addition, seven users were killed in 2024 on a **mPMD**. Public transport accounts for 15% of commutes[2] but there were no deaths in 2024.

Outside urban areas (including motorways), people killed on their commute to work were mainly in **passenger vehicles** (56% of deaths across all travel modes).

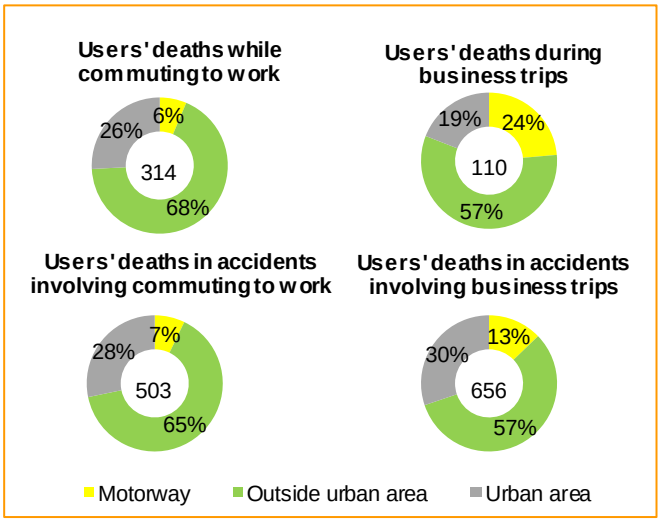
Finally, for **business trips, utility vehicles and heavy goods vehicles** each accounted for a quarter of users' deaths in 2024.

By day and time

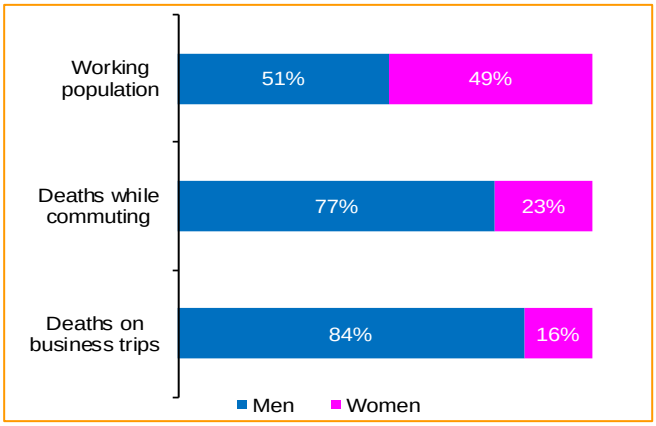
Nine out of ten work-related deaths occur on **working days**. They are concentrated between 6am and 9am for **commutes** and between 10am and 12pm for **business trips**.

[1] *L'essentiel du risque routier professionnel*, Ministry of Labour, Ministry of the Interior, CNAMTS, Mutualité sociale agricole, key figures for 2022, July 2024. The CNAMTS manages the occupational accident branch of the general social security system (industry, commerce, services).
[2] *2019 the Person Mobility Survey*, SDES, ONISR analysis

Distribution of deaths during work-related journeys and for other reasons, by road environment



Distribution of deaths during work-related travel by gender



Sources: BAAC and INSEE files, working population as defined by the ILO

The essentials of professional road risk in 2023

Source: Ministry of Labour – extract from « L'essentiel du risque routier professionnel 2023 », Ministry of the Interior, CNAM/MSA, July 2024.

By road environment

The proportion of deaths in urban areas for work-related journeys (26% and 19%) is lower than for other types of journeys (32%). The proportion of deaths **on motorways is higher for work-related journeys** (24%) than for other types of journeys (6%). Of the 26 deaths on motorways, 18 were travelling in heavy goods vehicles or commercial vehicles.

By age and gender

During commutes, **14-24 year olds account for 20% of deaths**, while they represent 10% of the working population[1]. During work-related journeys, two-thirds of those killed (71 out of 110) are between 35 and 64 years old.

The **vast majority** of deaths in work-related journeys are **men**. They account for 77% of deaths during commutes and 84% of deaths during work-related journeys, even though they represent only 51% of the working population[1].

Accident factors

Between 2022 and 2024, 1,062 people were identified as presumed responsible for work-related fatal accidents. In fatal accidents, the factor of "**speed**" was present in 27% of cases involving presumed responsible parties travelling between **home and work** (40% for accidents without third parties). In urban areas, the factor of "**inattention**" was present in 22% of cases.

The factor of "**inattention**" was present in 27% of cases involving presumed responsible travelling for work purposes; 43% in urban areas. For accidents without third parties, the factor of "**illness**" was present in 31% of cases (55% in urban areas).

Only 2% of drivers travelling for work and involved in injury accidents have a blood alcohol level above 0.5 g/L (compared to 10% for drivers travelling for non-work-related purposes). However, a return journey from work is no longer recorded as a home-to-work journey if it is not direct, thus potentially underestimating the alcohol factor.

In injury accidents, the presumed liability of drivers travelling on a work-related journey is lower than that of other drivers (52% compared to 60%).

In **fatal accidents**, drivers on work-related journeys are **less often presumed responsible** than other drivers (43% compared to 69%).

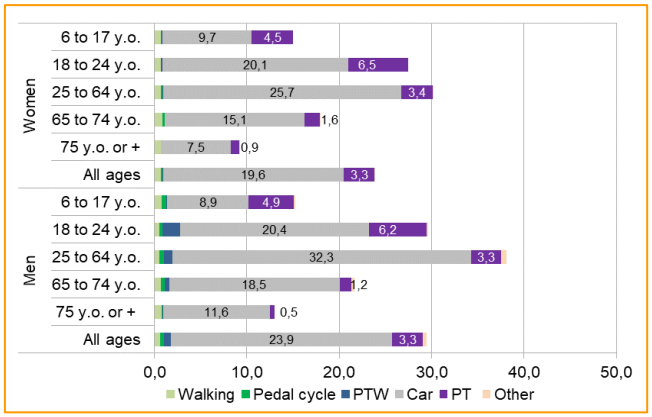
According to CNAM/MSA analyses in 2023 (see opposite), 1 in 10 deaths involves a worker who has been employed for less than a month. Finally, among employees' deaths on their way to or from work or while travelling for work, 34% had less than one year's **seniority**.

[1] Insee. *Employment by gender and age* 2024

Mobility and travel

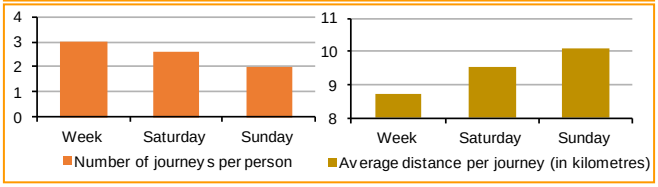
The major trends in terms of mobility have remained fairly stable on average since 2019.

Kilometres travelled on journeys of less than 80 km on an average weekday by age and gender (EMP 2019)



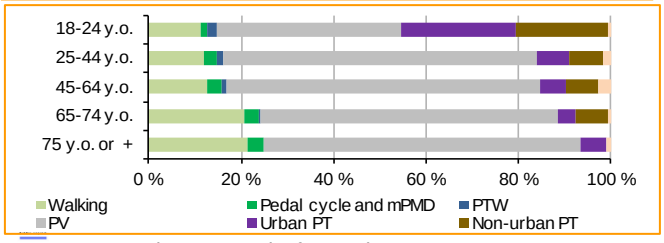
Source: CEREMA analysis based on EMP data.

Local mobility at weekends, in terms of number of trips and average distance (EMP 2019)



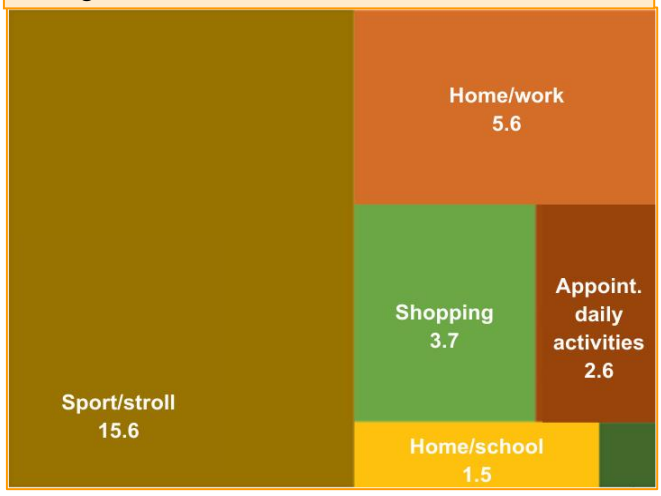
Source: CEREMA analysis based on EMP data.

Modal shares in travel time by age and mode in 2022 on a weekday



Source: Baromob 2022 results from Ademe – Cerema.

Distances declared by pedal cycle, in kilometres, during one week



Source: National Survey « Usage du Vélo », 2024.

Mobility in 2019

According to the "*Enquête Mobilité des Personnes*" (People's Mobility Survey – EMP)[1], the average "distance budget" for a person **on an average day** of the week in **local mobility** (journeys made within 80 km of home) is 27 km. There are significant disparities by gender and age. The distances travelled are on average higher for men than for women (29 km compared to 24 km), particularly when using a car (24 km compared to 20 km). Differences can also be observed by age group, both in terms of distance travelled (with peak mobility among 25-64 year olds at 34 km compared to 29 km for 18-24 year olds). There are also differences in terms of the use of different travel modes, with older people travelling greater distances on foot and greater use of public transport among 18-24 year olds (6 km compared to 2 km among 65-74 year olds). As for PTW, their use remains predominantly male and young (1 km for 18-24 year olds compared to 0.5 km for 25-64 year olds), even if it remains low.

Immobility is higher at weekends (2 trips per day on Sundays compared to 3 on weekdays) but trips are longer on average.

Trends in 2022

According to the 2022 Baromob[2] survey, people's mobility from Monday to Friday (excluding holidays) is fairly stable: around 3.2 trips per person per day, which is similar to the 2019 EMP (estimated at 3). Looking at travel modes by distance travelled (**local and long-distance mobility**), the major trends observed in 2019 remain stable across age groups.

In terms of reasons for travel, we see that "studies" is shared between public transport (48%) and cars (49%). "Leisure" is dominated by cars (74%), with public transport accounting for 12%, walking (9%) and cycling (2%).

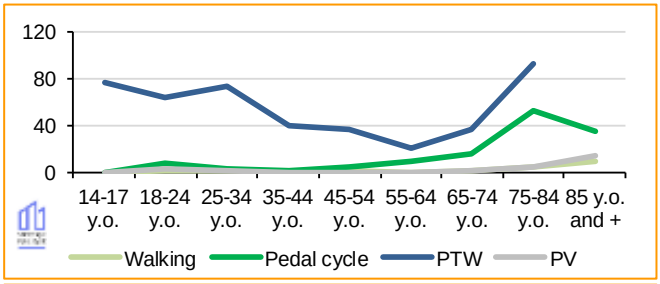
Focus on pedal cycle usage

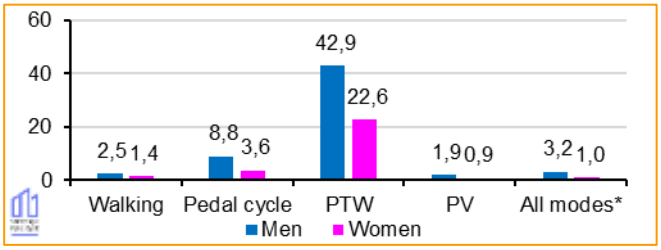
According to analyses of cycling traffic data [3], pedal cyce usage is growing rapidly (+37% between 2019 and 2023, based on a panel of 374 counters distributed throughout the territory). Accompanied by significant infrastructure development, this general upward trend remains predominantly urban (+40% compared to +22% in rural areas over the same period). Finally, according to the national "Usage du Vélo" (Pedal cycle usage) survey[4], cycling for sport or leisure purposes involves longer distances than cycling for commuting purposes (16 km per week compared to 6 km per week, respectively).

[1] Enquête mobilité des personnes, SDES, 2019
[2] Baromob survey, 2022, ADEME CEREMA (compilation Feb-April 2022).
[3] Analysis of cycling traffic data for 2023 and 2024, Vélo & Territoires.
[4] National survey « Usage du vélo », 2024, DGITM DSR.

Risks by age and travel mode

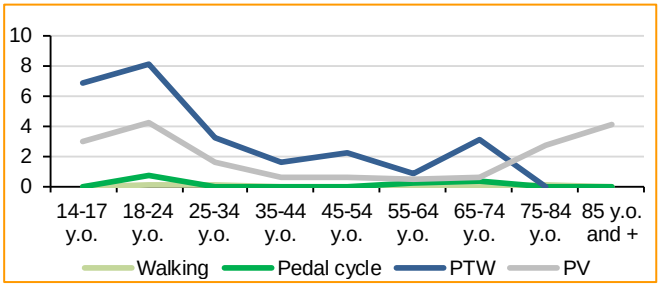
Risk of dying in a traffic accident relative to travel time (deaths/billion minutes)

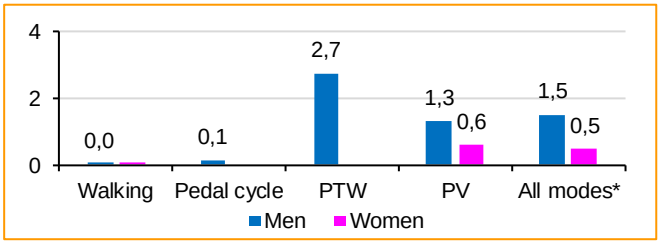




*All modes, aged 5 and over, BAAC 2024 data and 2019 travels

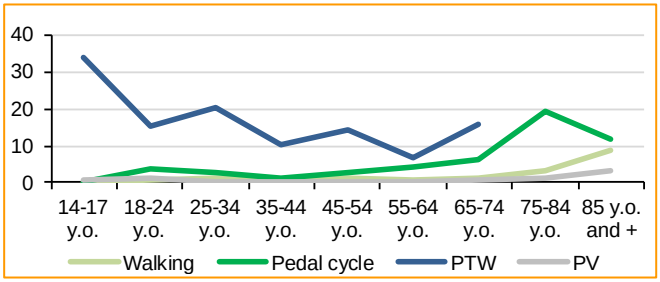
Risk of being presumed responsible for the death of another road user (deaths/billion min) while surviving the accident

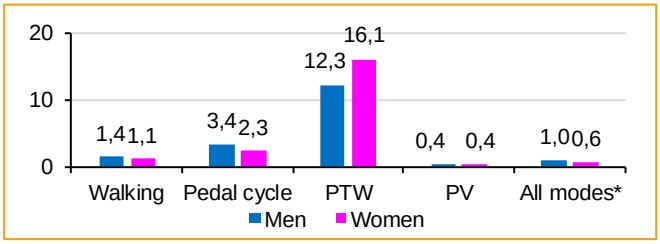




*All modes, aged 5 and over, BAAC 2024 data and 2019 travels
Reading: male drivers of PV are presumed responsible for the death of 1.3 road users per billion minutes of traffic.

Risk of dying on the road without being presumed responsible for the accident (deaths/billion min)





*All modes, aged 5 and over, BAAC 2024 data and 2019 travels

The risks shown in this fact sheet use the BAAC classification of travel modes for accidents and the **EMP2019** classification for exposure, **namely**:

Car: includes PV, UV and microcars;
Walking: includes pedestrians without mPMD;
Pedal cycle: including e-bike;
PTW: including quads.

The difference in results associated with this approximation is considered negligible.

The risk of dying in an accident relative to travel time

People aged 85 and over represent the age group most at risk of dying in relation to travel time (11.9 deaths per billion minutes of travel, or six times the average risk for all ages combined). Next are those aged 75-84 and 18-24 (5.1 and 4.1 deaths per billion minutes, respectively).

In terms of travel modes, the **risk of dying while travelling on a PTW** is **by far the highest**, six times higher than the risk for cyclists and **29 times higher than the risk for motorists**. The risk of dying while cycling is five times higher than the risk of dying while driving a car, and increases sharply from the age of 55 onwards.

As for men, their risk is more than three times higher than that of women (3.2 deaths per million minutes compared to 1.0 death per billion minutes).

The risk of killing somebody

The risk of being presumed responsible for the death of another road user in a fatal accident while surviving it is highest among male drivers of PTW (2.5 deaths per billion minutes of driving). For PV drivers, this risk of killing someone peaks first among 18-24 year olds, then again, much more significantly, among those aged 85 and over. For PTW driver, this risk is highest between the ages of 14 and 34 and then decreases with age. **This risk concerns almost exclusively motor vehicle drivers and mainly men.**

The risk of dying without being presumed responsible

The risk of dying in a road accident without being presumed responsible is **highest for vulnerable road users** (12.7 deaths per billion minutes of traffic for motorcyclists, 3.1 for cyclists and 1.3 for pedestrians). For motorcyclists, this risk is highest between the ages of 14 and 17 but remains high after the age of 35. For cyclists and pedestrians alike, this risk increases with age. For cyclists, it increases from the age of 55 and peaks between the ages of 75 and 84. For pedestrians, it increases from the age of 75 and peaks for those aged 85 and over, as is the case for PV occupants.

Road traffic

Distribution of traffic by vehicle type in billions of vehicle-kilometres

	1990	2010	2014	2019	2022	2023	2024
Passenger vehicles (1)	**326,5**	**461,4**	**471,7**	**493,8**	**478,9**	**472,3**	**473,3**
incl. thermal	326,5	461,4	467,0	482,9	447,4	428,9	415,1
incl. hybrid	-	-	2,2	7,9	23,1	31,1	41,2
incl. LPG	-	-	2,2	1,6	2,5	3,2	4,0
incl. elec. and other en.	-	-	0,2	1,4	6,1	9,0	13,0
incl. foreigns PV and UV	*16,3*	*28,6*	*29,8*	*34,7*	*33,6*	*33,1*	*33,2*
Utility vehicles (1)	**64,7**	**77,7**	**79,6**	**86,7**	**86,2**	**84,1**	**83,3**
incl. thermal	64,7	77,7	79,4	86,2	85,1	82,6	81,5
incl. hybrid	-	-	0,0	0,1	0,3	0,5	0,7
incl. LPG	-	-	0,2	0,2	0,2	0,2	0,2
incl. elec. and other en.	-	-	0,1	0,3	0,5	0,7	1,0
Heavy vehicles	**27,9**	**37,4**	**36,7**	**40,4**	**40,2**	**39,7**	**39,6**
incl. HGV	25,7	34,5	33,7	37,2	37,3	36,5	36,4
incl. buses and coaches	2,2	2,9	3,0	3,2	3,0	3,2	3,2
incl. heavy foreign vehicles	*3,4*	*9,4*	*16,5*	*18,4*	*16,6*	*15,5*	*14,7*
PTW	**6,2**	**11,0**	**11,1**	**11,3**	**11,1**	**10,7**	**11,7**
Total	**425,3**	**587,5**	**599,1**	**632,2**	**616,4**	**606,7**	**607,9**

Fleet of vehicles registered in France excluding PTW, in thousands of vehicles

on 1st January	1990	2010	2014	2019	2023	2024
Passenger vehicles	**23 327**	**33 943**	**35 437**	**37 224**	**38 023**	**38 466**
incl. thermal	23 327	33 943	35 102	36 462	35 140	34 634
incl. hybrid	-	-	130	490	1 921	2 535
incl. LPG	-	-	181	149	262	315
incl. elec. and other	-	-	25	123	701	981
Utility vehicles	**4 089**	**5 274**	**5 631**	**6 091**	**6 287**	**6 351**
incl. thermal	4 089	5 274	5 598	6 032	6 154	6 182
incl. hybrid	-	-	0	3	26	35
incl. LPG	-	-	18	17	20	21
incl. elec. and other	-	-	14	39	86	112
Heavy vehicles	**600**	**654**	**656**	**685**	**702**	**703**
incl. HGV	536	574	573	597	612	612
incl. buses and coache	64	80	83	88	90	91
Total (excl. PTW)	**28 016**	**39 871**	**41 724**	**44 431**	**45 012**	**45 520**

Estimate of the PTW fleet (2), in thousands of vehicles

on 1st January	2012	2019	2020	2021	2022	2023	2024	2025
PTW fleet	**4 139**	**3 713**	**3 746**	**3 506**	**3 826**	**3 780**	**3 594**	**3 440**
incl. mopeds	1 066	594	712	736	689	756	611	516
incl. light motorbikes	1 219	965	937	841	1 071	907	899	860
incl. heavy motorbikes	1 854	2 154	2 098	1 928	2 104	2 117	2 085	2 064
Share electric PTW		**0,8%**	**1,3%**	**1,9%**	**2,3%**	**3,5%**	**3,8%**	**4,0%**
incl. mopeds		3,9%	5,8%	7,4%	10,3%	13,6%	16,0%	17,7%
incl. light motorbikes		0,4%	0,7%	1,0%	1,4%	2,6%	3,7%	4,6%
incl. heavy motorbikes		0,1%	0,1%	0,1%	0,1%	0,2%	0,3%	0,3%

on 1st January	2012	2019	2020	2021	2022	2023	2024	2025
PTW fleet	**3 621**	**2 920**	**2 946**	**2 722**	**2 934**	**3 010**	**2 862**	**2 705**
incl. mopeds	988	459	523	584	497	569	450	331
incl. light motorbikes	1 077	670	716	609	732	683	671	662
incl. heavy motorbikes	1 735	1 791	1 707	1 529	1 704	1 758	1 741	1 712

All data in this fact sheet is taken from the annual transport reports published each year by the Ministry of Transport (SDES). Only the estimate for the PTW fleet (Table 3) is not taken from these reports. The SDES data for 2024 is provisional.

After a sharp increase in 2022 (+8.3%), followed by a decline in 2023 (-1.6%), traffic will pick up slightly in 2024, reaching 607.9 billion vehicle-kilometres (+0.2%). This level remains below that of 2019, but is still up over 10 years (+1.5%). Over the same period, the number of registered vehicles (excluding PTW) increased by 9.1%.

The kilometres travelled by passenger vehicles represent 78% of the total for all common vehicles (PV, UV, heavy vehicles and PTW). The kilometres travelled by utility vehicles represent 14%. Heavy vehicles account for 7% of road traffic (including 2% for foreign heavy vehicles) and less than 2% of the fleet (excluding PTW).

The national road network accounts for 36% of the kilometres travelled by vehicles, including 27% on motorways alone, whether concessioned or not.

In 2024, 46 million vehicles (excluding PTW) are registered in France, including 38 million passenger vehicles (85%). Alternative fuel engines to petrol and diesel alone account for 9% of the total fleet (excluding PTW), compared with 0.7% in 2012 (the first year for which figures are available) and 10% of the passenger vehicle fleet. This PV fleet increased fivefold between 2019 and 2023. As of 1 January 2025, 4% of PTW are electric, and as many as 17.7% of mopeds.

(1) Foreign light utility vehicles are counted alongside passenger vehicles.
(2) ONISR estimate based on the Ministry of Transport survey (2012), the KANTAR “Parc Auto” data and the French vehicle registration database (SIV).
(3) Breakdown of traffic taking into account the new national road network: the network transferred to local authorities in 2006 has been included in ‘other roads’ since 1990 (consistent series over the entire period).
(4) Regional (Corsica), departmental, metropolitan and municipal roads, calculated by balance.

Annual estimate of traffic by network (3), in billions of vehicle-kilometres in France mainland

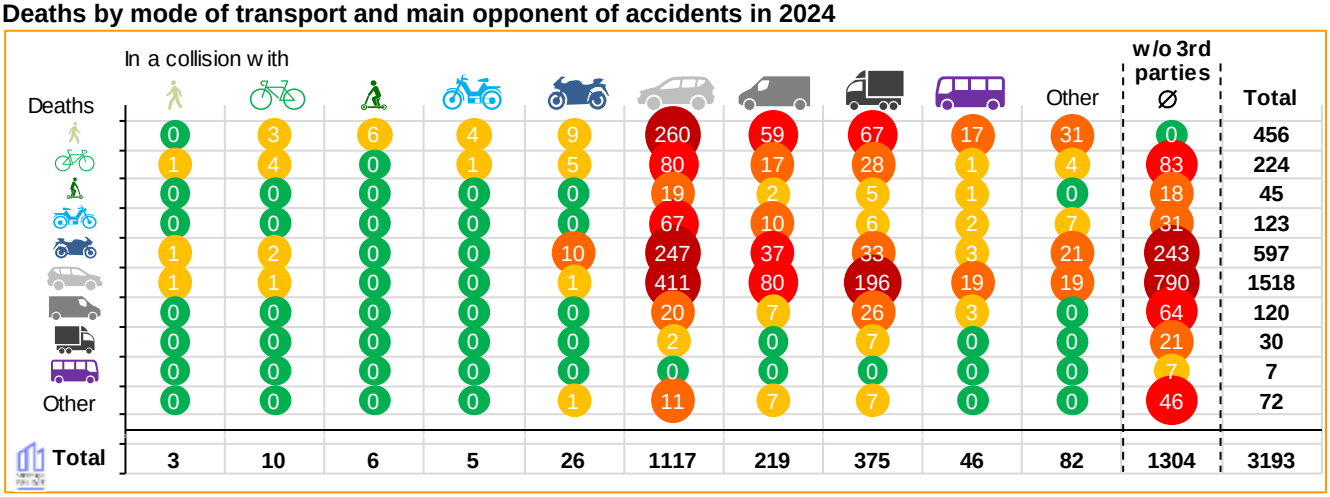
		1990	1995	2000	2005	2010	2014	2019	2020	2021	2023	2024
National road network	**Motorways, including:**				**133,0**	**143,3**	**146,2**	**159,9**	**129,0**	**153,7**	**167,2**	**164,5**
	Concession motorways	42,5	54,0	65,8	77,3	84,1	87,3	97,0	75,8	91,5	100,8	97,1
	Interurban motorways				21,1	23,4	23,7	26,3	21,2	24,5	25,6	25,7
	Urban motorways and expressways				34,6	35,8	35,3	36,6	32,0	37,7	40,7	41,6
	National roads, including:				**45,7**	**48,1**	**49,2**	**51,4**	**41,0**	**48,1**	**50,5**	**50,5**
	Interurban national roads with motorway characteristics				22,2	24,8	26,4	29,2	23,6	28,3	30,0	29,8
	Other national roads	18,9	20,2	22,1	23,4	23,3	22,8	22,2	17,3	19,8	20,5	20,7
	Entire national network	**105,6**	**131,2**	**161,2**	**178,7**	**191,4**	**195,4**	**211,3**	**169,9**	**201,8**	**217,7**	**215,0**
	Other roads (4)	**319,7**	**342,9**	**366,5**	**389,3**	**396,1**	**403,6**	**420,9**	**349,8**	**370,9**	**389,0**	**392,9**
	Total	**425,3**	**474,1**	**527,7**	**568,0**	**587,5**	**599,1**	**632,2**	**519,8**	**572,7**	**606,7**	**607,9**

Source: 2024 traffic report, SDES 2025 and monthly and quarterly transport reports, SDES 2025.
All fleet and traffic data has been rebasled from 1990 to 2024.

Collision matrix, presumed responsible, and people killed non-responsible

In 2024, 61% of deaths occurred in accidents involving no other parties (loss of control of a single vehicle, no pedestrians involved). Passengers in PV accounted for 48% of deaths, or 1,518 people. Half died in accidents involving no other parties, 27% in accidents involving PV and 13% in accidents involving HGV. Vulnerable road users accounted for 45% of deaths, or 1,445 people.

Deaths by mode of transport and main opponent of accidents in 2024



Reading: 260 pedestrians died in an accident where the main opponent (heaviest vehicle in the accident) was a PV.

Presumed responsible for fatal accidents

Among those presumed responsible for fatal accidents, 83% are men. More than half of drivers presumed responsible are PV drivers. Three-quarters of presumed responsible PV drivers are men, nearly half of whom are between the ages of 18 and 34.

Number of presumed responsible for fatal accidents (alive or deceased) by mode, gender and age

	Pedestrian		Pedal cycle		mPMD		PTW			PV			UV			HGV		PT		Other		NA			Subtotal			Total
	M	W	M	W	M	W	M	W	NA	M	W	NA	M	W	NA	M	W	M	W	M	W	M	W	NA	M	W	NA	
0-13 y.o.	2	2			1	1	0	0																	3	3		6
14-17 y.o.	3		1		3	1	29	2		12	3		4							7					59	6		65
18-24 y.o.	17	4	7		8	1	117	1		345	74		28	1		13	1			6	1	2			543	83		626
25-34 y.o.	24	2	4		5	2	88	4		257	66		42	3		20	1	4		8	1				452	79		531
35-44 y.o.	18	1	8		7	1	85	1		183	59		55	5		29				16	2				401	69		470
45-54 y.o.	16	6	10	3	3	1	93	1		133	47		29	4		41		6	2	9	1				340	65		405
55-64 y.o.	12	3	24	3	2		77	4		126	32		31	3		29		7		13	3				321	48		369
65-74 y.o.	7	8	36	2	1		28	0		122	41		14			3		1		8	1				220	52		272
75-84 y.o.	16	7	28	3			4	0		134	63		5	1				1		7	2				195	76		271
85 y.o. or +	4	5	4				1	0		80	19		1							1					91	24		115
NA								0	15			3			7									6	0	0	31	31
Total	119	38	122	11	30	7	522	13	15	1 392	404	3	209	17	7	135	2	19	2	75	11	2		6	2 625	505	31	3 161

M: men, W: women, NA: not available (hit-and-run drivers not found)

People killed non presumed responsible

Of the 3,193 people who died in 2024, 63% were presumed to be responsible for their accident, 4% were non-responsible victims but their PR did not survive, and 32% were non-responsible victims whose PR survived the accident. Those killed who were not presumed responsible included 302 pedestrians (26%), 344 vehicle drivers* (29%) and 418 vehicle passengers* (34%).

Number of non-responsible deaths by mode and age

	Pedestrian	Pedal cycle		mPMD		PTW		PV		UV		HGV		Other		Subtotal		Total
		driv	pass	driv	pass	driv	pass	driv	pass	driv	pass	driv	pass	driv	pass	driv	pass	
0-13 y.o.	10	2	1						25						2	2	28	40
14-17 y.o.	1	1		1		18	4		19		1				2	20	26	47
18-24 y.o.	11	5		4		25	8	12	94	1	6		1		3	47	112	170
25-34 y.o.	26	8		2		28	5	15	42	1	3		1		3	54	54	134
35-44 y.o.	26	7		3		27	2	16	26	2	6	3	1		3	58	38	122
45-54 y.o.	28	10		3		47	7	21	18	1	1		1	1	1	83	28	139
55-64 y.o.	24	17		1		31	3	29	18	4	4			3		85	25	134
65-74 y.o.	46	23		1		13	5	24	33	2	1				1	63	40	149
75-84 y.o.	72	18				2		14	41				1		1	34	43	149
85 y.o. and +	58	2						4	22		3					6	25	89
Total	302	93	1	15		191	34	135	338	11	25	3	5	4	16	452	419	1 173

* excluding pedal cycle and mPMD

Pedestrian accidents

One in three pedestrians killed is aged 75 or over. Nine out of ten senior pedestrians die in urban areas.

There are as many men as women among senior pedestrians deaths.

Outside urban areas, half of pedestrians deaths are men aged 18 to 54, at night.

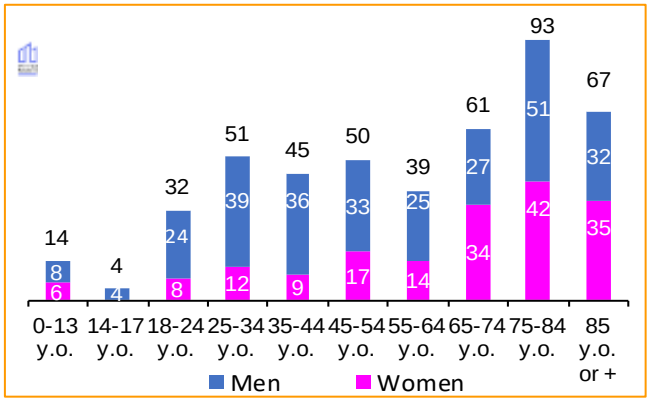
	Deaths			Evolution	
	2024	2023	2019	2019-2024	2023-2024
Pedestrians	456	439	483	- 5,6 %	+ 3,9 %
Average annual change*				2019 to 2024	2010 to 2019
Pedestrians deaths				- 1,1 %	+ 0,0 %
Non-pedestrians deaths				- 0,2 %	- 2,6 %
Total deaths				- 0,3 %	- 2,3 %

*Reading: between 2019 and 2024, the number of pedestrian deaths decreased by an average of -1.1% per year.

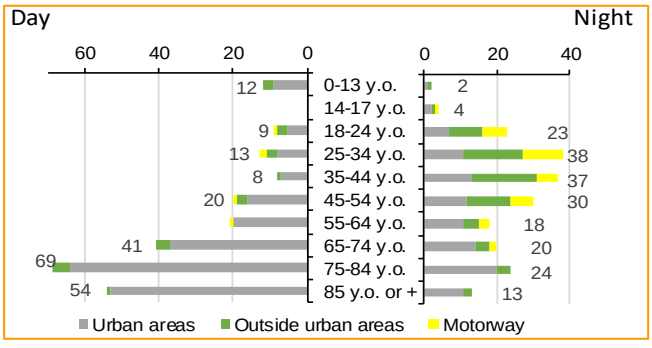
Non-motorised personal mobility devices (nmPMD) include non-electric scooters, rollerblades, skateboards... Under the Highway Code, they are treated as pedestrians and are therefore considered as such in this fact sheet and throughout the report. In 2024, two nmPMD users died. nmPMD users account for 3% of pedestrian injured recorded in the BAAC.

Of the injury accidents in nmPMD recorded in the BAAC file, 70% involve a passenger car or utility vehicle. In addition, 7 pedestrians not using nmPMD were injured in accidents involving nmPMD.

Distribution of pedestrian deaths by age and gender



Distribution of pedestrian deaths by age, environment and day/night



In 2024, **456 pedestrians died, representing 14% of road deaths.** An estimated 17,000 pedestrians were injured, including 2,000 seriously (MAIS3+)**.**

Compared to 2023, the number of pedestrians' deaths has increased (+17 deaths): rising in urban areas and remaining virtually stable outside urban areas and on motorways. From 2010 to 2019, the annual number of pedestrian deaths remained stable (around 485), while the number of non-pedestrian deaths fell.

The risk

In 2024[1], the risk for pedestrians is estimated at 1.9 deaths per billion minutes of travel, compared to 1.4 for PV. This is more than three times less than for cyclists and below the overall risk (2.2 deaths/billion minutes). People aged 85 and over are most at risk (10.0), followed by those aged 75-84 (4.3).

The risk of injury relative to travel time is lower for pedestrians: 77 pedestrian injured per billion minutes (167 for all users).

Victim profile

Overall, 61% of pedestrian deaths are men, 48% are seniors (aged 65 or over), and who make up 22% of the population. 54% occur during the day.

In urban areas, 321 pedestrians lost their lives, 62% of whom were seniors (107 women and 92 men). Among seniors, those aged 75-84 are the most affected (84 deaths). 8 out of 10 pedestrians aged 75 and over died during the day.

Of the 94 pedestrians, deaths on roads **outside urban areas**, **57 were men aged 18 to 54**. Of these, 9 out of 10 died at night.

On motorways, 38 of the 41 deaths were people aged between 18 and 64, and 36 died at night.

Among female pedestrians' deaths, 86% died in urban areas, compared to 60% for men.

Children and adolescents are more likely to die in urban areas (12 out of 18 deaths), with twice as many boys (12) as girls (6).

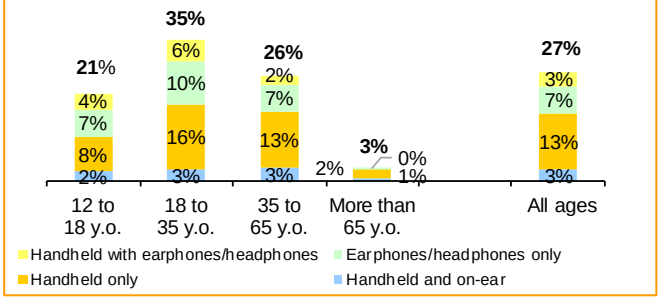
By road environment

70% of pedestrians' deaths and 93% of pedestrians injured are concentrated in urban areas (compared to 26% and 55% respectively for other road users).

In relation to the speeds involved, **the severity of pedestrian accidents is particularly high outside urban areas**. The number of deaths per 100 injured is 2 in urban areas, 10 on roads outside urban areas and 23 on motorways (based on the estimate of the number of injured according to the ONISR-Gustave Eiffel University methodology, page 192). In urban areas, **pedestrians aged 75 and over** are five times more likely to be seriously injured than those under 75 (7 compared to 1.3).

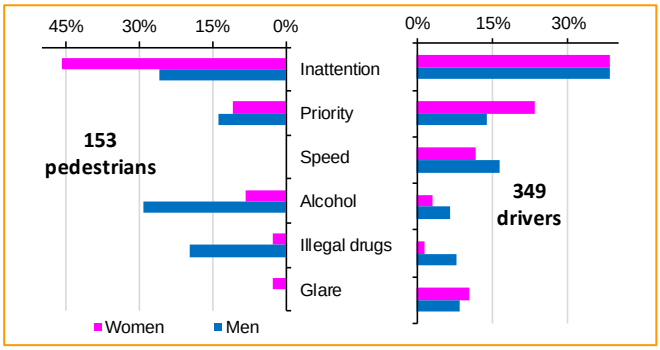
[1] Source: BAAC 2024 and ONISR EMP 2019 processing, see page 91.

Use of distractions by type during pedestrian crossings in urban areas by age

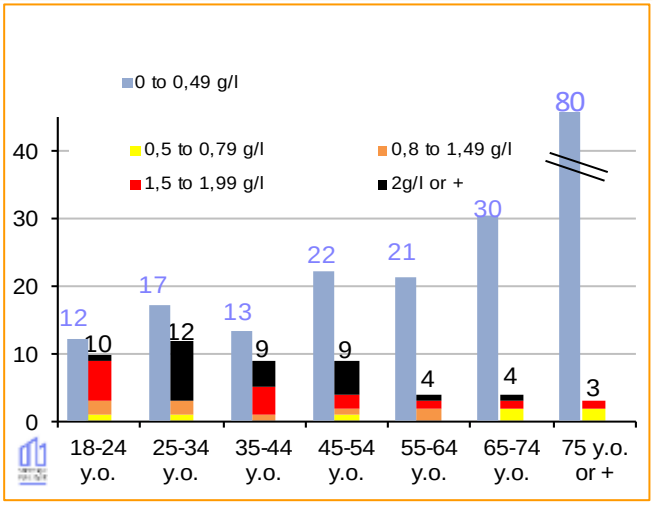


Source: Behaviour Observatory – Results for the year 2024 (ONISR, 2025)

Share of factors among presumed responsible for fatal pedestrian accidents by gender

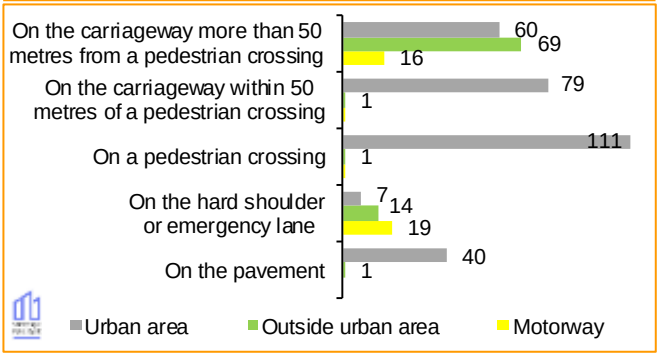


Number of pedestrians deaths with known blood alcohol levels by age and blood alcohol level



Note: In 2024, the blood alcohol level is unknown for 46% of pedestrians deaths (not shown in the graph above).

Distribution of pedestrians deaths by known location of the accident and by environment



Behavioural factors

In three out of four fatal pedestrian **accidents, the driver of the vehicle** is **presumed responsible**. The accident factors identified show a clear predominance of **inattention** (36%) – both in and outside urban areas. The two other most frequent factors are speed and failure to give way (15% each).

In 48 fatal accidents, both the pedestrian and the driver are presumed to be responsible.

In one-third of cases, the **pedestrian** who died is **presumed responsible** for the accident. The most frequently cited factors for men (116 deaths) are alcohol (29%), inattention (26%) and illegal drugs (20%). Among women (37 deaths), inattention is the most frequently cited factor (46% of cases).

In 2024, mobile phone use in urban areas is more common among 18- to 35-year-olds, with 3 in 10 pedestrians affected. This proportion decreases with age (3% among those aged 65 and over[1]). Overall, the rate remains stable compared to 2023.

The alcohol factor among pedestrians

51 pedestrians' deaths had a blood alcohol level above 0.5 g/L, representing 21% of pedestrians whose blood alcohol level is known. Among them, 41% had a blood alcohol level above 2 g/L. These **high blood alcohol levels** were found mainly **outside urban areas**, with 15 pedestrians deaths, compared with 5 in urban areas and 1 on motorways. Of the 73 pedestrians aged between 18 and 44 who were tested, 42% had a blood alcohol level above 0.5 g/L. Accidents involving pedestrians with a positive blood alcohol level occurred at night (45 out of 51 deaths)

Accident configurations

In urban areas, **55%** of pedestrians' deaths were struck by a passenger car and 30% by a heavy vehicle UV-HGV or PT. 13 pedestrians died in collisions with PTW, 6 in collisions with mPMD and 3 in collisions with pedal cycles. Pedestrians die on pedestrian crossings in 35% of cases and on the road less than 50 metres from a pedestrian crossing in 25% of cases. 40 pedestrians died on pavements.

On roads outside urban areas, two-thirds of pedestrians' deaths were struck by a passenger car and 29% by a heavy vehicle UV-HGV. Three-quarters of pedestrians' deaths occurred on the road (while crossing or walking) and 15% on the hard shoulder.

On motorways, half of pedestrians' deaths are struck by a passenger vehicle and 4 out of 10 by a heavy vehicle, UV and HGV often travelling in the right-hand lane, close to the hard shoulder or even sometimes straddling it. Half of pedestrians' deaths (19 out of 41) occur on the hard shoulder or roadside.

[1] *Behaviour Observatory – Results for the year 2024 (ONISR, 2025)*

Pedal cycle accidents

Cyclist deaths are on the rise, particularly in urban areas (+14%). Half of cyclists deaths are aged 65 or over, and 37% of accidents are without third parties.

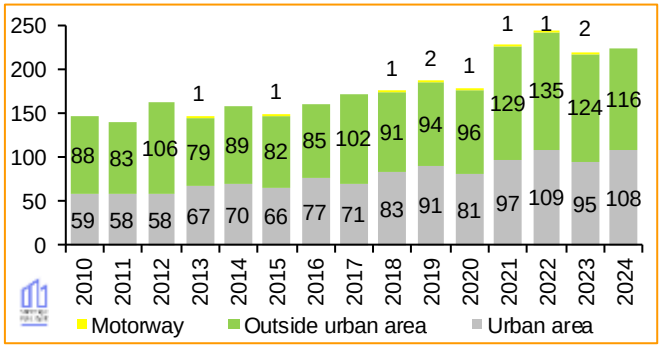
In 2024, **32 users of electric-assisted bicycles (e-bikes)** died (14% of pedal cycle deaths), which is 3 more deaths than in 2023. Two-thirds of e-bikes deaths occurred in urban areas. The most represented age group was seniors aged 65-74 with 10 deaths.

	Deaths			Evolution	
	2024	2023	2019	2019-2024	2023-2024
Cyclists	224	221	187	+ 19,8 %	+ 1,4 %

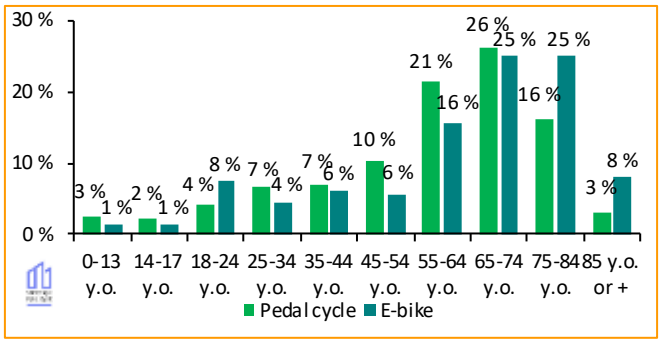
Average annual change*	2019 to 2024	2010 to 2019
Cyclists' deaths	+ 3,7 %	+ 2,7 %
Non-cyclists' deaths	- 0,6 %	- 2,5 %
All deaths	- 0,3 %	- 2,3 %

*Reading: between 2010 and 2019, the number of cyclists' deaths increased by an average of +2.7% per year.

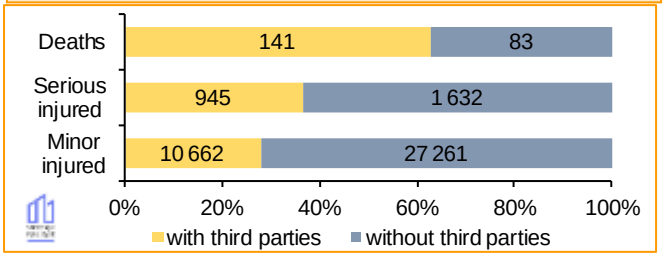
Change in the number of cyclists' deaths per year by road environment



Weight of age group in mortality among cyclists and e-bikes users (2019–2024)



Distribution of cycling victims by presence of a third party in the accident in 2024



In 2024, **224 cyclists** were **killed.** This figure is stable compared to 2023 (+1%, or +3 deaths) but has increased compared to 2019 (+20%, or +37 deaths). Cyclists account for **7% of road deaths**.

The **risk of death while cycling** is **four times higher than while driving** (deaths relative to time spent[1]).

An estimated 40,500 cyclists were injured: 38,000 minor or moderate injured (MAIS1-2)[2] and 2,500 seriously injured (MAIS3+). Although these figures are relatively stable compared to 2023 (-2% and +1%), they represent an increase compared to 2019 (+7% and +11% respectively). Cyclists account for 16% of serious injuries and 20% of injuries that will have lasting effects one year after the accident.

Key trends

Cyclist deaths are **predominantly male** (9 out of 10 deaths). The main reason for travel is leisure (9 out of 10 deaths).

Cyclists aged **55 and over** are **over-represented**: 71% of deaths for only 34% of the population. Those aged 65 and over account for half of all deaths and a quarter of serious injured, which is much higher than for other travel modes (25% and 15% respectively).

The 141 cyclists **killed in collisions with other road users** were **mainly involved with PV** (80 deaths), HGV (28 deaths) or UV (17 deaths). The year 2024 saw an increase of 11 cyclists deaths involving a HGV.

The data[3] reveal **significant regional disparities**. Occitanie recorded the highest number of deaths (35) and the third highest death rate per million inhabitants (6). Corsica has the highest rate (14) compared to a national average of 3. There is no clear correlation between infrastructure and safety: Bretagne and Nouvelle-Aquitaine, which are well equipped (3 and 2 km of cycle paths per inhabitant compared to 1 for the national average), nevertheless have high mortality rates (7 and 5 deaths per million inhabitants).

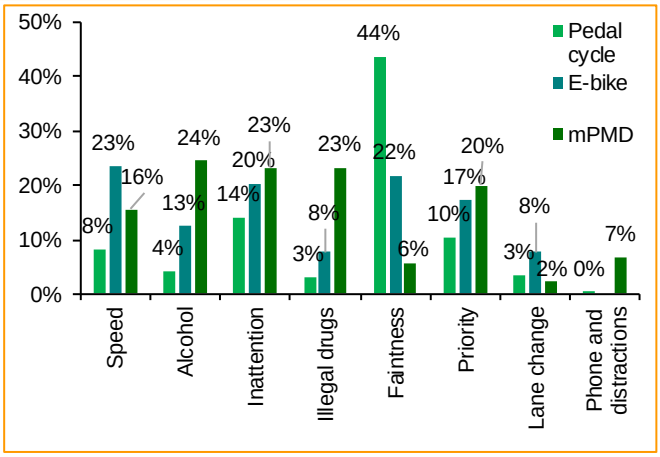
Accidents without third parties

Accidents without third parties led to the deaths of **83 cyclists (37%)** and caused **63% of serious injuries and 72% of minor or moderate injuries.** In these accidents, people aged **65 and over** accounted for **half of deaths**. Among cyclists who died in accidents without third parties for which the reason for travel was recorded, 99% were travelling for **leisure purposes**.

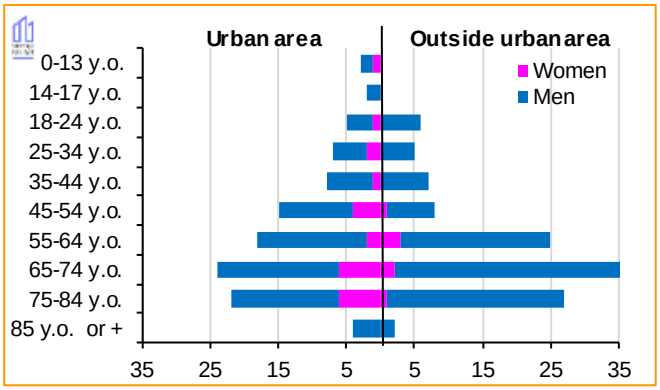
In accidents without third parties, **57%** of cyclists killed were killed **outside urban areas**. In urban areas, half of cyclists killed (for whom information is available) were wearing a helmet.

[1] Enquête mobilité des personnes, SDES, 2019.
[2] The AIS injury scale is described on page 180.
[3] Vélo et Territoires – Regional atlases and INSEE population data.

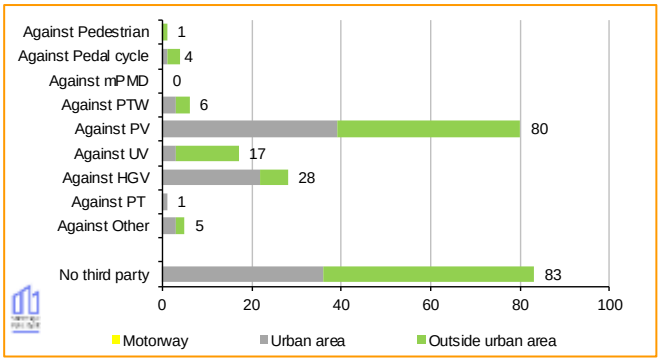
Main factors of PR for fatal accidents involving pedal cycles, e-bikes or mPMD (2022-2024)



Distribution of cyclists' deaths by age group, gender and environment in 2024

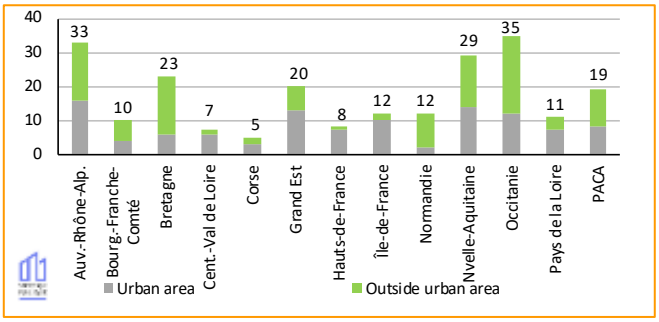


Distribution of cyclists' deaths by type of collision and road environment in 2024



Reading: 80 cyclists were killed in collisions with passenger cars. In collisions involving multiple vehicles, the opponent is the vehicle with the highest weight (in order PT/ HGV/ UV/ PV / PTW / mPMD / pedal cycle/ other).

Distribution of cyclists' deaths by region and road environment in 2024



Accidents factors

Cyclists are presumed responsible (PR) in one-third of fatal accidents. Men account for 92% of PR cyclists.

Among male cyclists involved in fatal accidents, the main factor is faintness (43%). Among male users of motorised personal mobility device (mPMD), the main factors are illegal drugs (28%), alcohol (25%) and inattention (20%).

Among the factors identified among cyclists involved in fatal accidents **with third parties**, **failure to give way** is noted in 36% of cases, followed by **speed** (24%) and **inattention** (16%).

In fatal accidents **without third parties**, the main factor is **faintness** (63%). Other factors (alcohol, speed, illegal drugs) were identified in less than 10% of cases; 13% for inattention.

In urban areas

In urban areas, 108 cyclists were killed, an increase of +14% compared to 2023, and the number of serious injuries rose by +5%, despite stable cycling practices[1]. This increase in urban areas follows the trend observed since 2019 (+19% deaths, +11% in serious injuries).

20% of deaths occur at weekends and 8 out of 10 during leisure trips.

44% of cyclists killed **in urban areas** are killed **at intersections.** Of these, 43% are killed at traffic light junctions. 10% of deaths occur on cycle paths.

Outside urban areas

Cyclist mortality is higher outside urban areas, with 116 deaths (52% of cyclist mortality).

Outside urban areas, cyclist deaths fell by 8% in 2024 compared to 2023, and serious injuries by 5%, in line with a decline in cycling (-3%)[1]. However, compared to 2019, the accident rate remains significantly higher: +21% deaths and +12% injuries MAIS3+

Mortality among senior citizens remains high and is increasing significantly (+63%) compared to 2019.

One third of people killed outside urban areas are killed at the weekend.

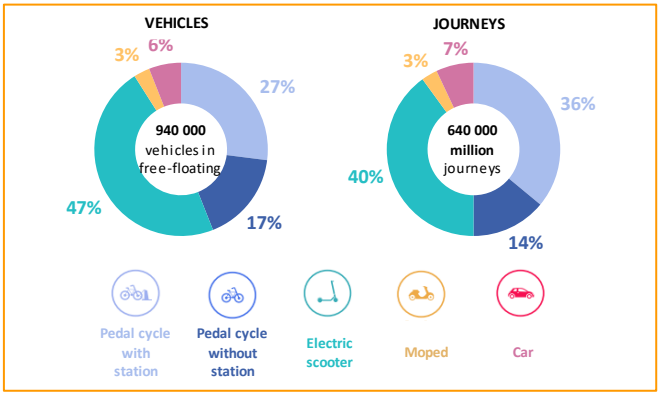
75% of cyclists killed were travelling on departmental roads. The majority of fatal accidents occur on the carriageway (78%). Eight out of ten deaths occur outside intersections. No fatal accidents have been recorded on cycle paths.

[1]Réseau Vélo et marche – Bulletin Fréquentation No. 5 dated 10/01/2025.

The use of free-floating vehicles

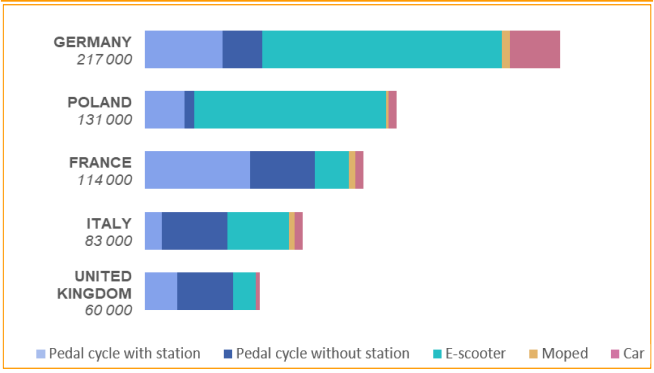
Free-floating vehicle fleets (shared vehicles) have grown significantly in recent years. Pedal cycles, with or without docking stations, electric scooters, mopeds and shared cars are diversifying the range of mobility options available.

The use of free-floating vehicles in Europe in 2024



Source: Annual Shared Mobility Barometer, Fluctuo, 2024.

Top 5 countries by fleet size



Source: Annual Shared Mobility Barometer, Fluctuo, 2024.

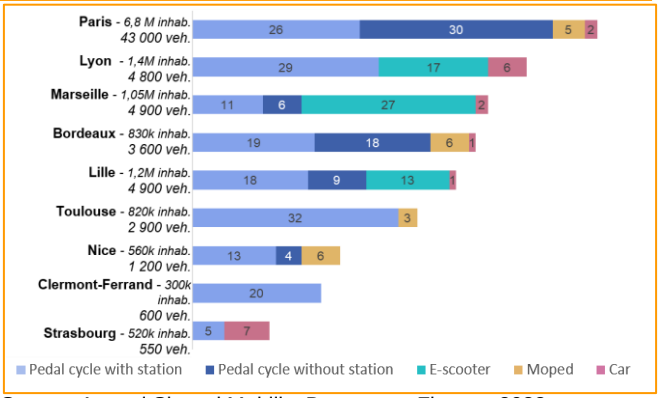
Estimated number of free-floating vehicles in France in 2024 (114,000 vehicles)

Pedal cycle with station	Pedal cycle without station	E-scooter	Moped	Car
55 000	34 000	17 000	3 700	3 900

Fleet evolution in France and Benelux - 2024 vs. 2023

Pedal cycle with station	Pedal cycle without station	E-scooter	Moped	Car
+ 7 %	+ 18 %	- 34 %	- 4 %	+ 12 %

Number of free-floating vehicles per 10,000 inhabitants in French cities - 2023 barometer



Source: Annual Shared Mobility Barometer, Fluctuo, 2023

The situation in Europe

According to Fluctuo's annual shared mobility barometer, **the use of free-floating vehicles continues to grow in Europe** (European Union, Switzerland, Norway and the United Kingdom) with **640 million journeys made** in 2024, representing a **5% increase** in one year. The use of shared vehicles now seems to be well established, as the increase in the number of journeys is occurring despite a decline in the number of vehicles available (-44,000 vehicles compared to 2023).

E-scooters remain the most popular type of free-floating vehicle (47% of the European fleet), but are facing increasing competition from pedal cycles (44%).

With 217,000 shared vehicles, Germany has the largest fleet in Europe, ahead of Poland (131,000 vehicles) and France (114,000).

A sharp decline in shared e-scooters

At European level, for the second consecutive year, **the free-floating e-scooter fleet is declining (-16%), although the decline is less marked in terms of usage (-9% of journeys)**. **Regulations imposed by cities have tended to become stricter in recent years**: speed limits, fleet quotas, “drop zones” (designated areas where e-scooters must be parked), and even bans on free-floating e-scooters (in Paris, Barcelona, and more recently Madrid).

These vehicles are particularly well established in Germany and Poland, where they constitute the predominant offering and where journeys are on the increase.

In France, Lille is experiencing strong growth this year thanks to the introduction of e-scooters in 68 municipalities in the metropolitan area at the end of 2023.

Pedal cycles are booming

The rise in the use of free-floating vehicles is mainly driven by pedal cycles, which now account for half of all shared vehicle journeys in Europe.

This favourable trend mainly benefits pedal cycles with docking stations, which represent 27% of the European shared vehicle fleet and 36% of journeys. In Paris, Vélib is by far the most widely used service in Europe, with 49 million trips in 2024 (20,000 Vélibs). Lyon is also seeing growing use of this service: 9 million trips, making it the 4th largest city in Europe ahead of London.

In one year, free-floating bikes have grown significantly in Europe (+18% for the fleet; +58% for journeys compared to 2023). With 28 million journeys made (+40% compared to 2023), London consolidates its leading position ahead of Paris (19 million journeys, 18,000 pedal cycles).

Accidents in motorised personal mobility devices

Accidents involving motorised mobility devices (mPMD) occur primarily in urban areas and mainly involve men aged 18 to 44. The number of serious injured in mPMD increased by +24% between 2023 and 2024.

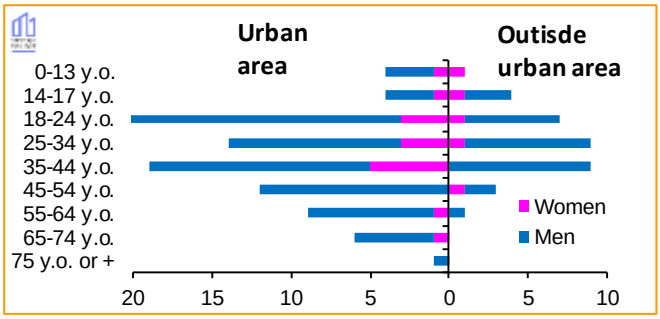
Motorised personal mobility devices include electric scooters, Segways, hoverboards, monowheels, electric wheelchairs, etc.

The number of personal **electric scooters** is estimated at 3.8 million by the end of 2023 (Smart Mobility Lab) and the number of shared scooters at 22,000 by early 2024 (ADEME survey).

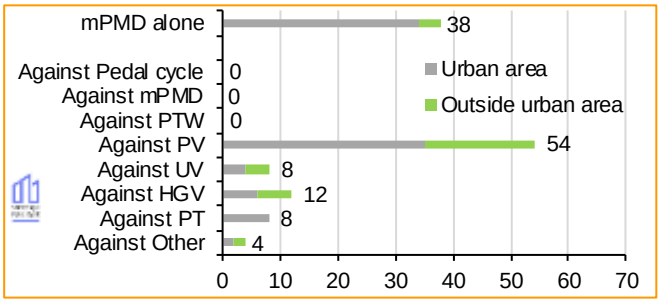
Changes in estimated mortality and number of injured in mPMD since 2019

	2024	2023	2019	evolution 2019-2024
Deaths	45	44	10	+ 35
Estimated injured	21 000	17 500	4 500	x 5

Number of motorised PMD users deaths by age group, gender and road environment (2022-2024)

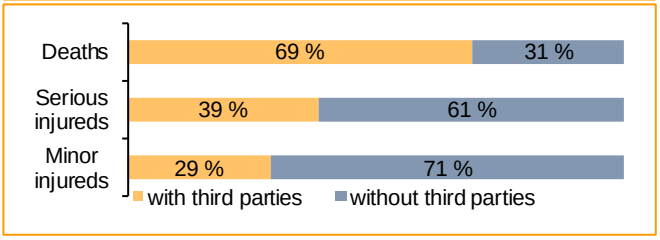


Number of motorised PMD users deaths by type of collision and road environment (2022–2024)



In the case of collisions involving several vehicles, the opponent selected is the one with the highest weight (in the order PT / HGV / UV / PV / PTW / mPMD / pedal cycle / other).

Distribution of victims in motorised PMD by presence of a third party in the accident (2022-2024)



In 2024, **45 people died** in mPMD. mPMD users account for 1% of road deaths and 5% of serious injuries. It is estimated that in 2024, 21,000 people were injured in mPMD accidents, 800 of them seriously, representing a sharp increase compared to 2023 (+24% for serious injured and +20% for minor injured). In 86% of accidents involving mPMD recorded by police forces, the victim is the mPMD user.

In 2024, **six pedestrians** (including five aged 75 and over) and **one motorcyclist were killed** in a collision with a mPMD. Of **the 124 people killed in mPMD accidents** between 2022 and 2024, **four were in electric wheelchairs**.

The TRAUMABASE research group estimates that 37% of electric scooter users admitted to trauma centres between 2019 and 2022 had a blood alcohol level above 0.5 g/L[1].

By age and gender

Between 2022 and 2024**, 84% of those killed in mPMD accidents were men**. mPMD users killed are younger than those killed on the road as a whole: 64% of those killed are aged between 18 and 44 (compared with 43% for other travel modes, or even 17% for cyclists).

11-24 year olds account for **half of all injured** (2022-2024 estimate). There is a sharp increase from 10 to 11 years of age: three times more 11 year-olds are injured in mPMD than 10-year-olds.

By location

Accidents involving mPMD affect the entire country, but **10 departments** (06, 13, 33, 34, 38, 59, 69, 75, 76, and 83) account for nearly **half of all deaths** between 2022 and 2024. Despite the ban on mPMD outside urban areas (except on greenways or with special authorisation from the mayor on certain roads), **more than a quarter of mPMD deaths occur outside urban areas**.

By time of day

In 2024, 56% of mPMD users killed were killed at night. This distribution differs from that observed among cyclists, as 19% of pedal cycle deaths occur at night.

Collisions and single-vehicle accidents

Of the 124 mPMD users killed between 2022 and 2024**, 44% were killed in a collision with a car and 31% in a single-vehicle accident**. In accidents involving third parties, half of the mPMD users killed were travelling without performing any particular manoeuvre, and one in five were crossing the road.

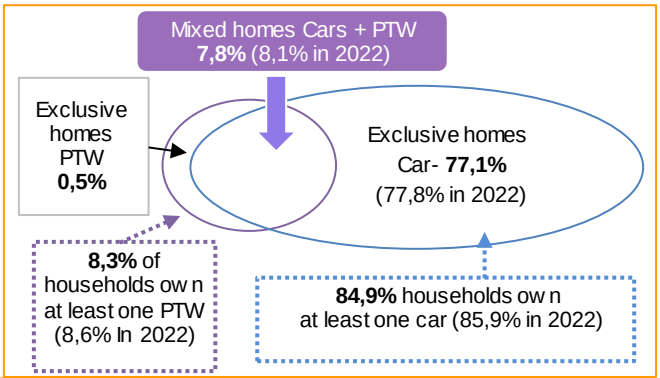
It is estimated that **7 out of 10** people injured in mPMD are involved in **accidents without third parties**.

[1] Source: James A, Harrois A, Abback P, et al. Comparison of Injuries Associated With Electric Scooters, Motorbikes, and Bicycles in France, 2019-2022. *JAMA Netw Open.* 2023;6(6):e2320960.

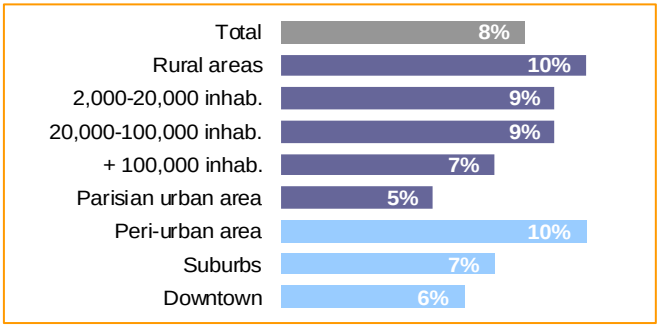
Households' powered two-wheelers fleet

In 2023, the decline that began in 2021 continues, with a slight decrease in the number of PTW and the rate of PTW ownership among households.

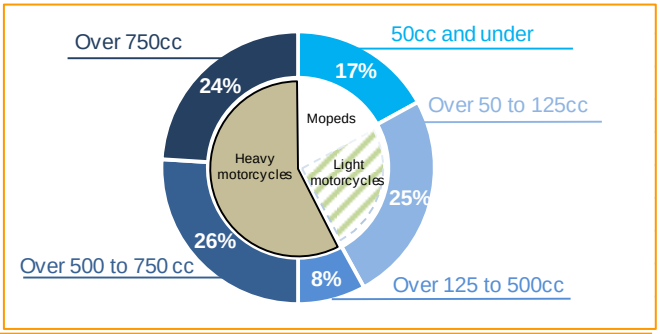
Mix of the PTW fleet and light vehicle of households (%) in 2023



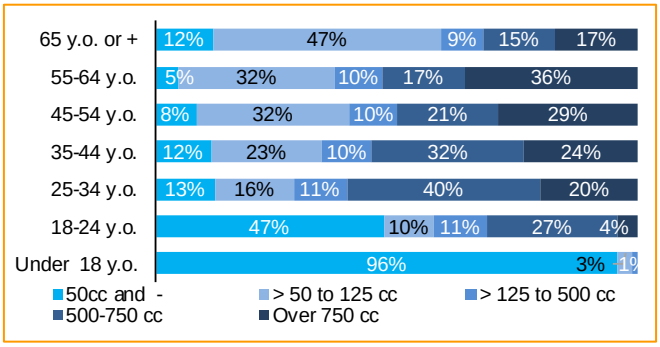
Household ownership rates for PTW by size of urban area



Distribution of the PTW fleet by type of PTW and engine capacity



Distribution of the PTW fleet by engine capacity and age of the main user



Source: "Parc auto" study, Kantar, 2024.

Published annually by KANTAR, the "Parc Auto" study includes a section devoted to powered two-wheelers (PTWs). The 2024 edition (2023 fleet) was conducted from February to April 2024 on a panel of 10,000 French households, with a reinforced sample of PTW for the relevance of the analyses.

PTW fleet and ownership rates

In 2023, the PTW fleet is estimated at 2.84 million vehicles, continuing a decline since 2021 (-6.1%). 8.3% of households own at least one PTW, with the vast majority also owning a car. This decline in ownership rates is occurring in mixed households (car + PTW), while households equipped exclusively with PTWs remain very marginal, at around 0.5% in 2023.

The rate of PTW ownership increases with household income: it reaches 13% in households with incomes above €38,000 per year, compared with 5-6% for those with incomes below €11,000.

Conversely, this rate decreases with the size of the urban area: it reaches 12% in rural areas, compared to only 5% in the Paris metropolitan area.

The share of electric PTW continues to grow within the fleet, almost doubling compared to 2021. It stands at 2.7% in 2023 (1.4% in 2021).

Characteristics of the PTW fleet

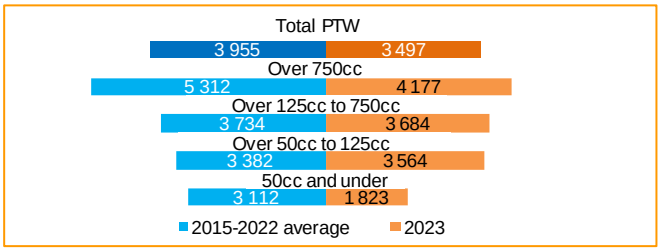
In 2023, heavy motorcycles (over 125 cm³) account for 58% of the PTW fleet, and PTW over 500cc alone account for 50%. The share of mopeds (less than 50 cm³) will reach its lowest level since 2019 (-2 points), while that of 501 to 750 cm³ models will increase over the same period (+3 points).

After ageing last year, the PTW fleet rejuvenates in 2023. The average age fell to 12.4 years (compared with 12.9 years in 2022) and the average length of ownership to 6.4 years (compared with 6.8 years), mainly due to a more marked renewal of light motorcycles, with a decrease in the share of vehicles over 10 years old.

Although rural areas have the highest rate of mopeds (25%), their share will decline significantly in 2023 (-11 points). The proportion of large-capacity motorcycles (over 500 cm³) increases with the size of the urban area: it represents 62% of the fleet in municipalities with 2,000 to 20,000 inhabitants, and 51% in those with 20,000 to 100,000 inhabitants.

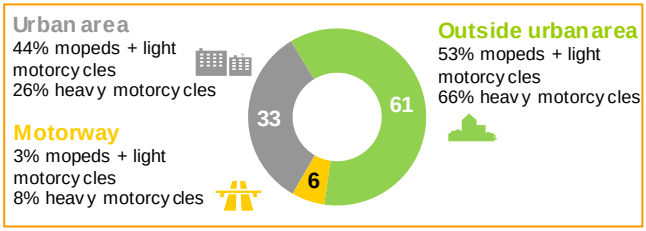
The vast majority of 18-24 year olds who ride PTWs do so on mopeds (47%). The engine size of PTWs then increases with age before decreasing among those aged 65 and over. The latter prefer light motorcycles (47%).

Average mileage travelled by the fleet* of PTW by engine capacity and period

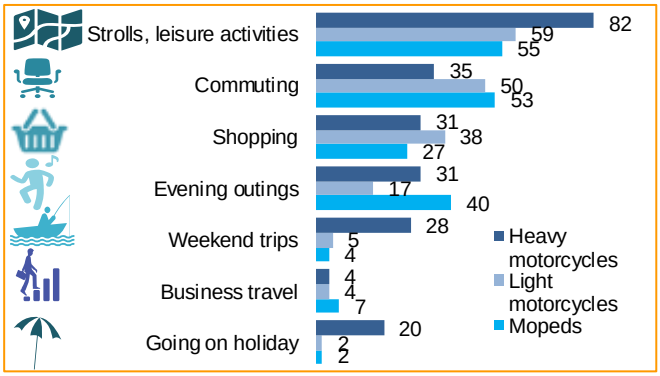


*Averages excluding 0 km

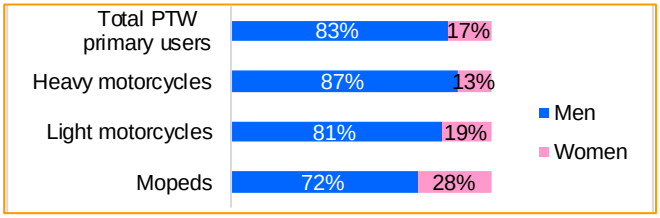
Distribution of kilometres travelled by main users (%)



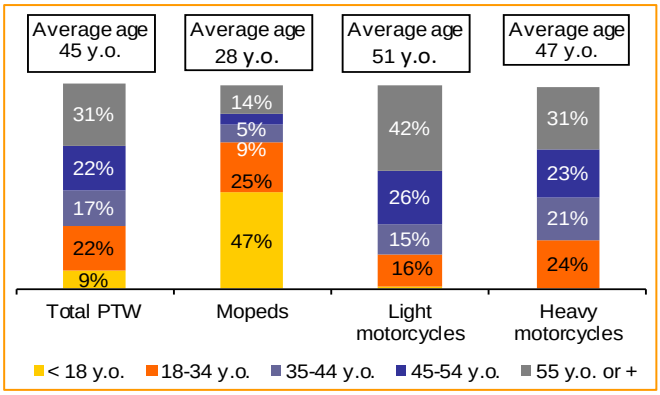
Reasons for use by category of PTW (as a percentage of respondents)



Distribution of the PTW fleet by gender of the main user and the type of PTW



Distribution of the PTW fleet by age group of the main user and the type of PTW



Source: "Parc auto" study, Kantar, 2024.

Use of PTW

In 2023, the average mileage of powered two-wheelers in use was 3,497 km, down from the 2015-2022 average (3,955 km). Average mileage tends to decrease for mopeds and motorcycles over 750 cm³.

The dormant (not in use) fleet represents 19% of PTW. Of these, 83% are in working order but have not been driven for over a year, a proportion that is on the rise (+6 points) after declining post-pandemic. Half of roadworthy PTW only get used in good weather, although mopeds are more often used all year round (65%).

The distribution of kilometres travelled is changing: the proportion of journeys outside urban areas is increasing (61% compared to 57% in 2022), while that within urban areas is decreasing (33% compared to 38%). Use on motorways remains marginal.

The reasons for using PTW remain similar to those in previous years and vary depending on engine size. There is a marked difference in the use of heavy motorcycles, which are mainly used for leisure and recreation (82% compared to 59% for light motorcycles and 55% for mopeds), as well as for weekend and holiday trips. Their use for commuting is declining (-7 points).

In 2023, helmet use is almost universal in France (see Behaviour Observatory, ONISR, 2023). The use of full-face helmets is increasing among heavy motorcycle users (91% compared to 87% in 2022), remains stable among light motorcycle users (75%), but is declining among moped users (69%, down 11 points). The wearing of appropriate clothing concerns 94% of heavy motorcycle users, 70% of light motorcycle users, and 54% of moped users.

Profile of PTW users

The proportion of women riding PTW increased in 2023 among primary users (+4 points), although men remain in the majority. This proportion is higher for mopeds and is increasing for heavy motorcycles (+5 points). On average, they travel shorter distances (2,469 km compared to 3,695 km for men) but use their PTW more for commuting (47% compared to 40%).

The average age of PTW drivers has been increasing since 2010 (+4 years). In 2023, it will reach 51.3 years for primary users of light motorcycles, compared to 28.4 years for moped users. People under the age of 18 represent 9% of PTW users, but 47% of moped users (compared to 33% in 2022).

Among those who have completed training or have a motorcycle licence, more than a quarter obtained it three years ago or less (27%).

Accidents involving a powered two-wheeler (PTW)

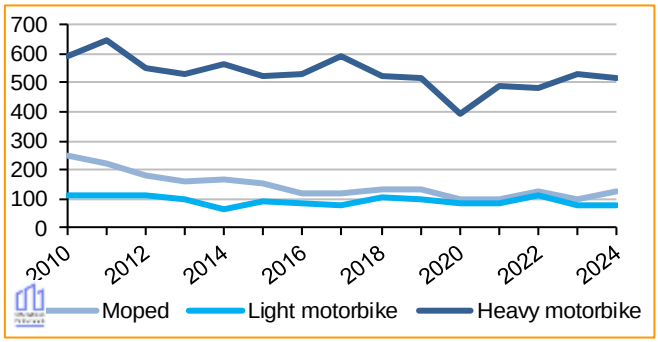
Motorbike users account for 23% of road deaths and 32% of serious injured MAIS3+. Men account for 94% of motorbike deaths.

In 46% of cases, death occurs in a collision without a third party.

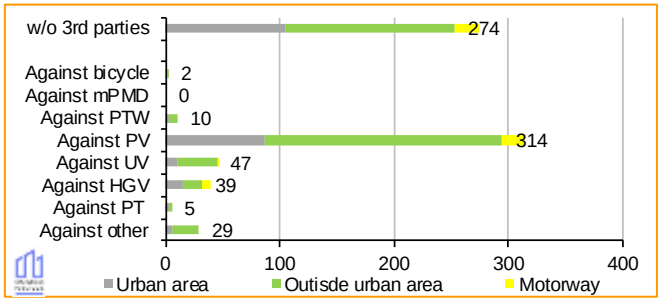
	Deaths			Evolution	
	2024	2023	2019	2019-2024	2023-2024
PTW	720	706	749	- 3,9 %	+ 2,0 %
Moped	123	95	134	- 8,2 %	+ 29,5 %
Motorbike	597	611	615	- 2,9 %	- 2,3 %
Average annual change*				2019 to 2024	2010 to 2019
Deaths PTW				- 0,8 %	- 2,6 %
Deaths non-PTW				- 0,2 %	- 2,2 %
Total deaths				- 0,3 %	- 2,3 %

*Reading: between 2010 and 2019, the number of motorcyclists killed decreased by an average of 2.6% per year.

Change since 2010 in the number of PTW users' deaths per year, by type of vehicle

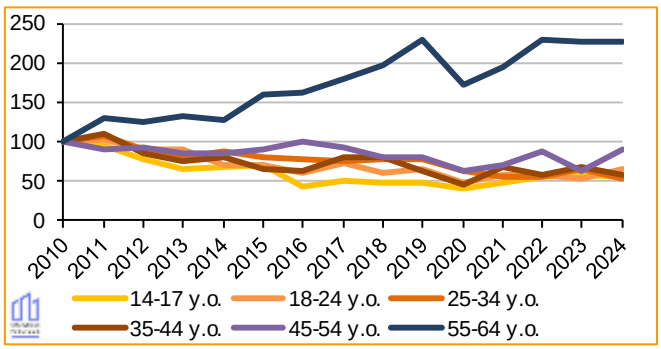


Distribution of PTW users' deaths by type of conflict and road environment



In the case of collisions involving several vehicles, the opponent selected is the one with the highest weight
(in the order PT / HGV / UV / PV / PTW / mPMD / pedal cycle / others).

Change in the number of PTW users deaths by age group (base 100 in 2010)



In 2024, 720 PTW users died, 72% of whom were riding heavy motorbikes (over 125 cm^3). Users of two-wheeled motor vehicles account for 23% of road deaths, 32% of serious injuries MAIS3+ and 36% of injuries with handicap one year later.

Between 2019 and 2024, deaths among moped riders fell by 8% and those among motorcyclists by 3%. Over the same period, deaths among other road users fell by 1%. However, between 2023 and 2024, moped rider deaths rose by 30%.

By age and gender

Among the 123 moped riders deaths (an increase of 28 deaths compared to 2023), the 14-17 and 18-24 age groups were the most affected, with 40 and 33 deaths respectively.

For motorcyclists, the 18-64 age groups are heavily represented, accounting for between 17% and 21% of deaths. The 18-24 age group is particularly at risk: it represents 8% of the population but 18% of motorcyclist fatalities.

Between 2010 and 2024, the number of fatalities involving PTW fell significantly for all age groups up to 44. However, the number of fatalities among 55-64 year olds rose from 49 to 111, mainly due to the use of heavy motorbikes, sometimes after a long break.

Men account for 94% of motorcyclist deaths, compared with 75% for other road users (excluding pedestrians).

By type of collision

In 2024, **38% of motorcyclists killed,** 43% of those seriously injured and 58% of those slightly or moderately injured were involved in **an accident without a third party.**

Among PTW users killed, 9% (66) collided with a tree or pole (18% for other users killed) and 9% (68) collided with a guardrail (6% for other users killed).

Protective equipment

Not wearing protective equipment (helmet, gloves, boots, etc.) is an aggravating factor, even at low speeds. 19 motorcyclists killed (3% of motorcyclists killed) were not wearing a helmet, including 10 in urban areas.

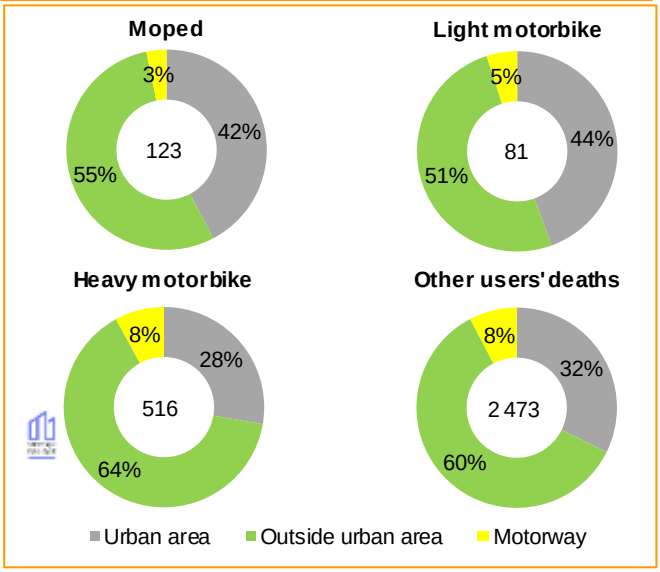
Presumed responsibility and licences

In 2024, 70% of motorcyclists were presumed responsible for fatal accidents in which they were involved. This figure was 64% for other drivers.

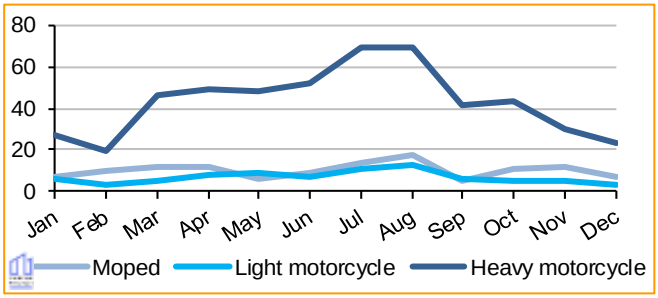
Among heavy motorbike drivers killed whose experience is known, 20% are novices[1], compared to 16% for PV users killed.

[1] Novice drivers are drivers who have held their driving licence for less than two years.

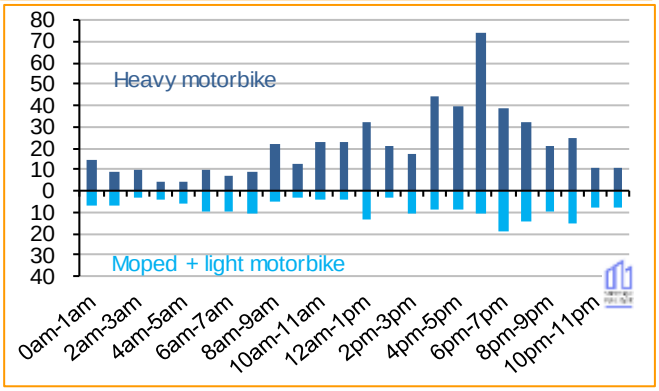
Distribution of PTW users' deaths by road environment



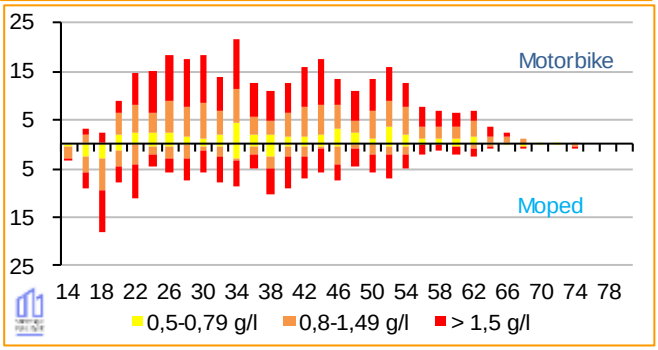
Distribution of PTW users' deaths by month



Distribution of PTW users' deaths by time of day



Number of motorcyclists testing positive for alcohol in injury accidents, by age and blood alcohol level



By road environment

Heavy motorbike users are more often killed outside urban areas (332 deaths, or 64%) than non-PTW users (60%). Conversely, moped and light motorbike users are more often killed in urban areas than heavy motorbike users and other users.

Outside urban areas, 28% of moped riders killed and 22% of motorcyclists killed were killed at intersections, compared with 13% for other users.

Motorcyclists are more likely to die on bends than non-PTW users (41% of cases compared with 29%), with the proportion reaching 46% on roads outside urban areas.

Temporality

The mortality rate for heavy motorbike users falls sharply in winter and then rises gradually with the arrival of warmer weather, as **the use of these vehicles is strongly linked to the weather**. This seasonality does not apply to light motorbikes or mopeds. In 2024, 81% of heavy motorbike users killed were killed between March and October.

In total, 37% of deaths among heavy motorbike users occurred on weekends or public holidays (31% for other users killed). Mortality among PTW users occurs mainly in the afternoon and early evening.

By type of journey

In 2024, 71% of **heavy motorbike riders killed were travelling for leisure purposes**, and 19% were travelling between home and work. The proportion of deaths during leisure travel is lower for mopeds and light motorbikes (61%), but their mortality rate during home-to-work travel is higher (28% and 23% respectively).

Accident factors

Between 2022 and 2024, speed was a major factor for drivers of heavy motorbikes presumed responsible for fatal accidents, accounting for 54% of cases. For other PTW, alcohol is a significant factor: 29% for light motorbikes and 36% for mopeds. For mopeds, illegal drugs are a factor in 23% of cases.

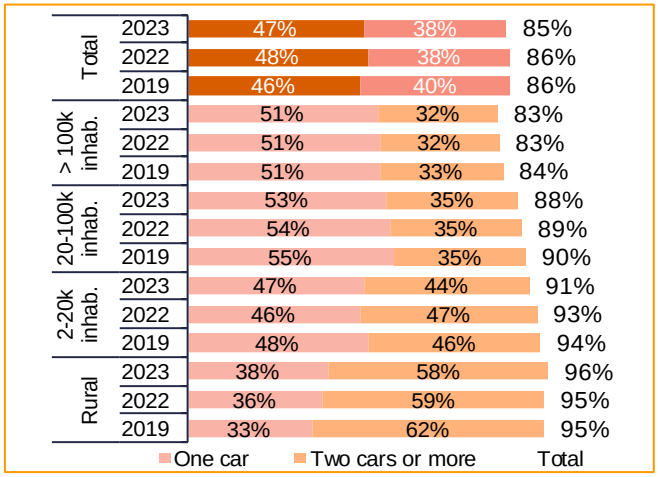
In 2024, 141 PTW users involved in fatal accidents had a blood alcohol level above the legal limit, representing 24% of drivers for motorbikes where alcohol consumption is known and 29% for mopeds. **Of these 141 drunk drivers, 126 exceeded the criminal limit (0.8 g/L).**

The number of drunk PTW users involved in injury accidents varies little between the ages of 18 and 54. When a PTW user aged between 18 and 64 is under the influence of alcohol, in 53% of cases the level exceeds 1.5 g/L, compared with 39% for those aged 65 and over, and 29% for those aged 14-17.

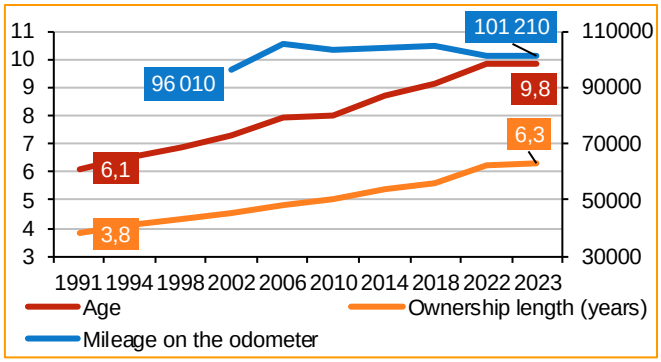
Households' passenger vehicle fleet

In 2023, the rate of car ownership among households decreased slightly, and the vehicle fleet continued to age.

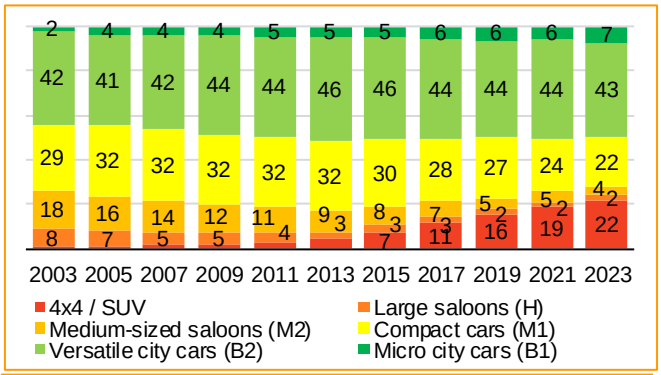
Household motorisation rates by year and urbanisation



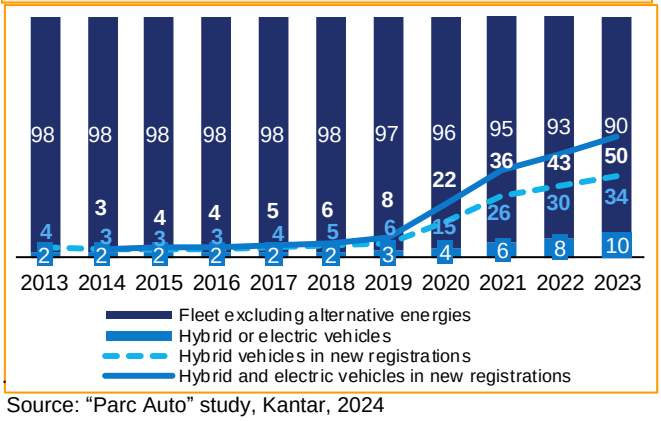
Changes in age, length of ownership and average mileage of the car fleet



Changes in segments within the PV fleet (%)



Weight of hybrid and electric cars (%)



Source: "Parc Auto" study, Kantar, 2024

Established by Kantar, "Parc Auto" has been the benchmark annual study on French households' car fleets for over 30 years. The 2024 edition was conducted among 10,000 households representative of the French population at the beginning of 2024 (2023 fleet).

Household motorisation rate

In 2023, the household motorisation rate is estimated at 84.9%, down one point from 2022. This decrease concerns households with a single vehicle, while the proportion of multi-motorised households remains stable.

This decrease affects urban areas, while the rate continues to rise in rural areas, reflecting disparities in transport infrastructure. In 2023, multiple motorisation affects 32% of households in urban areas with more than 100,000 inhabitants, compared with 58% in rural areas.

Car ownership is higher among households with the highest incomes. In 2023, the rate is 93% in households with an annual income of over £38,000, compared with only 46% in households with an income of less than €7,500.

Among non-motorised households (15.1%), the proportion of those who have never owned a car is rising sharply, reaching 50% in 2023 (+4 points).

Vehicle characteristics

In 2023, the average age of the fleet stabilises at its highest level, 9.8 years. The ageing of the fleet is reflected in the proportion of vehicles over 5 years old, which now stands at 72%, and an increase in the average length of ownership (6.3 years), while the average mileage remains stable (101,210 km).

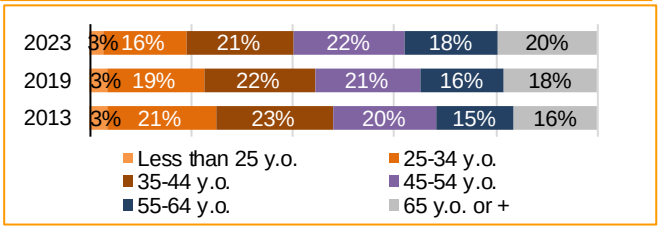
Used vehicles account for 59.3% of the total fleet and nearly two-thirds of purchases made in 2023.

Among the different vehicle categories, the share of the 4x4/SUV (*Sport Utility Vehicle*) segment is confirmed in 2023 (+1 point), to the detriment of compact cars (M1) and medium-sized saloons (M2). SUVs now account for 30% of vehicles purchased in 2023, up 6 points year-on-year.

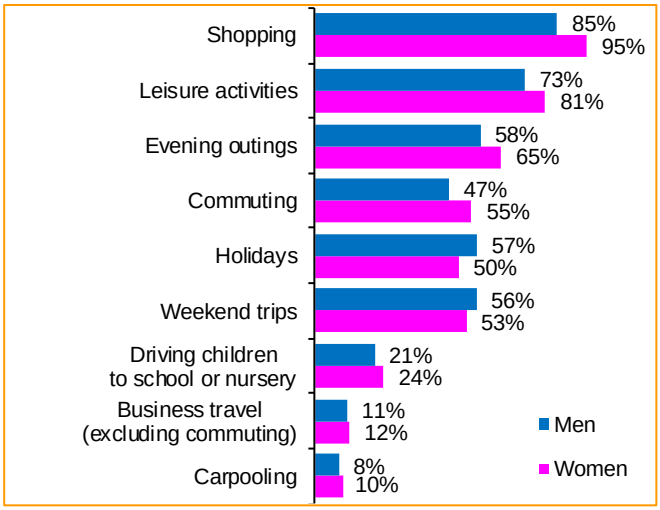
The growth of alternative energies is confirmed: they now account for half of newly registered vehicles and 10% of the fleet (2% plug-in hybrids, 6% non-plug-in hybrids and 3% 100% electric). Diesel continues to decline: it now accounts for only 16% of new registrations and 44% of vehicles in the fleet.

French brands remain in the majority in the vehicle fleet (60%), but their share of new registrations will fall below 50% in 2023 to reach 47%.

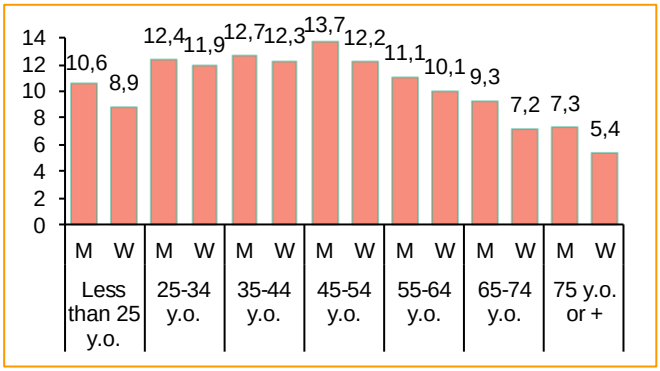
Distribution of kilometres travelled by vehicles by age of the main user



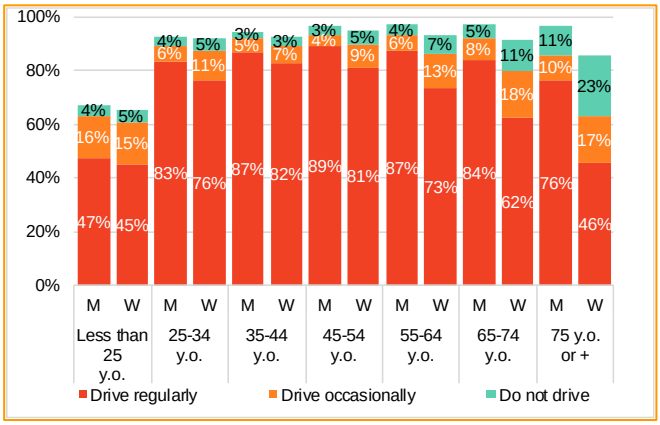
Reasons for use in 2023 by gender (as a percentage of respondents)



Average annual mileage travelled by vehicles, by gender (M/W) and age of the main user, in thousands of kilometres



Driving frequency by age group and gender among driving licence holders



Source: “Parc Auto” study, Kantar, 2024.

Car usage

In 2023, the average annual mileage per vehicle continues to increase (10,840 km) but remains below its pre-pandemic level (11,900 km in 2019). Vehicles less than 10 years old travel on average about 2,500 km more per year than those over 10 years old.

The proportion of vehicles used daily is 34%, compared with 42% in 2019. With regard to commuting, one-third of households make a single daily return trip (33%) to work or school. These journeys cover an average of 34 km and take 36 minutes.

Car use for holiday trips is stable (42%), equivalent to pre-pandemic levels. For weekend trips, use has been on the rise since 2020, reaching 45% in 2023.

Women dominate daily car use: shopping (95% vs. 85%), commuting (55% vs. 47%), and taking children to school or nursery (24% vs. 21%). Men are more likely to use cars for long-distance travel, such as holidays and weekends.

Car usage also varies depending on the age: among the over 65s, cars are mainly used for local journeys – shopping (88%), daytime leisure activities (76%) – while journeys related to work and children become marginal.

Profile of users

More than a quarter of primary users (PU) are aged 65 and over, while vehicles belonging to this population account for only 20% of kilometres travelled.

The proportion of women among PU will continue to decline in 2023: 40.9% (compared to 41.5% in 2013), even though they represent 52.3% of the population aged 18 and over. They account for 34% of new vehicle purchases and 43% of used vehicle purchases.

Nearly 6 out of 10 vehicles (58%) are also driven by secondary users. Three-quarters of these drivers account for less than 25% of the vehicle's annual mileage. Among secondary users, 21% are under 35 years of age and 52% are women.

Driving licence ownership is almost universal among the over-25s, with more than 90% of this age group holding a licence. Among 18-24 year olds, only 65% have a licence, and 43% drive regularly. Among the 75 and over, while 92% have a licence, nearly one in five (19%) no longer drive.

Licence ownership is significantly higher in rural areas (93%) than in urban areas with more than 100,000 inhabitants (81%), a difference of 13 points.

Accidents involving a passenger vehicle (PV)

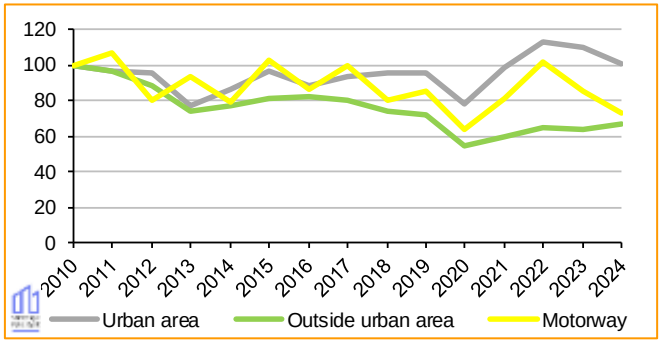
In 2024, 2,252 people died in accidents involving a PV. Half of the occupants of passenger vehicles killed died in accidents without a third party involved. This proportion rises to 69% on roads outside urban areas.

Among men, speed and alcohol are the most common factors for PV drivers presumed responsible for fatal accidents.

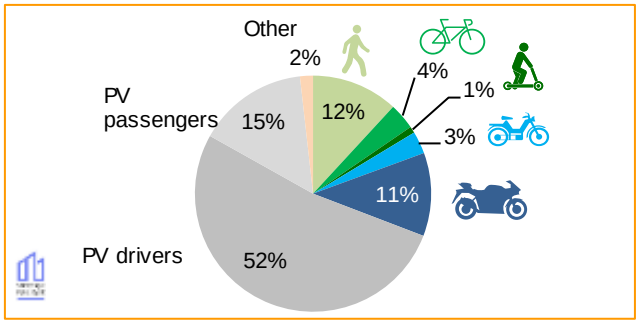
	Deaths			Evolution	
	2024	2023	2019	2019-2024	2023-2024
In acc. PV	2 252	2 214	2 371	- 5,0 %	+ 1,7 %
Of which in the PV	1 518	1 512	1 622	- 6,4 %	+ 0,4 %
Average annual change*				2019 to 2024	2010 to 2019
Motorists deaths				- 1,3 %	- 2,9 %
Non-motorists deaths				+ 0,6 %	- 1,6 %
All deaths				- 0,3 %	- 2,3 %

*Reading: between 2010 and 2019, the number of PV users' deaths decreased by an average of -2.9% per year.

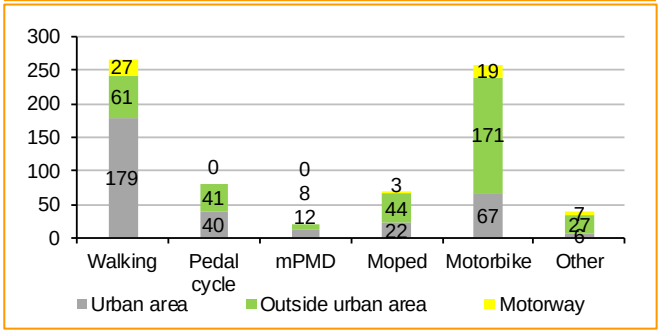
Change in the number of PV occupants' deaths per year by road environment (base 100 in 2010)



Distribution of users' deaths in an accident involving a PV by travel mode



Distribution of persons' deaths outside of PV in an accident involving a PV by their travel mode and road environment



In 2024, deaths in accidents involving a PV accounted for 71% of road deaths. Among them, 1,518 were occupants of PV, representing 48% of road deaths – a ratio that has remained stable since 2020 (51% in 2017-2019).

As in 2022 and 2023, an estimated 100,000 PV occupants were injured in road accidents (MAIS), including 4,800 seriously (MAIS3+).

After peaking in 2022, mortality in urban areas is declining and returning to a level close to that before the health crisis. On motorways, after a similar peak in 2022, it has fallen below pre-COVID levels. On roads outside urban areas, the number of deaths has been rising slowly since 2020, without yet reaching the levels seen before the pandemic.

By road environment

Of the 1,518 PV occupants killed in 2024, 1,107 were killed on roads outside urban areas (73%) and 120 on motorways (8%).

291 PV occupants were killed on urban roads (19% of PV occupants deaths), 31% of them in accidents at intersections.

19% of accidents involving a PV occur on bends, and 33% of PV occupant deaths occur on bends.

Deaths outside the PV

In addition to the 1,518 PV occupants killed (1,178 drivers and 340 passengers), **734 other users** died in accidents involving a PV.

Among them, 257 (35%) were motorcyclists and 267 (36%) were pedestrians. Non-occupant of PV deaths in road traffic accidents occurred **48% on roads outside built-up areas** (64% for moped riders, 67% for motorcyclists and 51% for cyclists) and **44% in urban areas** (67% for pedestrians).

Seat belts

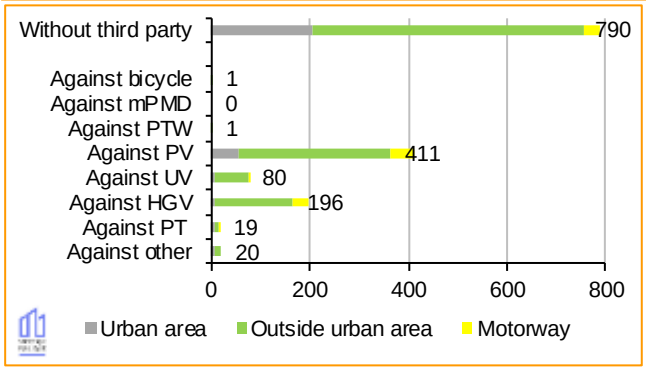
276 PV occupants killed were not wearing their seat belts. This represents 21% of PV occupants' deaths for whom seat belt use is recorded in the BAAC file (recorded in 86% of cases). This proportion is higher among passengers (27%, **with a peak of 39% in urban areas**) than among drivers (19%).

Novice drivers

In 2024, novice drivers[1] accounted for 16% of passenger vehicle drivers deaths, compared with 18% among drivers of other types of vehicles. This proportion is higher on roads outside urban areas (18%) than on roads in urban areas (10%).

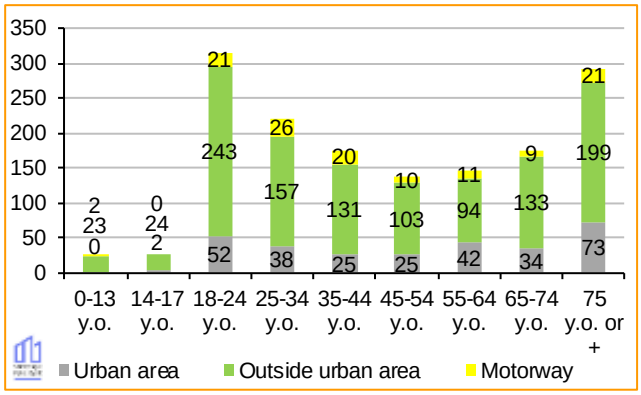
[1] In this document, novice drivers refer to drivers who have held a driving licence for less than two years.

Number of PV occupants' deaths by type of conflict and road environment

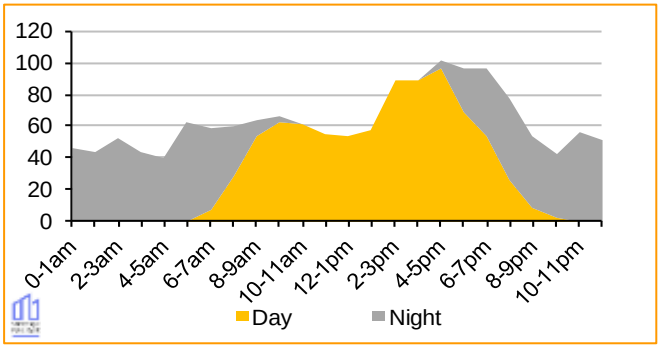


In the case of collisions involving several vehicles, the opponent selected is the one with the highest weight (in the order PT / HGV / UV / PV / PTW / mPMD/ pedal cycle / others).

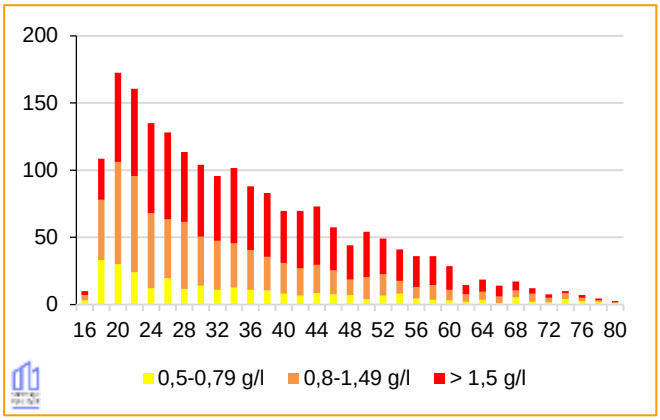
Number of PV occupants' deaths by age group and road environment



Trend in the number of PV occupants' deaths by time of day and light conditions



Number of PV drivers testing positive for alcohol in injury accidents, by age and blood alcohol level



Depending on the type of conflict or collision

Accidents without third parties account for half of all **PV occupants** killed (790). On roads outside urban areas, they account for 69% of accidents**.** Conflicts with another PV account for 27% of deaths (411), the majority of which occur outside urban areas (75%).

A quarter of PV occupants killed (402) die in head-on collisions. This figure is only 15% in urban areas.

Half of the PV occupants killed (796) collided with a fixed obstacle (often an aggravating factor): 252 trees, 132 ditches, embankments or rock faces, 98 safety barriers, 96 buildings or walls.

By age and gender

In 2024, 316 PV occupants killed (21%) were aged 18 to 24, while this age group represents only 13% of other deaths and 8% of the population. **31%** of PV occupants killed are aged **65 or over (469),** while they represent 22% of the population.

Men accounted for 71% of deaths among PV occupants (compared to 91% for other road users' deaths), a proportion that rises to 78% in urban areas.

Day and night

46% of deaths in PV occur at night, even though night-time traffic is much lower than daytime traffic. This proportion is 38% for other road users' deaths.

By presumed responsibility

In 2024, PV drivers are more often presumed responsible (PR) for fatal accidents (69%) than other drivers (60%). This trend is true in urban areas and on roads outside urban areas, but not on motorways.

In 2024, 1,810 passenger vehicle drivers are PR in fatal accidents: 1,392 men, 404 women and 14 drivers who fled the scene and were not found. Among them, 41% of male PR and 46% of female PR survived the accident.

Accidents' factors

Among male drivers, between 2022 and 2024**, speed and alcohol were factors in 35% and 28% of cases**, respectively. Followed by illegal drugs (15%), faintness (13%) and inattention (9%). Speed, alcohol and illegal drugs were often found to be combined factors (see p. 127).

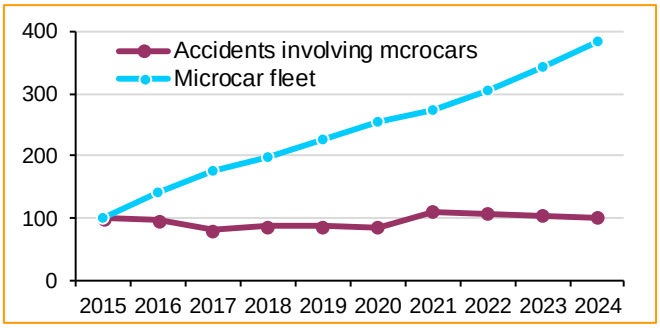
Among female PRs, speed was a factor in 19% of cases, inattention in 16% of cases and failure to give way in 13% of cases. Followed by alcohol (12%), faintness (11%) and illegal drugs (7%).

Accidents involving microcars, taxis, agricultural tractors and ambulances

Changes in microcars accident rate

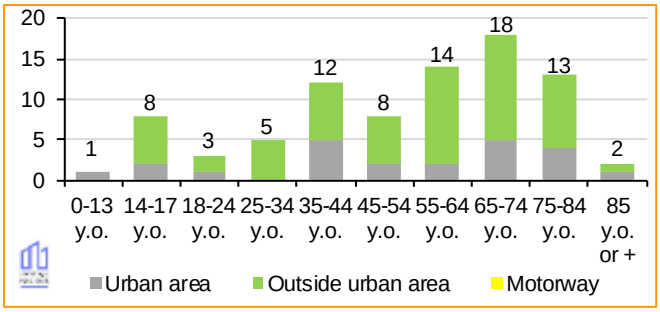
	2024	2023	2019	Evolution	
				2019-2024	2023-2024
Accidents involving microcars	445	456	713	- 268	- 11
Deaths in microcar acc.	37	25	22	+ 15	+ 12
of which in the microcar	34	23	17	+ 17	+ 11

Comparative evolution of the number of microcars and accidents involving microcars, base 100 in 2015



In 2019, microcars were incorrectly identified in the BAAC database and were reclassified.
Estimate of the microcar fleet based on new registrations since 2015 (SDES-REVERSO).

Distribution of users' deaths in microcars by age and road environment (2022–2024)



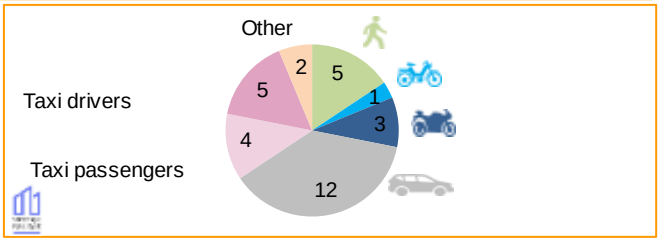
Changes in taxi accident rates

	2024	2023	2019	Evolution	
				2019-2024	2023-2024
Taxi accidents	258	346	408	- 150	- 62
Deaths in taxi acc.	13	16	9	+ 4	- 3
Of which in the taxi	2	4	2	0	- 2

Location of accidents involving taxis in 2024

	Injury accidents	Deaths
Paris (dep 75)	129	1
Inner suburbs (dept 92-93-94)	18	0
Outer suburbs (dept 77-78-91-95)	6	0
France mainland excluding Ile-de-France	92	9
France mainland	**245**	**10**

Distribution of 32 users' deaths in accidents involving taxis by travel mode (2022-2024)



Microcars

In 2024, 445 accidents involved a microcar. 37 people died (34 microcar users, 1 pedestrian, 1 cyclist and 1 moped rider). Only 3 teenagers aged between 14 and 17 died in microcar accidents. Nevertheless, the number of 14-17 year olds injured represents 27% of moped injuries in 2024, compared to 10% in 2018. Among 14-17 year olds, the number of injured microcar occupants remains 18 times lower than the number of moped injured**.**

Between 2022 and 2024, 84 microcar users were killed (61 outside urban areas and 23 in urban areas). Of those killed, 39% were aged 65 or over, while they represent only 13% of those injured. Users under the age of 35 account for 50% of the injured and 20% of those killed in microcar.

33% of microcar users deaths occur at night; this proportion is lower than for other vehicles (41%).

38% of microcar users deaths occur in accidents without a third party involved; 29% of microcar deaths occur in accidents involving a motor vehicle.

In accidents involving personal injury in 2024, 13% of microcar drivers tested positive for alcohol (9% for PV drivers); 11% of microcar drivers tested positive for illegal drugs (compared to 5% of PV drivers).

The rate of non-use of seat belts among microcar drivers involved in accidents is significantly higher than that of PV drivers (13% and 7% respectively). This difference is even more pronounced among passengers (28% for microcar passengers compared to 8% for PV passengers).

Passenger vehicles taxis (PV)

In 2024, 264 vehicles involved in road accidents were reported as taxis. 97% of these taxis were passenger vehicles. The figures below only concern PV taxis.

245 accidents involved a taxi (PV) in 2024 (338 in 2023). **In these accidents, 10 people were killed** (2 taxi passengers, 2 pedestrians, 1 motorcyclist and 5 PV users).

Half of the accidents involving taxis took place in Paris. 77% of taxi accidents occur in urban areas, but 80% of deaths occur outside urban areas.

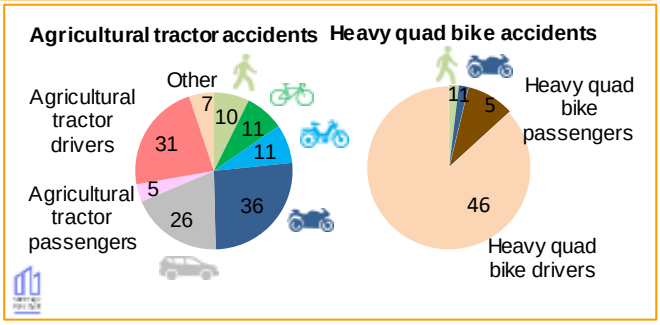
In accidents involving personal injury in 2024, less than 1% of taxi drivers tested positive for alcohol and only 1% were under the influence of illegal drugs.

Although not mandatory for taxi drivers on duty (Article R412-1 of the Highway Code), 81% of taxi drivers involved in injury accidents were wearing their seat belts.

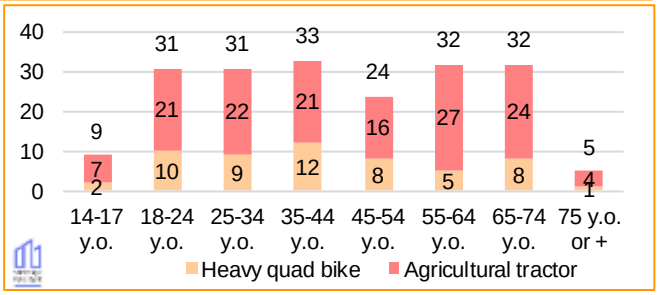
Change in accidents involving tractors

	2024	2023	2019	Evolution 2019-2024	Evolution 2023-2024
Accidents involving tractors	267	249	243	+ 24	+ 18
Deaths in tractor acc.	50	55	55	0	- 5
of which in the tractor	12	18	14	- 2	- 6

Distribution of the 190 users' deaths in accidents involving agricultural tractors or heavy quad bikes by travel mode (2022-2024)



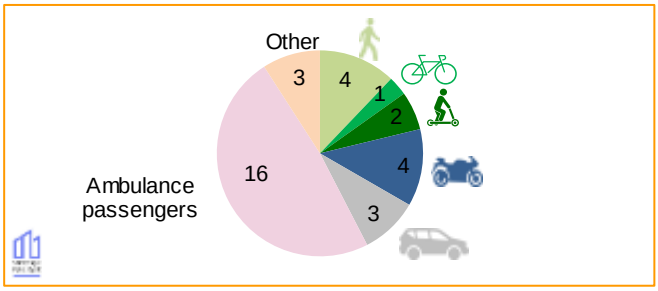
Drivers of agricultural tractors and heavy quad bikes involved in fatal accidents by age (2022–2024)



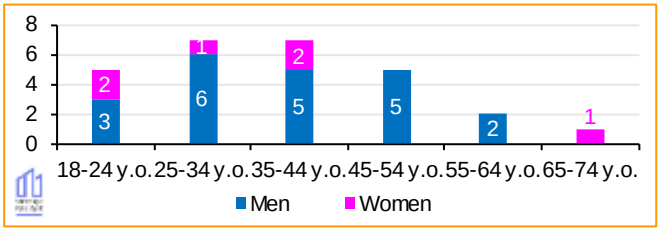
Change in accidents involving ambulances

	2024	2023	2019	Evolution 2019-2024	Evolution 2023-2024
Accidents involving ambulances	108	122	120	- 12	- 14
Deaths in ambulance acc.	4	14	8	- 4	- 10
of which in the ambulance	2	11	4	- 2	- 9

Distribution of the 33 users' deaths in accidents involving an ambulance by travel mode (2022-2024)



Distribution of ambulance drivers involved in fatal accidents by age and gender (2022–2024)



Agricultural tractors

In 2024, **267 injury accidents involved an agricultural tractor** (249 in 2023). Of these accidents, 49 were fatal, resulting in the **deaths of 50 people**, including 12 in tractors. Of these 50 deaths, 11 were in accidents involving a single tractor, and 35 were in accidents involving other road users (including 4 pedestrians). 4 drivers and 1 motorcyclist were killed in 5 accidents involving heavy quad bikes.

For every 100 accidents involving a farm tractor, there were 19 deaths (13 deaths for accidents involving heavy quad bikes) compared to 6 deaths for other vehicles.

Two-thirds of accidents involving agricultural tractors occur on departmental roads and one-third on municipal roads. 41 of the 50 people killed in accidents involving tractors were killed outside urban areas.

76% of fatal accidents involving agricultural tractors occur between March and September. In 8 out of 10 cases, fatal accidents occur during the day.

Of the 49 agricultural tractor drivers involved in fatal accidents in 2024, 4 were between 14 and 17 years old and 4 were over 64 years old; 47 were men and 2 were women.

The proportion of tractor drivers involved in accidents who were under the influence of alcohol (8% of those tested) is similar to that of PV drivers (9%); the proportion of drivers who tested positive for illegal drugs (1%) is lower than that of PV drivers (5%).

Ambulances

In 2024, **108 accidents involved an ambulance** (122 in 2023). **4 people were killed** (2 ambulance passengers and 2 people struck by an ambulance: 1 pedestrian and 1 passenger vehicle driver).

61% of injury accidents involving an ambulance occur in urban areas, but the four fatal accidents occurred outside urban areas, including one on a motorway.

Three-quarters of injury accidents involving an ambulance occur during the day and one-quarter at night. The four fatal accidents occurred outside urban areas (including one on a motorway) and none in the Ile-de-France region.

In 68% of cases, the ambulance driver was presumed responsible.

Two-thirds of the ambulance drivers involved were aged between 18 and 44, and three-quarters were men. Only one ambulance driver tested positive for alcohol and only one was found to be under the influence of illegal drugs.

The proportion of ambulance drivers involved in accidents who were not wearing a seatbelt is almost identical to that of private vehicle drivers (8% and 6% respectively).

Accidents involving a utility vehicle

In 2024, 38% of people killed in accidents involving a utility vehicle (UV) were vulnerable road users (pedestrians, cyclists, motorcyclists). 35% of those killed were occupants of the UV.

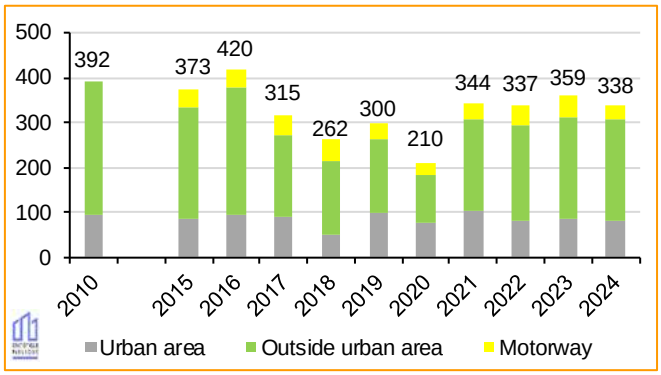
Changes in mortality rates in accidents involving a UV

	Deaths			Evolution	
	2024	2023	2019	2019-2024	2023-2024
In UV acc.	338	359	300	+ 12,7 %	- 5,8 %
of which in the UV	120	125	98	+ 22,4 %	- 4,0 %

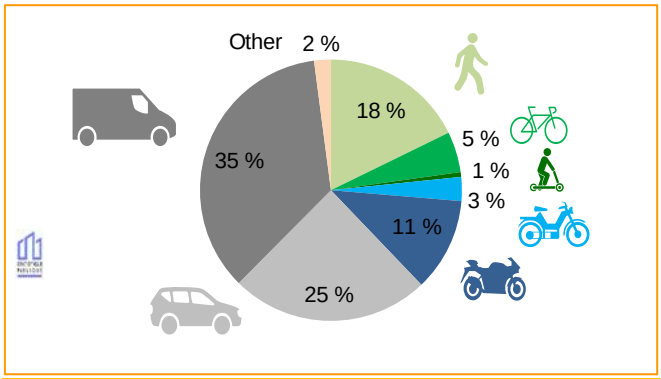
Average annual change*	2019 to 2024	2010 to 2019
Deaths in UV acc.	+ 2,4 %	- 3,6 %
of which in the UV	+ 4,1 %	- 4,3 %
Total deaths	- 0,3 %	- 2,3 %

* Reading: between 2010 and 2019, the number of UV users' deaths decreased by an average of -4.3% per year.

Changes in the number of deaths in accidents involving an UV by road environment

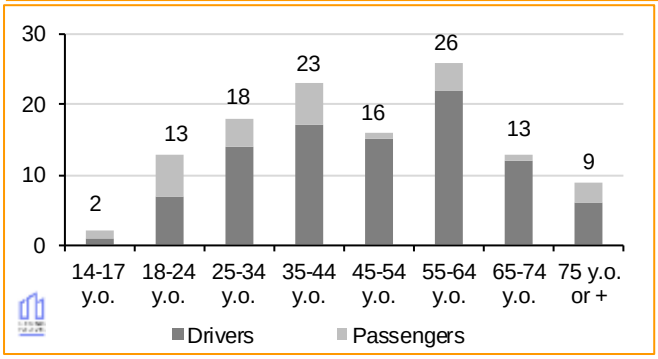


Distribution of deaths in accidents involving an UV by travel mode



	Walking	Pedal cycle	mPMD	Moped	Motorbike	PV	UV	Other	Total
Deaths	60	17	2	10	39	83	120	7	338

Distribution of UV occupants' deaths by age and position in the vehicle



In 2024, 338 people were killed in accidents involving a utility vehicle (UV), a decrease of 5.8% compared to 2023. This represents 11% of road deaths. Of those killed, 120 were travelling in a UV and 218 were travelling by other means. The number of deaths in accidents involving a UV has remained stable overall since 2021. The proportion of UV occupants among all those injured is estimated at less than 3% (estimate from the Rhône Register).

Compared to the number of deaths in accidents involving heavy goods vehicles (399 deaths), the number involving UV is lower (a difference of 61 deaths in 2024).

Exposure to risk

Between 2019 and 2024, the UV fleet grew by +4.3%[1]. However, their traffic decreased by 3.9%, a greater reduction than that observed for HGVs (-2.2%).

In 2024, 7.7% of vehicles involved in injury accidents were utility vehicles, even though these vehicles account for 14% of the kilometres travelled in France.

Victims outside the utility vehicle

In 2024, two-thirds of people killed in accidents involving a utility vehicle were outside the vehicle. Of these 218 people killed, 59% were vulnerable road users, including 60 pedestrians and 39 motorcyclists. Motorists (PV) accounted for a quarter of those killed in accidents involving a utility vehicle.

Victims in UV

Of the 120 people killed in UV in 2024, 8 out of 10 are drivers. The majority (7 out of 10) are between 25 and 64 years old. Men also make up the majority (9 out of 10).

In one in three cases, the UV user killed was not wearing a seat belt (among the 107 cases where the information is known), and nearly half of the UV passengers killed were not wearing their seat belts. Those killed in UVs are presumed responsible 7 times out of 10.

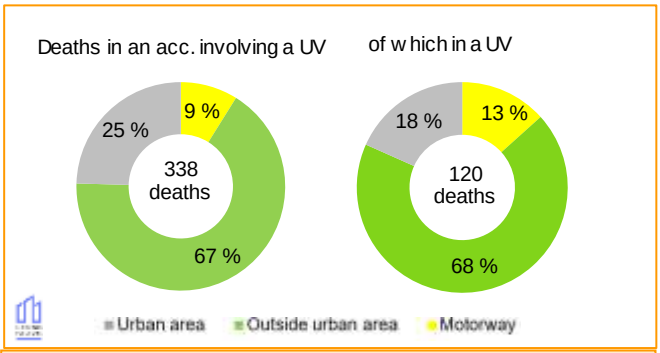
By type of collision and obstacles struck

In 2024, half of the 120 people killed in UV died in accidents without a third party (vehicle alone, no pedestrians). When there was a collision with another vehicle, it was usually with a heavy goods vehicle (26 deaths) or a passenger car (20 deaths).

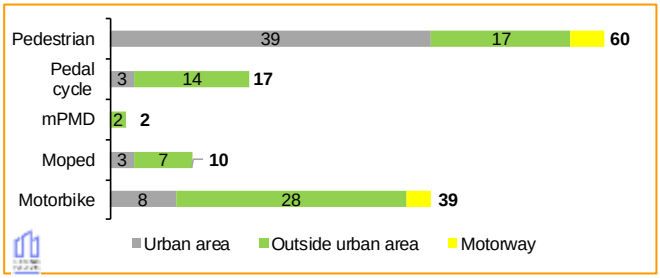
Of the 62 fatal accidents involving UV without a third party, 19 were caused by a collision with a tree and 9 with a ditch, embankment or rock face.

[1] Transport accounts in 2024, CGDD/SDES 2025

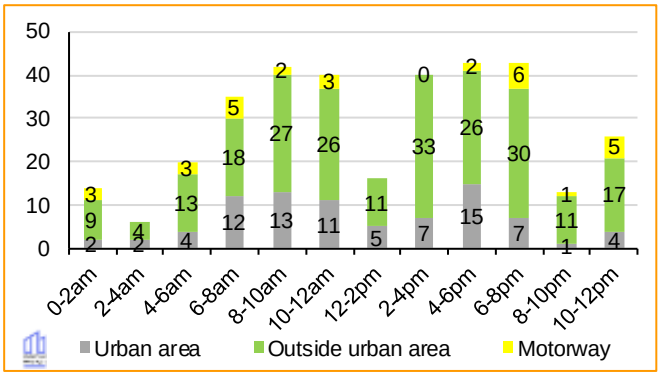
Distribution of deaths in accidents involving a UV, including those in an UV, by road environment



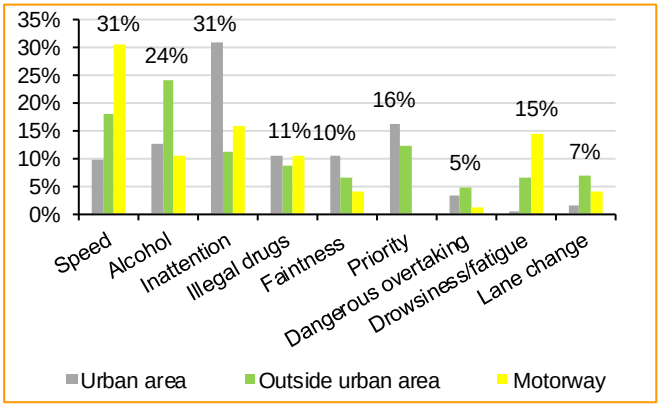
Number of vulnerable road users' deaths in an accident involving an UV, by road environment



Number of deaths in accidents involving a UV by hour and road environment



Share of the five main factors among UV drivers presumed responsible for fatal accidents (2022–2024)



By road environment

The main issue in terms of deaths in accidents involving UV is **on roads outside urban areas**: these roads account for **two-thirds of deaths** in UV accidents. This proportion is higher than for accidents without UV but close to that for accidents involving a passenger car.

For pedestrians killed in accidents involving an UV, the issue is in urban areas: of the 60 pedestrians killed, two-thirds were killed in urban areas. **In accidents involving a UV in urban areas, half of those killed were pedestrians.**

By hour, day and month

Deaths in accidents involving a UV tend to occur **during the day** (57%). This distribution is the same as for accidents involving a PV. Conversely, on motorways, 21 of the 30 deaths in accidents involving a UV occur at night.

Between 7 a.m. and 8 p.m., the distribution of deaths in accidents involving a UV is consistent, with a sharp decline between noon and 2 p.m.

76% of deaths in accidents involving a UV occur from Monday to Friday, compared with 92% for fatal accidents involving heavy goods vehicles and 66% for fatal accidents involving a PV.

The number of deaths per month in accidents involving a UV varies by a factor of two: the highest number of deaths occurs in October (40) and the lowest in April (19).

Fatal accidents' factors

In 2024, 68% of UV drivers involved in fatal accidents are presumed responsible.

Among the 684 UV drivers presumed responsible for fatal accidents between 2022 and 2024, the five main factors identified are **alcohol, speed, inattention, failure to give way and illegal drugs**. Alcohol (20%) and speed (17%) are the most common factors among UV drivers. This is also the case for factors observed among PV drivers presumed responsible for fatal accidents, but to a greater extent for PVs (24% for alcohol and 31% for speeding). Inattention is a factor in 17% of cases involving utility vehicles: this proportion is lower among PV drivers (11% of cases).

The factors contributing to fatal accidents involving UV drivers vary depending on the road environment. In urban areas, inattention is noted in one in three cases. On motorways, speed is the most common factor (one in three), while on roads outside urban areas, alcohol is the most frequent factor (one in four).

Accidents involving a heavy goods vehicle

In 2024, 92% of road users killed in accidents involving a heavy good vehicle (HGV) were not in the HGV. Accidents involving an HGV are three times more deadly than accidents without HGV.

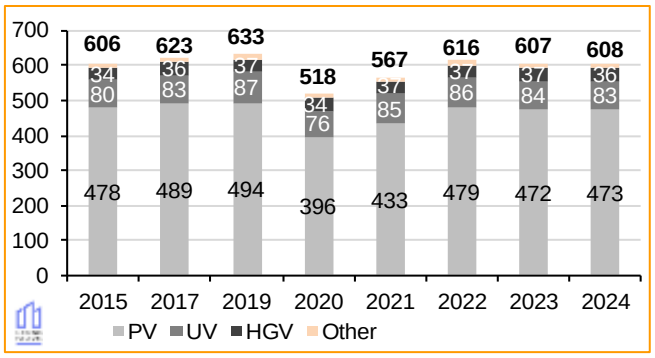
Changes in mortality in accidents involving a HGV

	Deaths			Evolution	
	2024	2023	2019	2019-2024	2023-2024
In acc. HGV	399	387	390	+ 2,3 %	+ 3,1 %
Of w hich in	30	45	36	- 16,7 %	- 33,3 %

Average annual change*	2019 to 2024	2010 to 2019
Deaths in HGV acc.	+ 0,5 %	- 3,9 %
of w hich deaths in HGV	- 3,6 %	- 6,4 %
Total deaths	- 0,3 %	- 2,3 %

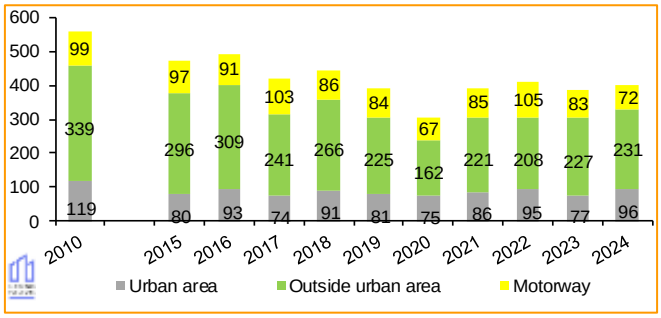
*Reading: between 2010 and 2019, the number of deaths in accidents involving an HGV decreased by an average of 3.9% per year.

Changes in road traffic by vehicle type (billion vehicle kilometres)

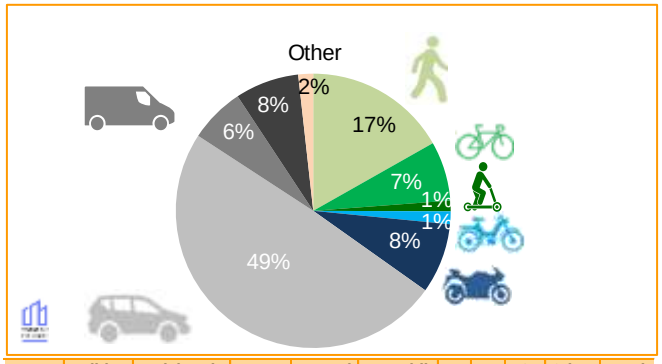


Foreign utility vehicles are classified with PV. Source: SDES 2025, traffic report.

Change in the number of deaths in accidents involving a HGV, by road environment



Distribution of deaths in heavy goods vehicle accidents by travel mode



	Walking	Pedal cycle	mPMD	Moped	Motorbik	PV	UV	HGV	Other	Total
Deaths	67	28	5	6	33	197	26	30	7	399

Accidents involving HGVs are **particularly serious**: they are fatal in 16% of cases, compared with 5% for accidents without HGVs.

In 2024, there were 2,297 accidents involving HGVs, down 17% from 2019.

In 2024, 399 people were killed in accidents involving heavy goods vehicles (12% of road deaths); 369 of them were not HGV users.

After a decline in road deaths in HGV accidents between 2010 and 2019, the death rate has remained stable since 2019. The number of deaths in HGV accidents rose from 390 in 2019 to 399 in 2024, while the number of HGV driver deaths fell from 36 to 30.

Risk exposure and foreign HGVs

HGVs account for 3% of vehicles involved in injury accidents and 6% of kilometres travelled by motor vehicles in France[1].

In 2024, foreign HGVs account for 30% of HGV journeys in France and 17% of HGVs involved in fatal accidents whose registration is known in the BAAC. They are rarely involved in accidents in urban areas and on roads outside urban areas (11% and 9% respectively). However, foreign heavy goods vehicles are involved in 47% of fatal accidents involving a heavy goods vehicle on motorways.

Victims in HGV

Of the 30 HGV users killed in 2024:

- 25 were drivers and 5 were passengers;
- 21 were killed in single-vehicle accidents;
- 11 were killed on motorways, 15 on roads outside urban areas and 4 in urban areas;
- 12 were over 55 years old, or 40%, which is comparable to what is observed for UV and PV (40% and 41% respectively).

For the period 2020-2024, more than half of the passengers killed were not wearing seat belts, compared with 27% of drivers.

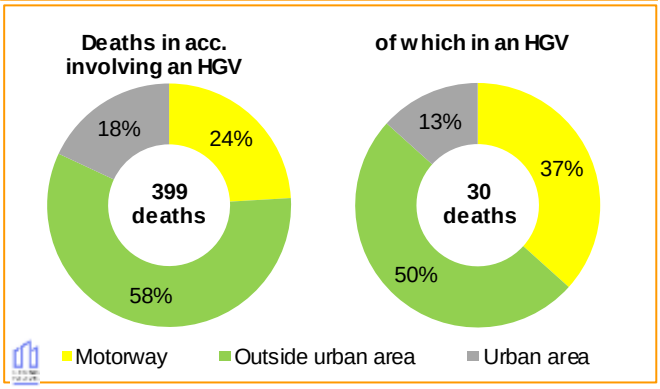
Victims outside the HGV

369 people killed in accidents with an HGV are not HGV users (i.e. 92% of those killed in HGV accidents).

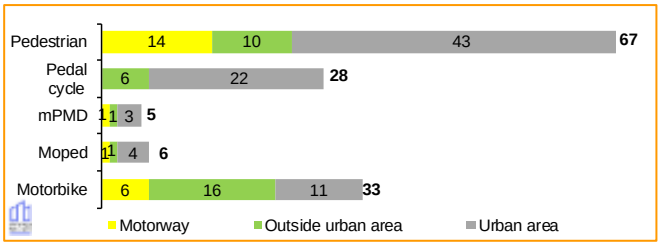
- The proportion of motorists' deaths in accidents with HGVs and in those without HGVs is similar (49% and 47% respectively).
- The proportion of pedestrians' deaths in accidents with HGVs (17%) is higher than in accidents not involving HGVs (14%).
- The proportion of motorcyclists' deaths in accidents with HGVs (8%) is lower than in accidents not with HGVs (20%).
- The proportion of cyclists' deaths in accidents with HGVs (7%) is identical to that in accidents not with HGVs.

[1] *Transport accounts in 2024, CGDD/SDES 2025, 2024 prov.*.

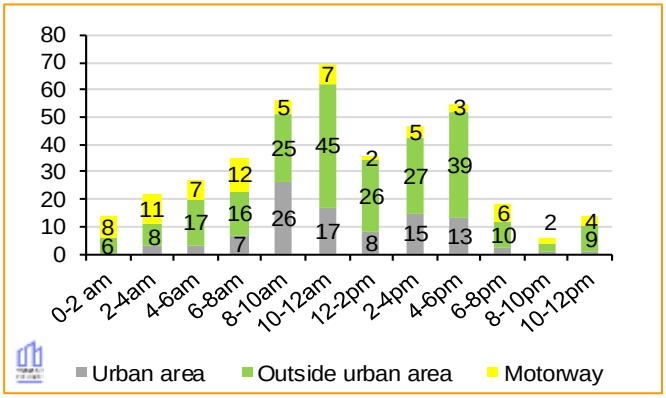
Distribution of deaths in accidents involving a HGV, including those in an HGV, by road environment



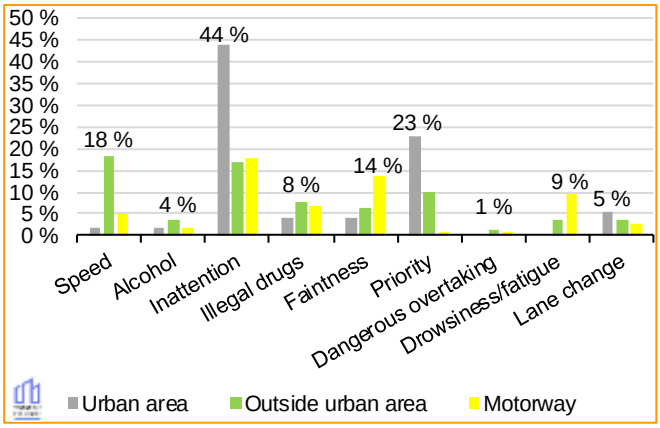
Number of vulnerable road users' deaths in an accident involving a HGV, by road environment



Number of deaths in accidents involving an HGV by hour and road environment



Factors of those presumed responsible for fatal accidents in HGV by road environment



By road environment

Accidents involving HGVs account for:
- 40% of total deaths on motorways (96);
- 12% of total deaths outside urban areas (231);
- 7% of total deaths in urban areas (72).

24% of deaths in accidents involving HGVs occur on **motorways**, a much higher proportion than for accidents without HGVs (5%).

In accidents involving HGVs, 58% of deaths occur on roads outside urban areas, which is equivalent to accidents without HGVs (61% of deaths). Half of the **motorcyclists** killed in accidents involving HGVs are killed on roads outside urban areas (16 out of 33).

18% of deaths in accidents involving HGVs occur in urban areas (compared with 34% of deaths in general). 6 out of 10 pedestrians deaths in accidents involving HGVs are killed in urban areas.

By time of day

The peak time for fatal accidents involving HGVs is between 8am and 10am in urban areas, between 10am and 12pm on roads outside urban areas, and between 6am and 8am on motorways. In total, 66% of deaths in HGV accidents occur in accidents that take place between 8am and 6pm.

92% of deaths in accidents involving HGVs occur between Monday and Friday.

By HGV category

Among the different types of HGVs involved in fatal accidents, three are in the majority:
- HGVs with trailers (causing 183 deaths);
- HGVs over 7.5 T without trailers (106);
- Road tractors with semi-trailers (100).

Fatal accidents' factors

HGV drivers are presumed responsible in 38% of fatal accidents involving them (compared with 70% for motorbike drivers and 68% for PV or UV drivers).

From 2022 to 2024, the main factors contributing to fatal accidents involving HGV users are inattention (28%) and non-compliance with priority rules (13%). In urban areas, the proportion of these two factors is even higher (44% and 23% of PR HGV drivers respectively). Outside urban areas, the main factors are excessive or inappropriate speed (18%) and inattention (17%).

For all fatal accidents, excessive or inappropriate speed and alcohol consumption are the two leading factors for all road users combined (present in 30% and 22% of PRs respectively): they are much less prevalent among HGV drivers (9% and 2% of PRs respectively).

Accidents involving a coach

In accidents involving a coach, 2 out of 5 deaths are vulnerable road users.

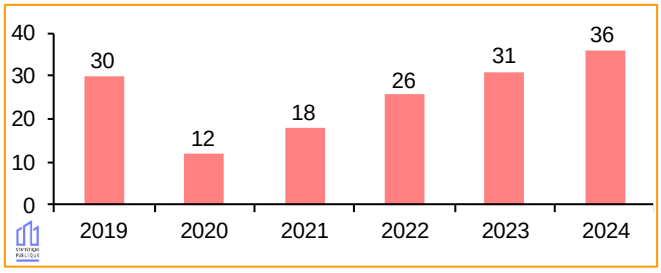
Change in mortality in accidents involving a coach

	Deaths**			BAAC injured**		
	2024	2023	2019	2024	2023	2019
In a coach accident	36	31	30	469	324	331
Of w hich in the coach	6	1	4	252	105	170

Average annual change*	2019 to 2024
Injured in coach acc.	+ 7,2 %
Total injured	- 1,7 %

* Reading: between 2019 and 2024, the number of people injured in accidents involving a coach increased by an average of +7.2% per year.

Change in the number of deaths in a coach accident since 2019**

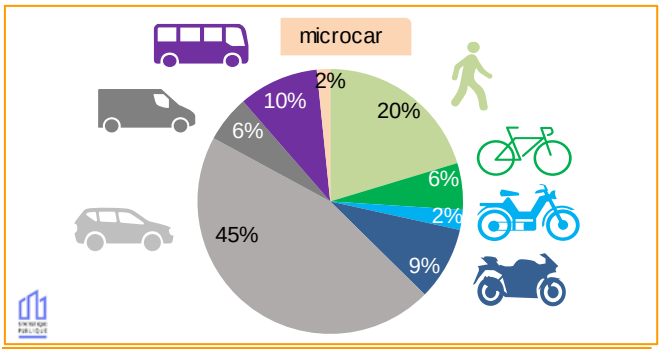


Serious fatal accidents in 2024

01/12/2024: coach alone in accident on the NR320 in Porté-Puymorens (66) – 3 people killed and 47 injured

21/11/2024: coach collides with 4 PV on the A6B in

Distribution of deaths in a coach accident by travel mode (2020 to 2024)**



	Walking	Pedal cycle	mPMD	Moped	Motorbike	PV	UV	Coach	Microcar	Total
Deaths	25	7	0	3	11	56	7	12	2	123

** **Improvements in the quality of data concerning the 'coach' and 'bus' vehicle categories** in the 2024 accident database have revealed that some accidents initially attributed to coaches were in fact attributable to buses. In order to ensure consistent accident statistics, **the data for the years 2019 to 2023 have been reconstructed according to these new criteria**.

In 2024, 223 injury accidents involved a coach[1] **(0.4 % of all accidents). 36 people lost their lives in these accidents** and 469 were injured (BAAC data).

For every coach passenger deaths, there were 5 deaths outside coaches in 2024. The majority of injury accidents involved only one or two victims (86%); four accidents involved more than 30 victims, two of which were fatal.

Victims

Between 2020 and 2024**, among the 123 deaths in coach accidents:

- 70% of those killed were travelling in a vehicle other than a coach (i.e. 86 deaths, including 21 vulnerable users on pedal cycle or PTW);
- 25 deaths were pedestrians (16 women and 11 seniors aged 65 or over);
- 12 deaths were coach occupants.

Among the coach users deaths, 8 were drivers (including one woman) and 4 were passengers (all women).

Presumed responsibility

In 2024, in fatal accidents involving coaches, 13 coach drivers (all men) were presumed responsible, 2 of whom died. 5 of them were found to have been **inattentive**, 2 had suffered a medical episode and 2 were under the influence of illegal drugs.

By road environment and type of collision

In 2024, one-third of coach injury accidents occur on roads outside urban areas and account for half of all coach-related deaths. Half of all coach accidents occur in urban areas, accounting for one-third of deaths, and one in ten coach accidents occur on motorways (accounting for one in ten deaths).

In 2024, 72% occur during a collision with another vehicle. 20% involve a pedestrian and 8% involve a coach alone.

Among the third-party vehicles involved, 56% are PV, 19% are PTW, 10% are UV and 5% are pedal cycles.

Collisions between a coach and another vehicle are mainly side-on (37% of cases, 7 deaths), head-on (27% of cases, 10 deaths) or rear-end (16% of cases, 1 death).

By time of day

Injury accidents involving coaches mainly occur **from Monday to Friday** (87% for 69% of deaths) and during daylight hours (72% for 53% of deaths). 52% occur during rush hour between 7am and 10am and 4pm and 7pm (39% of deaths).

[1] Vehicle used for the long-distance transport of persons, allowing the occupants of the vehicle to travel mainly or exclusively in seats.

Accidents involving a bus

Between 2020 and 2024, 71% of deaths in bus accidents were vulnerable road users and 8% were bus occupants.**

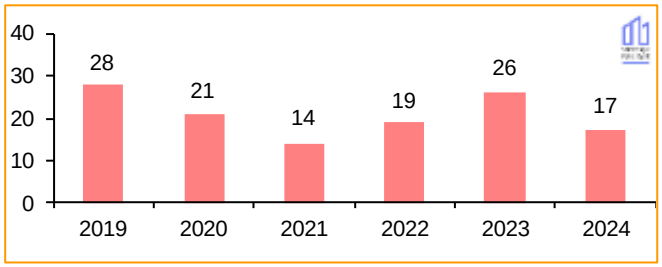
Change in mortality in accidents involving buses

	Deaths**			BAAC injured**		
	2024	2023	2019	2024	2023	2019
In a bus accident	17	26	28	1033	834	905
Of which in the bus	1	4	0	463	370	368

Average annual change*	2019 to 2024
Injured in bus acc.	+ 2,7 %
Total injured	- 1,7 %

*Reading: between 2019 and 2024, the number of people injured in bus accidents increased by an average of +2.7% per year.

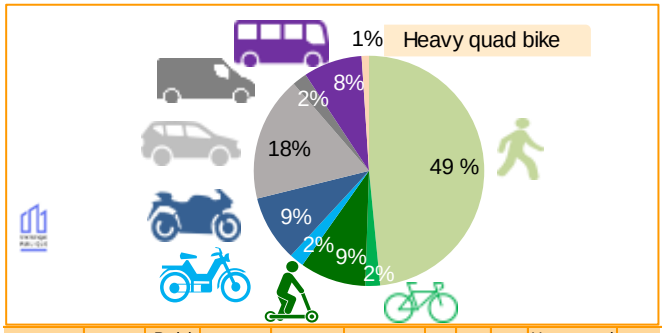
Change in the number of deaths in a bus accident since 2019**



Serious fatal accidents in 2024

03/03/2024: bus alone in accident on the A6 motorway in Chailly-sur-Armançon (21) – 1 person killed and 9 injured

Distribution of deaths in a bus accident by travel mode (2020–2024)**



	Walking	Pedal cycle	mPMD	Moped	Motorbike	PV	UV	Bus	Heavy quad bike	Total
Deaths	47	2	9	2	9	17	2	8	1	97

**** Improvements in the quality of data concerning the 'coach' and 'bus' vehicle categories** in the 2024 accident database have revealed that some accidents initially attributed to coaches were in fact attributable to buses. In order to ensure consistent accident statistics, **the data for the years 2019 to 2023 have been reconstructed according to these new criteria**.

In 2024, 664 injury accidents involved a bus [1] 0.5% of all accidents). **17 people lost their lives in these accidents** and 1,033 people were injured (BAAC data).

For 1 bus passenger deaths, there were 16 deaths outside the bus in 2024. 9 out of 10 injury accidents involved one or two victims. 7 accidents (including 1 fatal) involved at least 10 victims.

Victims

Between 2020 and 2024**, among the 97 deaths in bus accidents:

- **half of the deaths were pedestrians** (28 were men; 24 were seniors over 65, including 14 women and 10 men);
- 42 deaths involved people travelling in vehicles other than buses (including 9 people who died in motorised personal mobility devices and 13 other vulnerable users on pedal cycle or PTW);
- 8 deaths involved bus occupants.

Among the bus users killed, 2 men were drivers and 6 were passengers (4 women and 2 men).

Of the 187 pedestrian victims, 43% were involved in accidents on pedestrian crossings, 41% on roads outside pedestrian crossings and 14% on pavements.

Presumed responsibility

Between 2020 and 2024**, in the 96 fatal accidents involving a bus, 38 bus drivers were presumed responsible (including 32 men). Various factors were identified, including: inattention in 16 cases, failure to give way in 8 cases, and alcohol or illegal drug consumption in 3 cases.

By road environment and type of collision

In 2024, **91% of injury accidents** involving a bus occurred in **urban areas** (16 deaths).

28% of injury accidents involved a bus and a pedestrian (8 deaths), 5% involved a bus alone (1 death), and 67% involved a bus and another vehicle (8 deaths).

52% of third-party vehicles involved were PV, 13% were PTW, 13% were pedal cycles, 10% were UV and 7% were mPMD. Collisions between a bus and a vehicle mainly occur on the side (53% of cases, 2 deaths), from behind (22% of cases, 0 death) or head-on (13% of cases, 4 deaths).

By time of day

74% of bus accidents occur during the day, 17% at night with street lighting on. 84% occur on a weekday, 42% between 1 p.m. and 7 p.m.

[1] Public transport vehicles, urban or interurban, designed and equipped to be operated mainly in urban areas. They have seats and standing room for passengers.

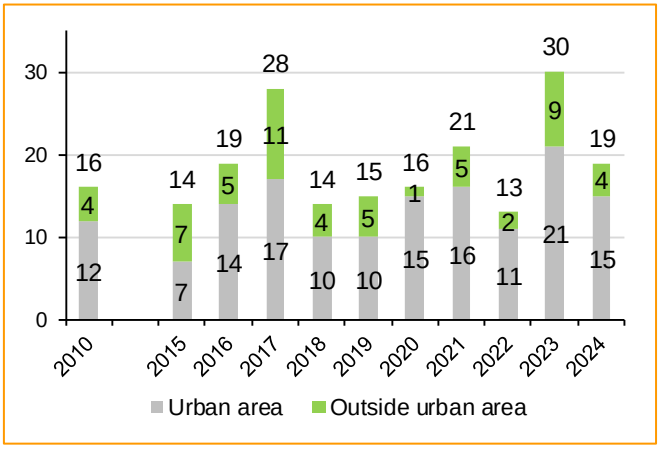
Accidents involving a train

61% of accidents involving trains are fatal. Passengers in PV and pedestrians are the most frequent victims.

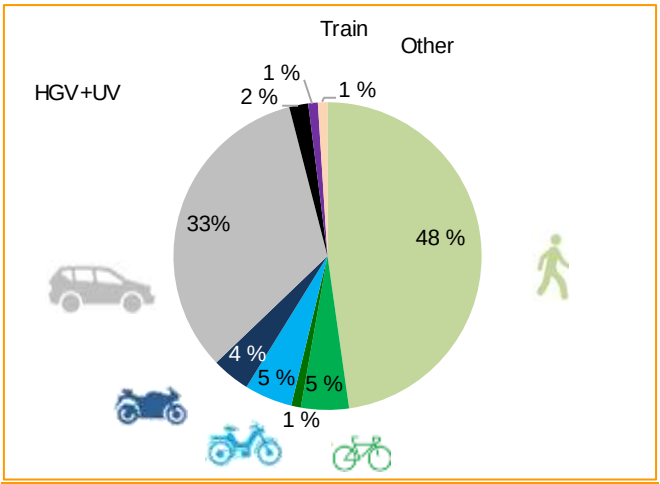
Change in mortality in accidents involving trains

	2024	2023	2019
Accidents involving a train	31	39	32
Deaths in accidents involving a train	19	30	19
Injured in accidents involving a train	14	22	33

Change in the number of deaths in accidents involving trains, by environment

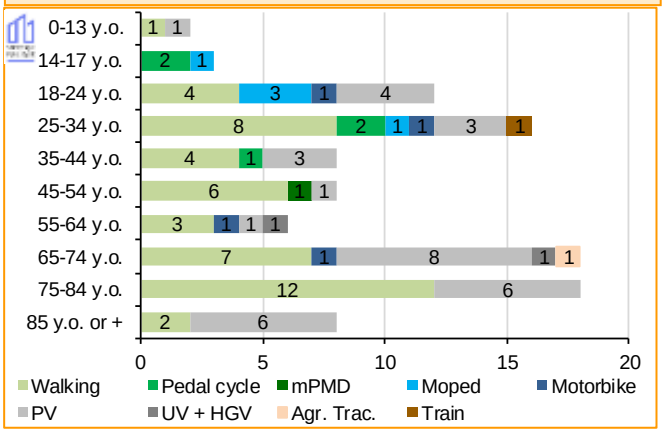


Distribution of deaths in accidents involving trains, by travel mode (2020–2024)



	Walking	Pedal cycle	mPMD	Moped	Motorbike	PV	UV + HGV	Train	Other	Total
Deaths	47	5	1	5	4	33	2	1	1	99

Number of deaths in accidents involving trains over a 5-year period, by age and travel mode (2020–2024)



In 2024, the BAAC reported 31 accidents involving trains. These were particularly serious, as 19 of them were fatal (61%), whereas only 6% of all accidents are fatal.

The 19 deaths in 2024 break down as follows:
– 12 pedestrians, including 11 in urban areas and 5 between 6 p.m. and 11 p.m.;
– 7 male drivers of PV, including 4 in urban areas.

By travel mode and age

Between 2020 and 2024, half of those who died in accidents involving trains were pedestrians and a third were occupants of passenger vehicles. These accidents are more likely to occur in urban areas: 87% of cases involving pedestrians and 76% of cases involving PV occupants. There are also 9% of motorcyclists and 5% of cyclists. Half of all pedestrian deaths occur at night; three quarters of PV occupant deaths occur during the day.

People aged 65 and over are more likely to be affected, accounting for 44% of deaths in accidents involving trains between 2020 and 2024. More specifically, 26% of people who died in accidents involving trains were aged 75 or over. People aged 65 and over who are killed in accidents involving trains are just as likely to be pedestrians as motorists.

Level crossings in France[1]

Of the 15,000 level crossings in France (where railway tracks and roads cross at the same level), 60% are equipped with automatic devices (lights and/or barriers). 1% are on national roads, 32% on departmental roads and 67% on municipal roads.

The Mobility Orientation Law (LOM) of 24 December 2019 makes it compulsory for road managers, in coordination with rail infrastructure managers, to carry out road safety assessments on all level crossings (except in specific cases). The decree of 6 April 2021 specifies the content of this assessment and its frequency (5 years); all of these assessments are included in a database accessible to the public[2]. As of 4 December 2024, 146 level crossings deemed to be a priority for safety improvements are included in the national safety programme.

Certain accidents specific to railways are not recorded in the BAAC file (suicides, victims at stations): see *Railway accident statistics*. (2025, 1 April). SNCF Réseau. https://www.sncf-reseau.com/fr/securite-ferroviaire/laccidentologie-ferroviaire.

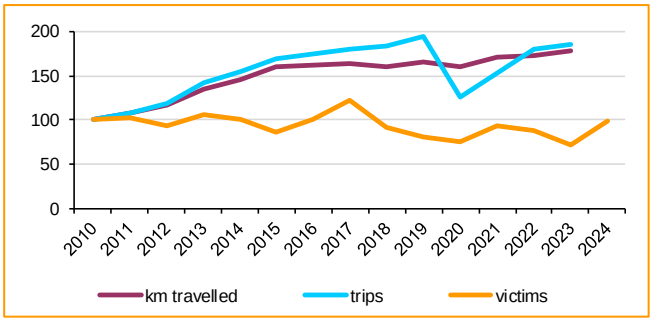
[1] https://www.ecologie.gouv.fr/politiques-publiques/passages-niveau
[2] https://diagnostic-pn.cerema.fr/

Accidents involving a tram

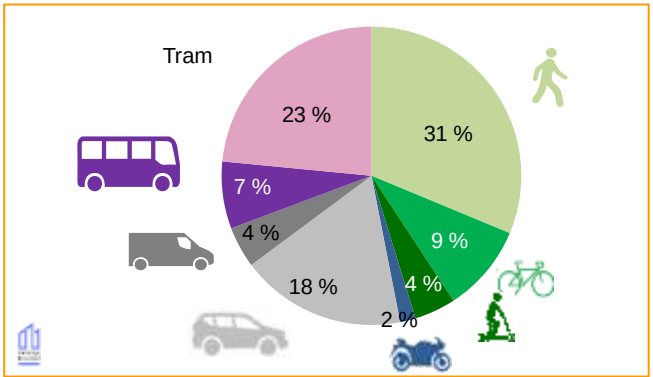
40% of victims (killed or injured) in accidents involving trams are pedestrians or cyclists.

	2024	2023	2019	Evolution	
				2019-2024	2023-2024
Accidents involving a tram	123	110	115	+ 1,7 %	+ 11,8 %
Deaths in acc with tram	8	5	3	+ 5	+ 3
BAAC injured in acc with tram	171	125	144	+ 4,4 %	+36,8%

Change in the number of kilometres travelled, trips made, and victims (base 100 in 2010)

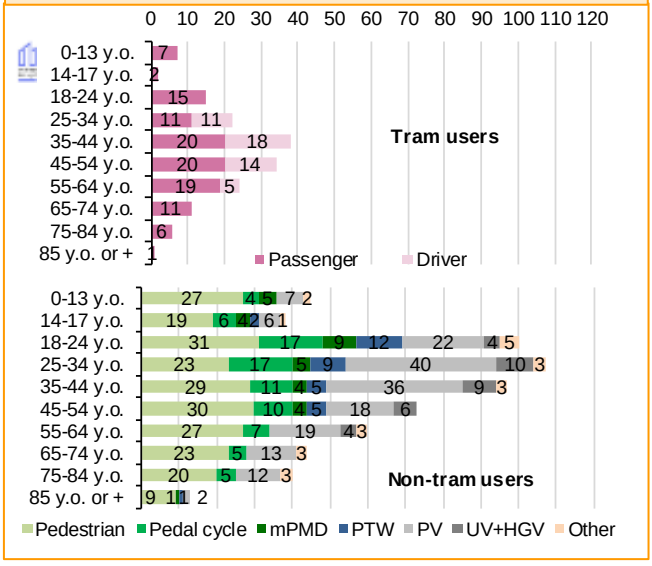


Number of victims in tram accidents by travel mode (2024)



	Walking	Pedal cycle	mPMD	PTW	PV	UV+HGV	Bus	Tram	Total
Deaths	7	0	0	0	1	0	0	0	8
Injured	49	17	8	3	31	8	13	42	171

Number of victims in tram accidents by travel mode and age (2020-2024)



As of 31 December 2023, 30 French urban areas are served by tramways, covering a total length of 930 km[1].

In 2024, 123 accidents involving trams were recorded in the BAAC database. The number of accidents, deaths and injured in 2024 is similar to the average over the last 10 years, but higher than in 2023. There were 22 accidents with at least one person injured on the tram. These were mainly accidents with one or two victims (16 cases).

The number of accidents involving trams per million kilometres travelled[1] by trams decreased in 2023, from 1.6 in 2022 to 1.3 (2024 mileage data not yet published).

In 2024, two urban areas accounted for 40% of tram accidents: Paris (28) and Lyon (21). The rest were spread across 20 urban areas.

Victims

In the same year, **8 people were killed in these accidents: 1 motorist** aged 22 and **7 pedestrians** (of all ages). All were men.

Of the 171 injured in tram accidents, **25% were in the tram and 75% outside**.

Outside the tram, **pedestrians** were the most affected: 7 pedestrians were killed and 49 were injured. All ages were affected, with no over-representation of elderly pedestrians. The 31 **PV occupants** who were injured represent another issue. Half of them were between 25 and 44 years old. In 2024, an accident between a tram and a bus resulted in 13 injured passengers on the bus.

Of the 42 injured on the tram in 2024, 12 were drivers and **30 were passengers**. Of the injured tram passengers, 80% were between 25 and 64 years old.

Accident scenario

The main scenario [2] for pedestrian accidents involving direct conflict with a tram **involves pedestrians crossing the entire street and being struck on the first tram track they encounter.** In indirect conflict (not covered in the figures), the main scenario involves pedestrians rushing to board or alight from public transport and being struck by a road vehicle on the adjacent tracks.

The BAAC data differs from the data published by the STRMTG based on operator reports. The latter includes all tram-related incidents: collisions with third parties, passenger accidents including falls during emergency braking, etc.

[1] https://www.strmtg.developpement-durable.gouv.fr/rapports-annuels-sur-le-parc-le-trafic-et-les-a556.html

[2] Study of pedestrian accidents on streets with public transport facilities (phase 2), Cerema, 2016.

Accidents involving a foreign vehicle

Over a third of foreign vehicles involved in fatal accidents are heavy goods vehicles.

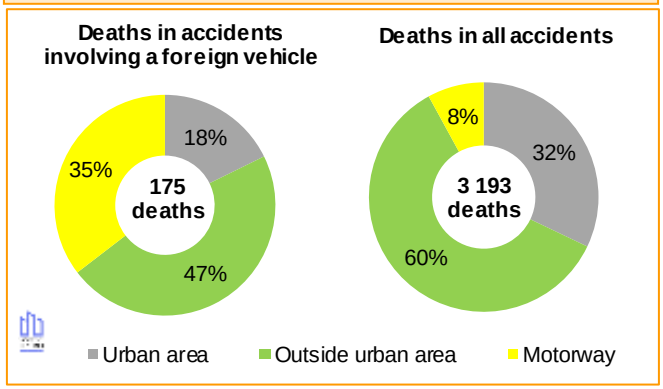
Deaths in accidents involving a foreign vehicle	Deaths in accidents involving a foreign vehicle
175	68

Registration of foreign vehicles involved in injury accidents

	2024						2023
	PV	HGV PT	UV	Motorbike	Other	Total	
Germany	155	14	22	44	18	253	250
Belgium	156	18	15	19	9	217	237
Spain	69	121	9	11	6	216	229
Poland	38	85	27	7	1	158	176
Switzerland	101	0	10	25	6	142	136
Monaco	66	0	3	14	27	110	20
United Kingdom	65	4	9	20	5	103	83
Netherlands	59	13	5	6	4	87	101
Romania	22	46	18	0	1	87	104
Italy	33	16	7	28	2	86	116
Portugal	23	39	8	4	1	75	77
Lithuania	3	60	2	0	0	65	63
Luxembourg	43	7	7	4	1	62	43
Bulgaria	13	15	3	0	0	31	28
Other countries	85	50	15	15	18	183	154
Total	**931**	**488**	**160**	**197**	**99**	**1875**	**1 817**

*"Other countries" includes 43 different countries.

Distribution of deaths in accidents involving foreign vehicles and total deaths by road environment



Sending fixed penalty notices (ACO) to partner countries in 2024

Source: ONISR, *2024 Road traffic violations annual report*

175 people were killed in 2024 in accidents involving foreign-registered vehicles[1], accounting for 5% of all deaths. Of the 175 deaths, 39% (68 people) were drivers or passengers of the foreign vehicle. In 2023, foreign vehicles accounted for 9% of passenger transport in light vehicles in France[2]. 41% of freight transport is carried out by foreign vehicles.

Fatal accidents involving foreign vehicles are often more serious than others. This severity (1.19 deaths per fatal accident), which is higher than that of other fatal accidents (1.06), can be explained by the higher proportion of **heavy vehicles among** foreign vehicles.

By the vehicle type

Heavy goods vehicles account for 25% of the 1,875 foreign vehicles involved in accidents. This is significantly higher than among French vehicles (3%). On the other hand, the proportion of foreign passenger vehicles involved is lower: 50% compared to 58% for French vehicles.

By the country of origin

In 2024, half of the foreign vehicles involved are registered in four countries:

- Germany and Belgium each account for 17% of passenger vehicles;
- Spain accounts for 25% of heavy goods vehicles;
- **Poland** accounts for 18% of **heavy goods vehicles** and 17% of **utility vehicles**.

Half of the motorcycles registered abroad involved in accidents come from Germany, Switzerland and Italy.

By the road environment

Deaths in accidents involving foreign vehicles are more likely to occur on motorways (35%) than in all accidents (7%). Conversely, only 18% of deaths occur in urban areas.

By the department

The 22 border departments accounted for 29% of accidents involving foreign vehicles and 32% of deaths (56 people killed). 24% of accidents involving foreign vehicles occurred in Île-de-France, but these were rarely fatal (13 deaths).

Offences

In 2024, of the 14.2 million fixed penalty notices issued for offences detected by automated enforcement, 2.1 million were sent abroad (-20.3% compared to 2023).

[1] In the rest of this text, the term 'foreign vehicle' refers to a vehicle registered abroad, and 'French vehicle' refers to a vehicle registered in France..

[2] *Key transport figures, SDES, 2025.*

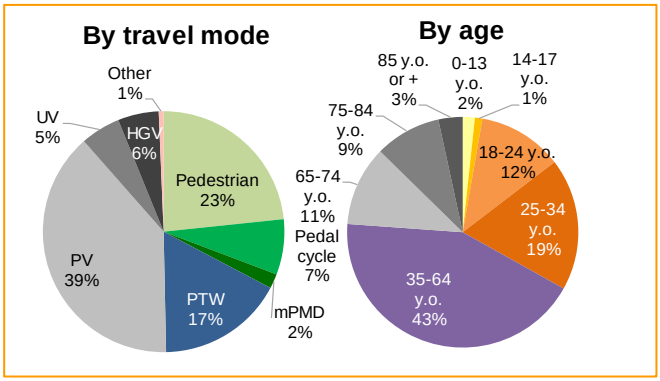
Accidents involving foreign nationals

Population, deaths and presumed responsible by nationality in France mainland, 2022–2024

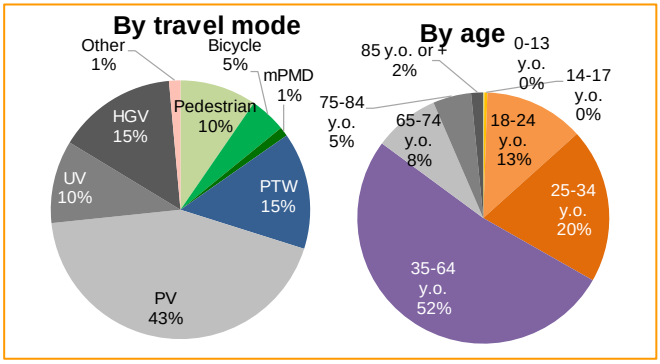
	Avg. pop. (thousands)	Pop. Share	Deaths	Deaths share	PR	PR share
France	62 730	92,1%	8 606	91,8%	9 125	92,2%
EU 27	1 498	2,2%	311	3,3%	323	3,3%
Rest of Europe	475	0,7%	102	1,1%	91	0,9%
Africa	2 412	3,5%	238	2,5%	226	2,3%
America	314	0,5%	31	0,3%	49	0,5%
Asia	685	1,0%	83	0,9%	82	0,8%
Oceania	6	0,0%	2	0,0%	2	0,0%

Source: INSEE-pop. Estimated for foreigners living in France on the 1st of the following year for France (including overseas territories). Average population: reference years 2021-2023.

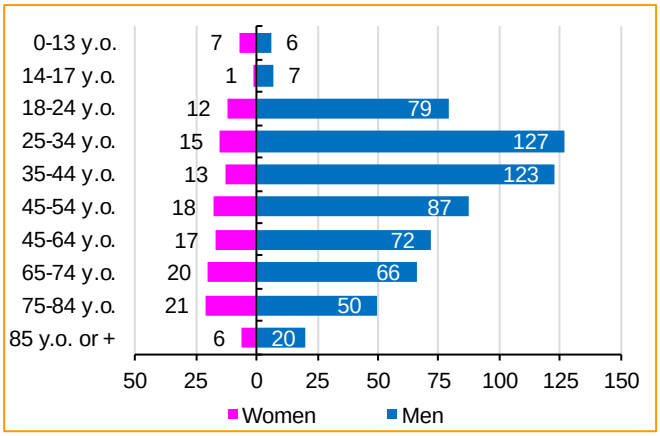
Foreign nationals' deaths in France mainland by travel mode and age, 2022-2024



Foreign nationals PR for fatal accidents in France mainland by travel mode and age, 2022-2024



Foreign nationals' deaths in France mainland by gender and age, 2022–2024



In 2024, **259 foreigners** died in road accidents in France mainland, and a total of **402 people died in accidents involving foreign drivers**.

A total of 5.4 million foreigners reside in France (average for 2021-2023), **representing 8% of the total population living in the country**. Among these foreigners, 45% are African nationals, 27% are nationals of another EU 27 country, and 13% are Asian nationals.

However, foreigners involved in accidents on French territory do not necessarily reside in France, such as tourists or lorry drivers. The latter can be studied in more detail on page 118, which presents the focus of vehicles registered abroad.

By nationality

Over a 3 year period (2022-2024), among the 9,373 deaths in France mainland for which nationality is known, 767 were foreigners. **The latter represent 8% of road deaths in France mainland**.

Furthermore, over the same three-year period, of the 9,896 presumed responsible for fatal accidents whose nationality is known, 773 are foreign nationals. **Foreign nationals represent 8% of those presumed responsible for fatal accidents**.

By age and gender

Among the 767 foreign nationals killed in France mainland between 2022 and 2024, 43% were between 35 and 64 years old, 23% were 65 or older, and 19% were between 25 and 34 years old. **83% of foreign nationals killed were men**. Thus, with 488 deaths, **men between the ages of 18 and 54 alone account for 54% of foreigners killed in France**.

As for the ages of foreigners presumed responsible for fatal accidents, 52% of them were between 35 and 64 years old, 20% were between 25 and 34 years old, and 15% were 65 years old or older.

By travel mode

Half of the foreigners killed in France mainland between 2022 and 2024 were vulnerable road users. More specifically, after PV (39% of deaths), **pedestrians are the second most represented travel mode** among foreigners (23%) and PTW are the third (17%). For the year 2024, occupants of **utility vehicles**, **heavy goods vehicles** and **public transport** recorded a total of 22 deaths (8%).

70% of foreigners presumed responsible for fatal accidents in France mainland between 2022 and 2024 were motorised road users (43% in PV, 10% in UV and 15% in HGV).

Accidents involve multiple factors: in France, the FLAM study on the factors triggering fatal accidents in 2015 identified that **human factors** are present in 92% of fatal accidents, factors related to **infrastructure** in 30%, factors related to the **vehicle** in 20% and **traffic conditions** in 18%.

For each person presumed responsible, police forces can record up to three **behavioural factors**.

In **fatal accidents**, excessive or inappropriate **speed** and **alcohol** remain the top two factors cited (for 29% and 22% of those presumed responsible, respectively). **Inattention**, **illegal drugs** and **illness** are cited in 14%, 13% and 10% of those presumed responsible (PR), respectively. **Dangerous manoeuvres** (dangerous overtaking, lane changes, failure to maintain a safe distance) are cited by 11% of PRs, **failure to give way** by 10% of PRs and **wrong-way driving** by 4% of PRs.

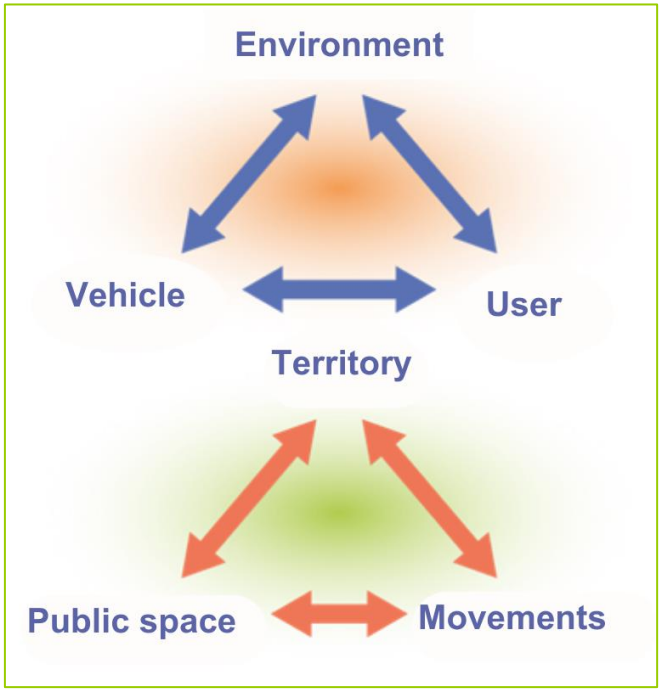
Accident factors

Risk factors

In line with the 'Safe System' approach (see pages 26-27), accident analysis in France is based on the principle that accidents are the result of a combination of simultaneous events relating to various policies (education, mobility, urban planning, infrastructure, enforcement, justice, health, etc.).

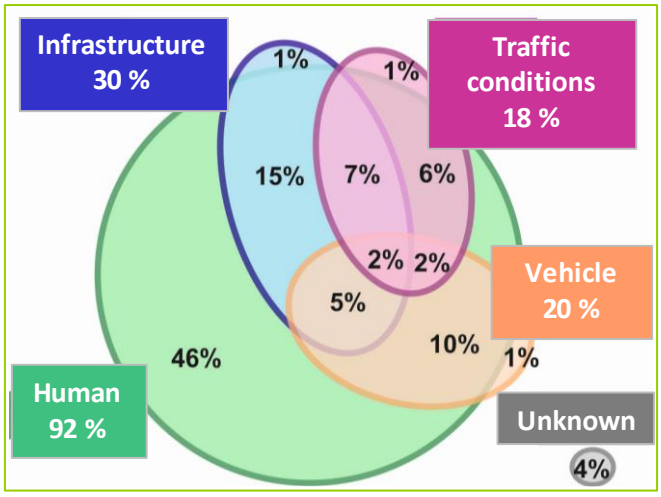
The multifactorial nature of accidents is central to accident analysis

The components of the accident representation system



Source: *Sécurité des aménagements en agglomération*, methodological guide, CERTU, 2007.

2015 Causal factors of fatal accidents (HVIC)



Source: *FLAM*, Cerema, 2019.
Legend HVIC: H = human factor; V = vehicle factor; I = infrastructure factor; C = traffic conditions factor; Unknown = unidentifiable causes.

Understanding accidents: the notion of system

A road accident causes **at least one victim** requiring medical care, occurs on **a road open to public traffic** and involves **at least one vehicle**. The analysis of travel insecurity draws on the notion of system, which makes it possible to go beyond causal approaches and thus open up short-, medium- and long-term perspectives. The concept of a system allows us to represent the accident through a set of three interacting components: the driver, their vehicle and the road environment in which they are travelling.

This representation must be interpreted in a much broader sense. More specifically, it refers to the interactions between users on the move, the territory in which this movement takes place, the infrastructure that supports their movements and the organisational framework of the territory in the broadest sense.

At this scale, the concept of a system leads us to consider that the insecurity of movement is not the result of simple 'causes' that could be attributed, for example, to the shape of the territory, the design of public spaces or infrastructure. The problems lie in the interactions between these different elements, in the difficult mutual adaptation between the territory, the design of public space, infrastructure and their legibility for users.

Understanding the accident: accident factors

By taking this frame of reference, it is possible to identify triggering or contributing factors that play a part in the course of the accident. These factors correspond to an element (presence or absence) or a specific state of a component of the Human-Vehicle-Environment (HVE) system that played a role in the occurrence of the accident and without which the accident would not have occurred or its probability of occurrence would have been greatly reduced.

These factors are identified by reconstructing the sequence of events leading up to the accident: driving conditions, accident conditions, emergency conditions and impact conditions. The factors are associated with components of the HVE traffic system. Some of these components can be subdivided into sub-families: for example, the Environment factor can be broken down into elements relating to Infrastructure and those relating to Traffic Conditions (traffic, weather, etc.), hence the term HVIC rather than HVE.

In France, the FLAM study on the factors that cause fatal accidents concluded that the **human factor** is present in **92%** of cases, the **infrastructure** factor in **30%**, the **vehicle** factor in **20%** and the **traffic conditions** factor in **18%**.

Key Performance Indicators

Average speeds travelled by vehicles according to network, type and period, France mainland, 2024

Network	PV			HGV		
	SL (km/h)	Day	Night	SL (km/h)	Day	Night
Connecting motorways	130	114,0	114,7	90	81,8	82,9
2- or 3-lane roads outside urban areas	80-90	77,7	80,6	80	74,0	77,7
Arterial roads in medium-sized urban centres	50	43,7	48,4	50	41,3	50,8

SL: speed limit
Source: Speed Observatory – Results for 2024, ONISR, 2025.

Percentage of vehicle occupants wearing seat belts by travel mode, network, age, and seat position, France mainland, 2024

Network	PV			UV (front)
	Front	Rear		
		Adults	Children	
Connecting motorways	98,6 %	91,6 %	96,5 %	93,5 %
2- or 3-lane roads outside urban areas	98,4 %			96,6 %
Large urban areas	97,8 %	84,8 %	96,9 %	90,3 %

Source: Behaviour Observatory – Results for 2024, ONISR, 2025.

Percentage of two-wheelers users wearing helmets by travel mode and network, France mainland, 2024

Network	PTW	Cyclists
2- or 3-lane roads outside urban areas	95,9 %	
Large urban areas	100,0 %	46,3 %

Source: Behaviour Observatory – Results for 2024, ONISR, 2025.

Percentage of drivers using a mobile phone by travel mode and network, France mainland, 2024

Network	Cyclists	PV	UV	HGV
2- or 3-lane roads outside urban areas		8,3%	16,4%	12,2%
Large urban areas*	19,2%	9,5%	20,4%	23,2%

*Earphones and hands-free kits included
Source: Behaviour Observatory - Results for 2024, ONISR, 2025.

2024 results for the 'Alcohol,' 'Infrastructure', and 'Vehicle Safety' indicators

Alcohol	Infrastructure	Vehicle*
% of positive drivers	% of veh-km above the safety threshold	Average EuroNCAP rating
3,09%	27,06%	4,55

*Vehicle fleet 2011–2024
Sources: ONISR, *2024 Road traffic violations annual report*, 2025 ; SDES, *Bilan des transports*, 2025; UTAC

KPIs (Key Performance Indicators) are numerical indicators used to objectively assess the performance of a road safety system at a territory level. They are an integral part of the 'Safe System' approach to road safety. As part of the Trendline project led by the European Commission and coordinated by the SWOV institute for the period 2022-2025, 3 KPIs out of the following 8 are required from each of the 25 participating European countries[1] :

- **speed**;
- **seat belts** ;
- **protective equipment** for two-wheelers;
- **alcohol**;
- **distraction** (use of phones while driving) ;
- **vehicle** safety;
- **infrastructure** quality;
- **post-accident response time**.

These KPIs highlight the predominance of human factors (5 KPIs) and the presence of infrastructure (1 KPI) and vehicle (1 KPI) factors in proportions equivalent to those found in accidents (FLAM, 2015). The last KPI completes the systemic approach to road safety by adding victim care to the user-vehicle-environment triptych.

Collection of indicators

Data concerning the indicators "Speed", "Seat belts", "Protective equipment" and "Distraction" are all produced by the ONISR as part of its speed and behaviour observatory, via automatic or visual data collection twice a year in the field[2].

The "Alcohol" indicator corresponds to the proportion of drivers checked by the police forces and found to be above the legal limit.

The "Vehicle Safety" indicator is determined as the "average star rating" given by Euro NCAP to vehicles on the road [3].

The "Infrastructure" indicator is the proportion of kilometres travelled by vehicles on roads that meet a certain safety threshold. By approximation, motorways are considered to be the only roads that meet this threshold[4].

Finally, the post-accident care indicator corresponds to the average response time of emergency services at the scene of an accident (between the call and the arrival of emergency services on site). It is not currently determined but could soon be determined using e-Call information.

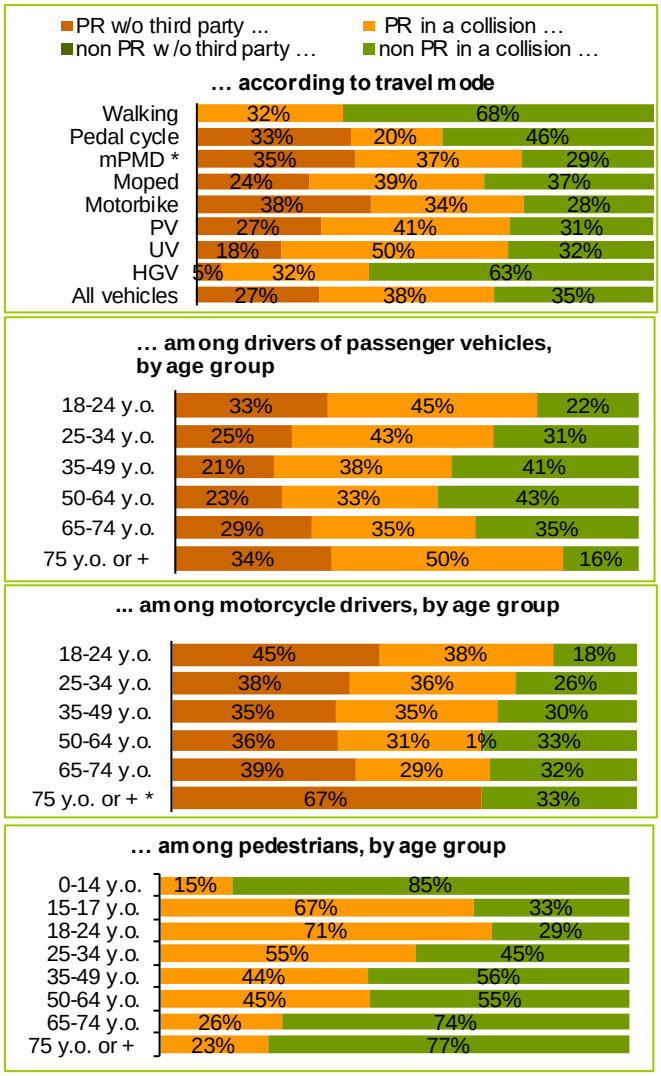
[1] 25 of the 27 European Union Member States are participating in the project (participants). Estonia and Malta are participating as observers, as are Switzerland and Norway
[2] Behaviour Observatory, Speed Observatory - Results for 2024, ONISR, 2025.
[3] See Vehicle safety, page 32.
[4] See Road traffic, page 92.

Presumed responsible (PR)

In 2024, of the 3,193 people who died on the roads, 2,019 were responsible for their own accident. 37% of those killed, or 1,174 people, were killed due to the fault of another road user involved in the accident.

For each injury accident, the presumed responsibility of the persons involved is assessed during the investigation carried out by the police forces and recorded in the BAAC reports.

Share of drivers and pedestrians presumed responsible (PR) in fatal accidents...



*: caution, low headcount

Deaths and presumed responsible (PR)

	Total	Men	Women	% Men
Deaths	3 193	2 465	728	77%
Total PR	3 130	2 625	505	84%
Dead PR	2 019	1 722	297	85%
Living PR	1 111	903	208	81%
Non-PR pers. killed...	1 174	743	431	63%
by a living PR...	1 028	644	384	63%
Man	834	522	312	63%
Woman	194	122	72	63%
by a dead PR...	126	83	43	66%
Man	110	73	37	66%
Woman	16	10	6	63%
without PR	20	16	4	80%

Reading: 384 women killed by presumed responsible alive

Users of soft modes are least often presumed responsible for fatal accidents in which they are involved: pedestrians in 32% of their fatal accidents and cyclists in 54% (only 29% of which involve women). However, there is one exception: users of mPMD, who are presumed responsible in 71% of fatal accidents (88% of which involve women). On the other hand, UV users, mopeds, tricycles and motorcycles are very often presumed responsible for fatal accidents in which they are involved (68%, 63%, 69% and 72% respectively). Amongst enclosed vehicles, heavy goods vehicle drivers remain the least likely to be presumed responsible for fatal accidents, at 38%, including 5% alone.

PV drivers

Passenger vehicle drivers aged 50-64 are the least likely to be presumed responsible (57%). Conversely, drivers aged 18-24 and 75 and over are most often presumed responsible, with rates exceeding 78%.

Among 18-24 year olds, 25-34 year olds and 35-49 year olds, women are less likely to be presumed responsible than men (63%, 56% and 50% respectively, compared to 83%, 73% and 64%).

Motorcyclists

The presumed responsibility of motorcyclists in fatal accidents in which they are involved varies less with age than for motorists. It decreases by around 15 points between the youngest age groups (18-24) and the oldest (75 and over). Regardless of age, female motorcyclists are less often presumed responsible than male motorcyclists.

Pedestrians

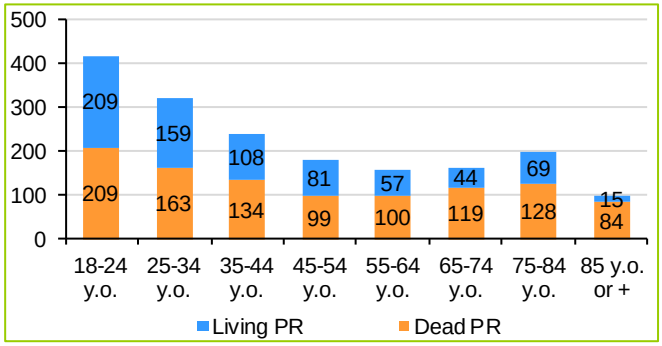
Pedestrians are presumed responsible in 20% of injury accidents and 32% of fatal accidents. Pedestrians aged 75 and over are rarely responsible for fatal accidents (23%). Conversely, pedestrians aged 15-24 are responsible for more than half of fatal accidents: 67% for those aged 14-17 and 71% for those aged 18-24 (only 40% for women and 71% for men).

Women are often victims

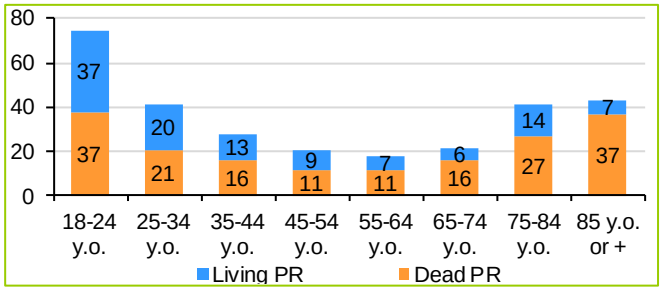
In 2024, 3,161 presumed responsible were identified, including 31 who fled the scene and whose gender is unknown. Of the 728 women who died in road accidents, 297 were presumed responsible for the accident, or 41%; a rate that rises to 70% among the 1,722 men killed who were presumed responsible. 1,028 non-responsible victims are killed by a presumed responsible person who is still alive, i.e. 32%. Women represent 16% of those presumed responsible, while they represent 37% of victims killed by a presumed responsible.

More than half of the presumed responsible parties (PR) die (64%), but almost a quarter (22%) are unharmed after the accident.

Number of PV drivers presumed responsible, living and deceased

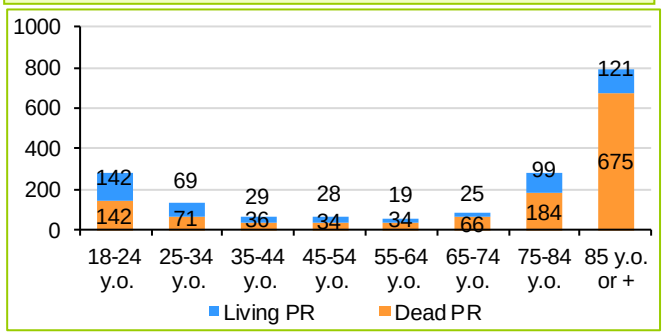


Number of PV drivers presumed responsible relative to the population



Source: BAAC 2024; INSEE – population by age, estimated on 1 January, ONISR processing

Number of PV drivers presumed responsible, per billion hours spent driving



Source: BAAC 2024; SDES – 2019 Mobility Survey, ONISR processing

84% of presumed responsible are men, 31% are aged between 18 and 30, and 90% are French nationals. Three-quarters live in the department where the accident occurred; 62% are driving on a departmental road; 58% are driving a passenger vehicle; and half are travelling for leisure purposes.

PV drivers presumed responsible

The first graph shows that the proportion of presumed responsible who die increases with age, even though the number of presumed responsible in a given age group decreases in absolute terms, with increasingly less risky driving behaviour. The 18-24 age group has the highest number of PRs, while the 85+ age group has the lowest.

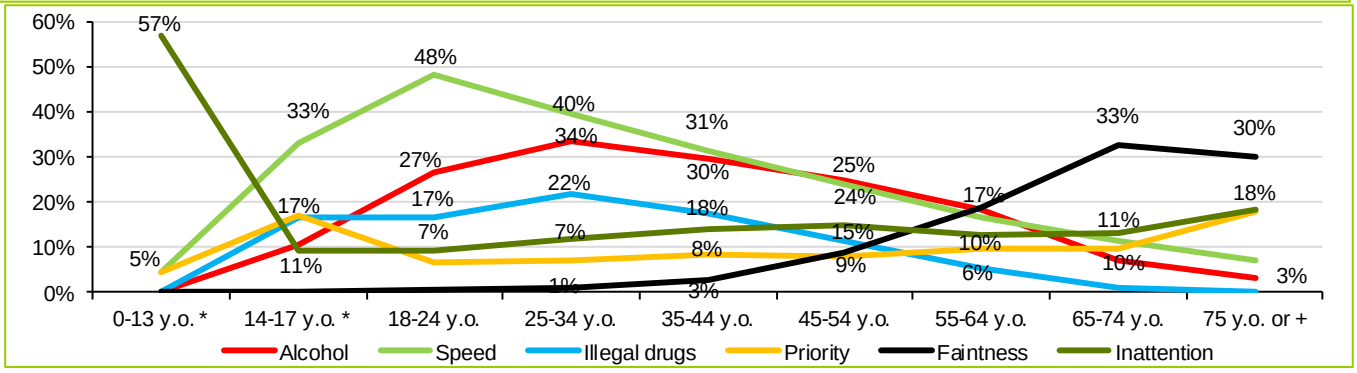
Among those presumed responsible in relation to their population, the ratio of PRs who die is higher among 18-24 year olds and those aged 85 and over. The survival rate is much higher for those under 45.

Finally, based on driving time calculated from the SDES 2019 Mobility Survey, people aged 85 and over are most at risk. They present a higher risk than young people aged 18-24 and those aged 75-84 (795 PRs per billion hours spent in a car compared to 284, respectively). The survival rate among those aged 18-54 (between 45% and 50%) is significantly higher than those aged 85 and over (15%).

Fatal accident factors

The graph below is based on a sample of at least 700 presumed responsible per age group (except for those under 18, for whom presumed responsibility remains exceptional). Speed is the main factor in fatal accidents among those presumed responsible aged 18 to 44. The proportion of this factor decreases with age. Among those presumed responsible aged 65 and over, the most common factors are “faintness”, followed by inattention and failure to give way.

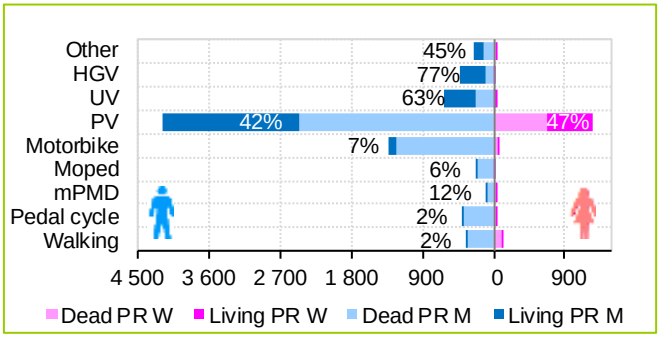
Fatal accident factors according to the age of the presumed responsible, regardless of travel mode, for the years 2022 to 2024 in France mainland



* Age groups marked with an asterisk have small sample sizes, so their results should be used with caution.

Main factors of presumed responsible

Distribution of presumed responsible, living or dead, by gender for the period 2022-2024



Main factors in fatal accidents involving PRs by gender in 2024

Factors identified in a fatal accident	M	W	Total
Excessive or inappropriate speed	32%	17%	29%
Alcohol	24%	9%	22%
Illegal drugs	14%	6%	13%
Inattention	13%	20%	14%
Faintness	11%	9%	10%
Priority *	9%	15%	10%
Dangerous overtaking *	6%	5%	6%
Wrong way *	4%	5%	4%
Drowsiness - fatigue	3%	4%	3%
Lane change *	4%	5%	4%
Glare	2%	2%	2%
Failure to maintain safe distances *	1%	1%	1%
Telephone and techno. distractions	1%	1%	1%
Medications	1%	1%	1%
Other cause	8%	10%	9%
Undetermined cause	11%	17%	13%
Number of PR	**2 625**	**505**	**3 161**

* At least one factor of non-compliance with traffic rules in a fatal accident: 22% of male PRs and 30% of female PRs

Main factors in fatal accidents involving men PR aged 65 and over, by age (2022–2024)

Factors identified in a fatal accident	18-34 y.o.	35-54 y.o.	55 y.o. or +
Excessive or inappropriate speed	47%	31%	12%
Alcohol	33%	29%	11%
Illegal drugs	21%	15%	3%
Inattention	10%	13%	13%
Faintness	1%	6%	28%
Priority *	6%	7%	11%
Number of PR	**2 924**	**2 164**	**2 333**

The BAAC file contains 9,072 fatal accidents for the period 2022-2024. 9,489 people have been identified as presumed responsible (PR) by police forces, 83% of whom are men.

Mostly men in cars

Nearly 4,200 PRs (45% of PRs whose gender is known) are male PV drivers, more than 1,300 PRs (14%) are male drivers of motorcycles, and more than 600 PRs (7%) are male UV drivers. 86% of female PRs are PV drivers (13% of all PRs).

Whether or not the PR survived

Among these PRs, 6,013 died in the accident, 55% of them in accidents without third parties. 85% of the PRs killed were men. Their survival rate is lower than that of women: 35% of male PRs are alive, compared to 43% of female PRs.

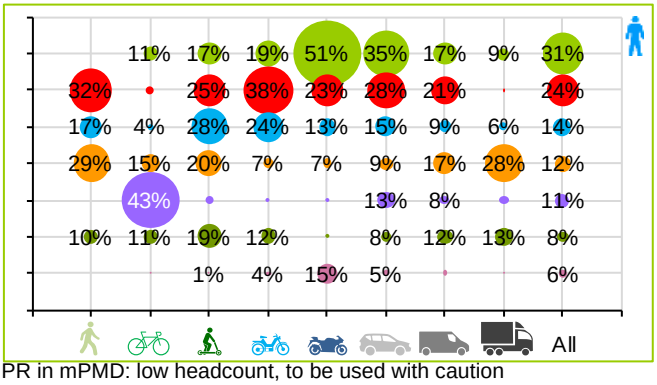
Regardless of whether the men presumed responsible survived or not, the main factor was excessive or inappropriate speed (32%). Among the male PRs who died in accidents without a third party, the other main factors were blood alcohol levels above the legal limit (32% compared to 27% of male PRs killed) and faintness (23% compared to 16% of male PRs killed). Among living male PRs, speed is the main factor to a lesser extent (26%).

Speed, a male factor

Among **men** presumed responsible for fatal accidents, **speed** is the main factor identified, particularly among those on motorcycles or mopeds, accounting for 51% and 35% of cases respectively. **Alcohol** is a factor in fatal accidents in 24% of cases, especially when the PR is on a moped (38% of cases), a pedestrian (32%) or in a PV (28%). Driving under the influence of **illegal drugs** is a factor in fatal accidents in 14% of cases.

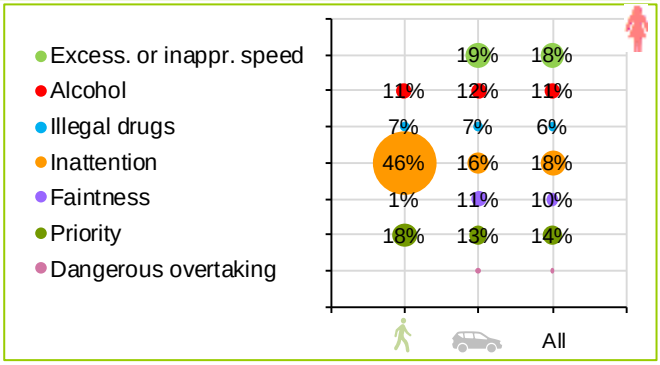
Among **women** presumed responsible for fatal accidents, **inattention** was the main factor identified in 20% of cases (and up to 46% among those on foot). **Speed** was the second most common factor identified (17%), followed by **failure to give way**, which was a factor in 14% of cases.

Main factors in fatal accidents by travel mode for men PR (2022-2024)

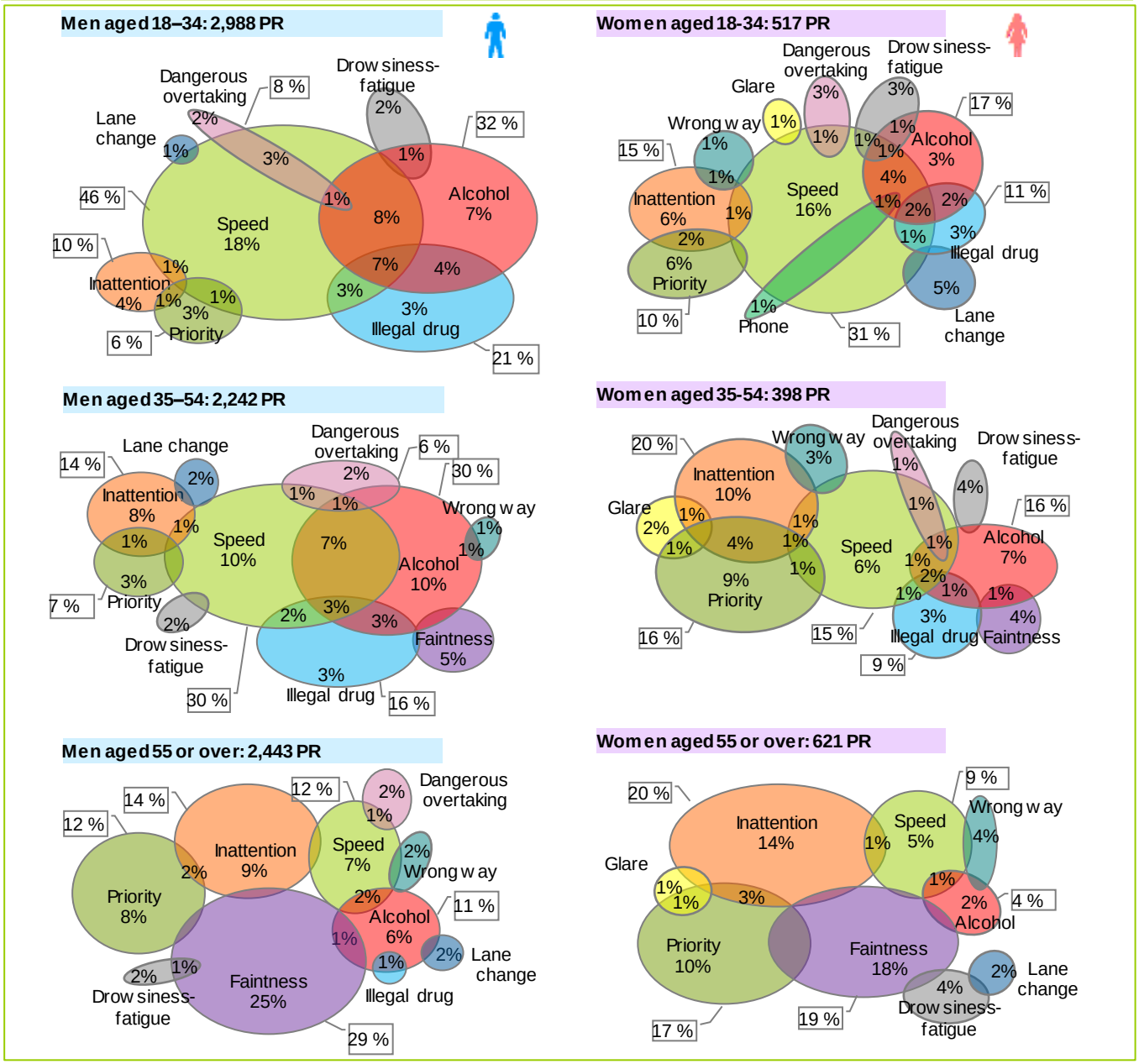


PR in mPMD: low headcount, to be used with caution

Main factors in fatal accidents by travel mode for women PR (2022-2024)



Main factors in fatal accidents by age and gender of the PR for the period 2022-2024



Only the main combinations are shown.

In 46% of fatal accidents where the PR is a **man** aged **18-34**, excessive or inappropriate speed is cited as a factor, either alone or in combination with other factors. Alcohol is cited as a factor in 32% of cases. The factors “speed” and “alcohol” are associated in 17% of fatal accidents.

In fatal accidents where the PR is a man aged **35-54**, the factors “speed” and “alcohol” are the main factors, either individually or in combination with others (30%). In 12% of fatal accidents, at least both factors “alcohol” and “speed” are present.

In 29% of fatal accidents where the PR is a man **aged 55 or over**, the main factor is illness; in 25% of fatal accidents, it is the only factor.

In 31% of fatal accidents where the PR is a **woman** aged **18-34**, excessive or inappropriate speed is cited as a factor, either alone or in combination with others. Inattention is cited as a factor in 15% of cases, including 6% of cases where it is the sole factor.

In fatal accidents where the driver is a woman aged **35-54**, the factors “inattention”, “alcohol” and “failure to give way” are the main factors, either individually or in combination with others (20%, 16% and 16% respectively).

In fatal accidents where the PR is a woman aged 55 or over, the factor “inattention” is the main factor in 20% of fatal accidents and the sole factor in 14% of fatal accidents. The factors “faintness” and “failure to give way” are the other main factors, either individually or in combination with others (19% and 17% respectively).

Speed

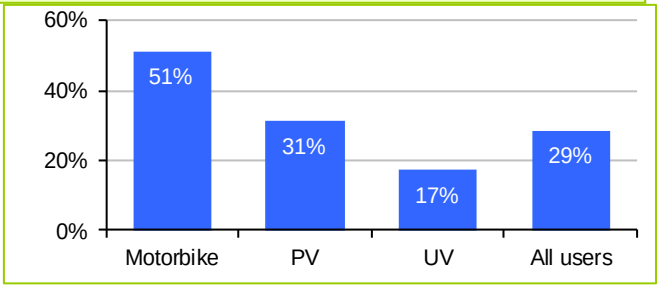
The penalties for exceeding the speed limit (SL) in 2024

Exceeding the speed limit	Points loss	Fine
1 to 19 km/h excessive speed	0 for excesses between 1 and 4 km/h	*If SL ≤ 50 km/h or in urban areas: €135 (€90 if paid within 15 days)*
	1 for excesses between 5 and 19 km/h	*If SL > 50km/h, outside urban areas: 68€ (€45 if paid within 15 days)*
20 to 29 km/h	2	€135 (€90 if paid within 15 days)
30 to 39 km/h	3*	€135 (€90 if paid within 15 days)
40 to 49 km/h	4*	
50 km/h or more	6*	up to €1,500, and possible confiscation of the vehicle
50 km/h or more with recidivism	6*	€3,750, prison sentence, and mandatory confiscation of the vehicle

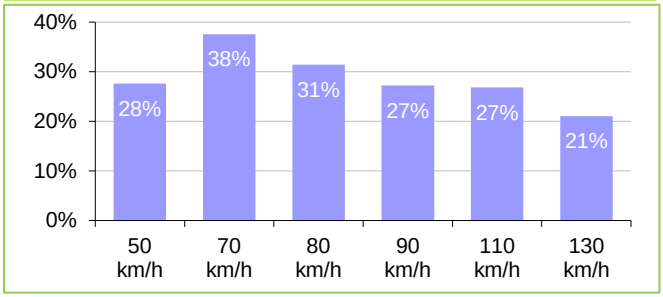
* Up to 3 years' suspension of driving licence, compulsory attendance at a road safety awareness course, ban on driving certain vehicles for 3 to 5 years or more

The **Mobility Orientation Law** (LOM), enacted on 23 December 2019, introduces the possibility of raising the speed limit to **90 km/h on two-way roads outside urban areas** "for sections of roads outside urban areas within the jurisdiction of the president of the departmental council or, where he or she is the authority vested with traffic policing powers, the mayor or the president of the public inter-municipal cooperation establishment, and which do not have at least two lanes assigned to the same direction of traffic".

Weight of the speed factor* in fatal accidents according to the travel mode of the PR (2022-2024)



Weight of the speed factor* in fatal accidents according to the speed limit (2022–2024)



* In BAAC files, police forces can list between one and three factors per person suspected of causing the accident.

Speed limit[1]

The speed limit in urban areas was set at 60 km/h in 1954, then reduced to 50 km/h in 1990. Outside urban areas, the limits were set in 1973-1974: 130 km/h on motorways, 110 km/h on dual carriageways and 90 km/h on other roads. The latter limit was lowered to 80 km/h on 1 July 2018[2], except on sections of these roads with at least two lanes in the same direction of traffic. Since December 2019, departmental councils have been able to raise this speed limit on certain sections (see box). For novice drivers or in the case of rainfall, the limits are lowered to 110 km/h on motorways, 100 km/h on dual carriageways and 80 km/h on sections where the speed limit has been lowered to 90 km/h. The police authority (prefect, president of the departmental council or mayor) can lower the SL for safety reasons, or raise it to 70 km/h in urban areas under certain conditions. Article L2213-1-1 of the General Code for Territorial Authorities authorises the mayor to set a speed limit lower than that provided for in the Highway Code, for reasons of safety, mobility or environmental protection.

Speed in accidents

Speed affects the driver's ability to adapt to the situations encountered, the cause of the accident and the severity of injuries. Despite technical advances, vehicles are not designed to withstand high-speed impacts (above 55 km/h at the moment of impact). Equipment such as seat belts and airbags, and energy absorption through vehicle deformation, are not sufficient to protect the internal organs of the human body. Most fatal accidents involving passenger vehicle occupants occur at residual speeds (after braking) of between 40 and 80 km/h.

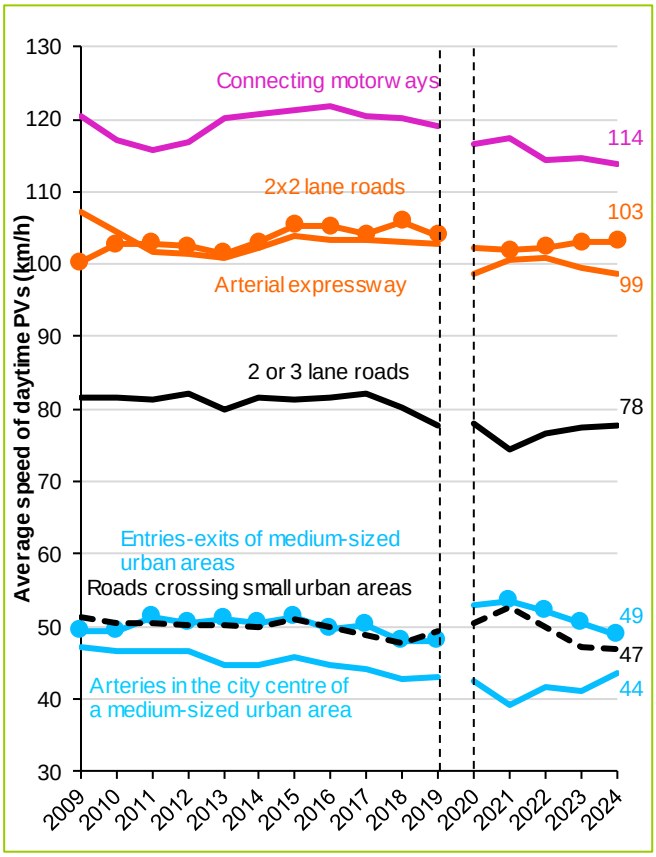
Fatal accidents

According to information on presumed responsibility in fatal accidents in the BAAC file[3], over the period 2022-2024, "excessive speed or speed inappropriate to the circumstances" was a factor in 29% of fatal accidents (multiple causes). This factor is more common among motorcyclists (51%) than among passenger vehicle drivers (31%).

The factor is particularly pronounced on road sections with speed limits of 70 km/h (38%) and 80 km/h (31%).

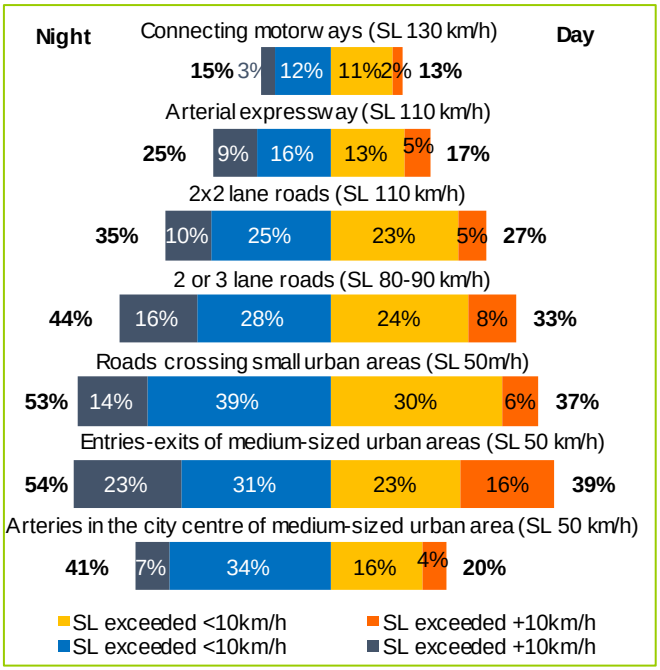
[1] Highway Code, Articles R413-1 to R413-19.
[2] Decree No. 2018-487 of 15 June 2018 on maximum authorised vehicle speeds.
[3] Fact sheet 'Presumed responsible', *Report 2024,* ONISR, 2025.

Average speeds practised travelled during the day by passenger vehicles (PV), by network



Observations of speeds in 2020 were disrupted by the pandemic and by the change in methodology, creating some breaks in the series.

Percentage of vehicles exceeding the speed limit and the speed limit + 10 km/h, day and night



Source: Observatory of Speeds 2024, ONISR 2025

Average speeds practised

In 2024, average daytime speeds for passenger vehicles (PV) will increase on urban centre roads (+2.5 km/h compared to 2023) and two-way roads outside urban areas (+0.2 km/h). Conversely, other road networks will see moderate decreases or stabilise. Compared to 2021, these same two networks show the most significant increases (+4 km/h and +3 km/h), while other roads show marked decreases. Across all networks, speeds are higher at night than during the day, and on weekends rather than on weekdays. However, some networks show higher night-time speeds on weekdays, particularly those with a speed limit of 80 km/h and those located in urban areas. Since the abolition, on 1 January 2024, of penalty points for speeding offences of less than 5 km/h, there has been a shift in speeds above the speed limits. This is particularly noticeable in urban areas for PVs, while for heavy goods vehicles, the increase is marked both in and outside urban areas. For the latter, the fact that the employer may cover the fine seems to encourage higher speeds, whereas the loss of points remained the personal responsibility of the driver.

Links between average speed limits, practised speeds and accidents

According to the OECD, a 10 km/h reduction in average speed limits generally leads to a 2 to 5 km/h reduction in practised speeds, depending on communication and enforcement measures[1]. Studies show an exponential relationship between practised speeds and accidents, linked to vehicle dynamics, the energy released during impact, and the increased difficulty for drivers to cope in the event of loss of control[2].

Researchers Nilsson and Elvik modelled the change in the number of accidents as a function of the variation in average speed, assuming all other factors remain constant. Based on a meta-analysis of 115 international studies, Elvik concluded that a 1% reduction in average speed would lead to a 4.6% reduction in mortality on rural roads and motorways and a 3% reduction in urban areas[3].

In France, the implementation of automated control has reduced the average speeds of PVs on roads with a speed limit of 90 km/h (from 92 km/h in 2002 to 85 km/h in 2005). Over the same period, mortality on two-way roads outside urban areas fell by 37%. Thus, for every 1% reduction in speed, mortality fell by 4.9%, confirming Elvik's findings.

[1] International Transport Forum (OCDE), *Speed and Crash risk*, 2018.
[2] World Health Organization, Speed management, 2023
[3] Elvik R., *The Power Model of the relationship between speed and road safety: update and new analyses*, TØI Report 1034/2009, Institute of Transport Economics TØI, Oslo, 2009.

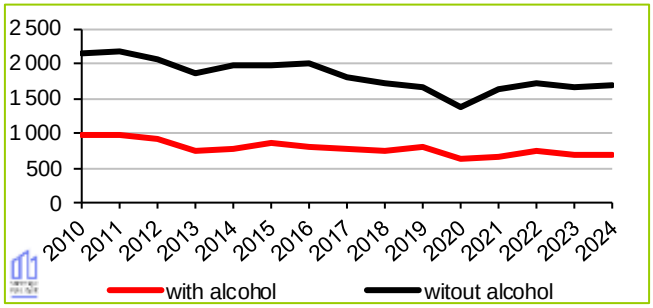
Alcohol

In 29% of deaths, the driver is drunk. This figure rises to 48% at night.

Average annual change*	2023 to 2024	2019 to 2024	2010 to 2019
Deaths in acc. with alcohol	- 2,6 %	- 3,1 %	- 2,1 %
Deaths in acc. w/o alcohol	+ 2,1 %	+ 0,3 %	- 2,9 %
Total deaths	+ 0,8 %	- 0,4 %	- 2,3 %

* Reading: between 2010 and 2019, the number of deaths in alcohol-related accidents decreased by an average of 2.1% per year.

Change in the number of deaths per year in accidents involving alcohol or not



Number of deaths in accidents...

	2010	2019	2020	2021	2022	2023	2024
with alcohol	963	799	642	652	759	702	684
witout alcohol	2 160	1 665	1 387	1 633	1 731	1 652	1 686
Total known alcohol level	3 123	2 464	2 029	2 285	2 490	2 354	2 370
Overall mortality	3 992	3 244	2 541	2 944	3 267	3 167	3 193

Share of mortality of accidents involving alcohol...

	2010	2019	2020	2021	2022	2023	2024
among accidents with a known alcohol level	31 %	32 %	32 %	29 %	30 %	30 %	29 %
among all fatal accidents	24 %	25 %	25 %	22 %	23 %	22 %	21 %

Reading: in 2024, 2,370 people were killed in accidents where blood alcohol levels were known. Of these, 684 were killed in accidents involving alcohol. 684/2,370 = 29%.
Of the total 3,193 people killed in 2024, the 684 who were killed in an accident involving alcohol represent: 684/3,193 = 21%.

Changes in alcohol consumption levels among adults aged 18 to 75 between 2017 and 2023 and structure by gender in 2023

Levels of alcohol consumption	2017	2021	2023	Evolution 2021-2023	Men 2023	Women 2023
Experimentation	94,6%	94,9%	94,3%	-1%	95,3%	94,3%
During the year	86,5%	85,0%	82,5%	-3%	85,1%	80,0%
Weekly	40,0%	39,0%	37,0%	-5%	47,2%	27,3%
Daily	10,6%	8,0%	7,0%	-13%	10,4%	3,8%
BD* during the month	16,2%	16,5%	14,9%	-10%	22,1%	8,1%
BD* during the week	4,6%	4,7%	4,5%	-4%	7,3%	2,0%

Reading: 16.2% of adults reported having had a *binge drinking (BD) at least once during the month in 2017.
Source: OFDT 'Baromètres de Santé publique France 2017-2021, EROPP 2023 survey'.

In 2019, French people over the age of 15 consumed an average of 11.3 litres of pure alcohol per person (18.0 litres for men, 5.1 litres for women); France is the 16th largest consumer in the world. Italians consumed 8 litres (men 12.7 litres / women 3.5 litres).
Source: WHO 'World Health Statistics 2022'.

In 2024, 81% of injury accidents in the BAAC file (74% for fatal accidents) included information on alcohol. Analyses were therefore carried out on accidents where blood alcohol levels were known, distinguishing between:

- **accidents involving alcohol:** at least one driver involved had an illegal blood alcohol level;
- **accidents without alcohol**: all drivers have a recorded and legal blood alcohol level;
- **accidents with unknown blood alcohol levels:** no driver involved has an illegal blood alcohol level, but at least one driver has an unknown blood alcohol level.

The risk of causing a fatal accident is multiplied by an average of 18 among drunk drivers, with a marked dose effect. According to the results of ActuSAM [1], the risk is multiplied:

- by 6.4 between 0.5 and 0.8 g/l,
- by 8.3 between 0.8 and 1.2 g/l,
- by 24.4 between 1.2 and 2 g/l,
- up to 44.4 above 2 g/l.

In 2024, 684 road users were killed in alcohol-related accidents[2] (including 479 drink-driving motorists: 451 men and 28 women). These road users represent **29% of deaths** in accidents with known alcohol involvement. Extrapolating this percentage to all accidents, it is estimated that **922 individuals (including 678 drunk drivers) were killed in 2024 in accidents involving alcohol** (1,052 individuals in 2019).

Among those presumed responsible for fatal accidents (PR), alcohol is a factor often associated with speeding and/or illegal drugs. 32% of men aged 18 to 34 who were PR were drunk; among them, half were speeding and one-third had consumed illegal drugs (see p.127).

Driving under influence

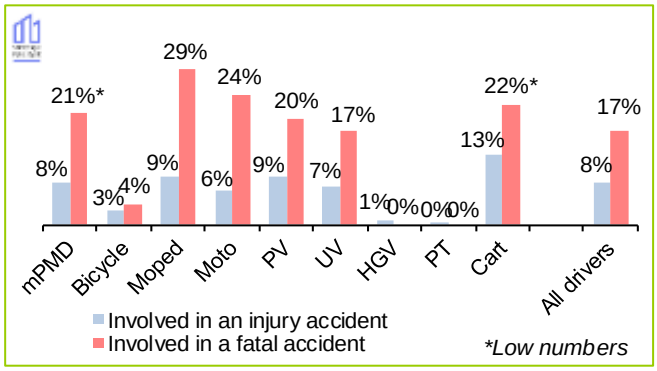
886 people died in accidents involving at least one driver under the influence of a psychoactive substance (alcohol or illegal drugs), representing **39% of deaths** in accidents where alcohol or illegal drugs were known to be involved. Extrapolating this percentage to all accidents, it is estimated that **1,243 people died in 2024 in accidents involving at least one driver under the influence of substances (866 of whom were the driver under the influence)**, compared with 1,442 in 2019:

- 50% of drivers involved (with known alcohol and illegal drugs) were under the influence of alcohol alone;
- 23% were under the influence of illegal drugs alone;
- 27% were under the influence of both.

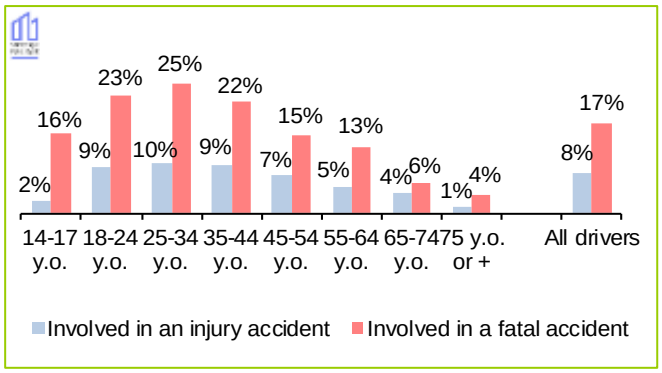
By age, the proportion of alcohol alone varies from 41% for 25-34 year olds to 69% for 55-64 year olds. Conversely, the proportion of drivers combining both rises from 39% for 25-34 year olds to 14% for 55-64 year olds.

[1] Jean-Louis MARTIN *et al.*, *Actualisation des principaux résultats de l'étude SAM - Stupéfiants et Accidents Mortels (ActuSAM)*, DSR/Ifsttar n° 2200868646, Final report, October 2016.
[2] A driver is considered to be drunk if their blood alcohol level exceeds 0.5 g/l. The BAAC file does not currently allow for the specific case (0.2 g/l blood) of drivers with a "provisional licence" and coach and bus drivers to be studied.

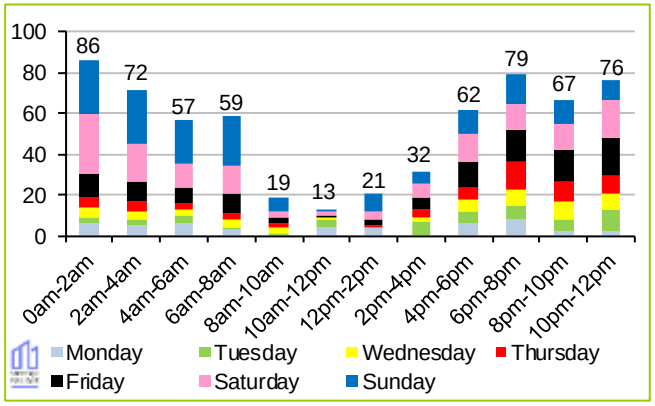
Share of drunk drivers among those with known blood alcohol levels, by travel mode



Share of drunk drivers among those with known blood alcohol levels, by age group



Distribution of fatal accidents involving alcohol by day and time



Share of drunk drivers/pedestrians among those of the same age tested in fatal accidents, by travel mode

	Pedestrian	mPMD	Bicycle	Moped	moto	PV
14-17 y.o.	*	*	**		*	*
18-24 y.o.		*	*			
25-34 y.o.		*	*	*		
35-44 y.o.		*	*	*		
45-54 y.o.		*	*	*		
55-64 y.o.		**		*		
65-74 y.o.		**		*		
75 y.o. or +		**		**	*	

null	<10%	10-19%	20-29%	30-39%	40% or +

All ages, all modes: 17%

Reading: among motorcyclists aged 25 to 34 involved in a fatal accident with known alcohol involvement, between 20 and 29 % tested positive for alcohol.
* Low numbers = alcohol level known for fewer than 20 people.
** Zero numbers.

Drunk drivers

In fatal **accidents, 17% of all drivers tested are drunk** (20% of male drivers and 6% of female drivers). This percentage varies according to the travel mode: it is 29% for moped riders and null for HGV or PT.

Drunk drivers are:

- 67% of PV drivers, 17% of motorcyclists and 8% of UV drivers,
- 94 % men,
- 26% aged 25 to 34, 23% aged 18 to 24 and 21% aged 35 to 44,
- 28% manual workers and 26% intermediate professions and employees.

Among 25-34 year olds, a quarter of drivers tested in fatal accidents are drunk.

In fatal accidents, **58% of drunk drivers have a blood alcohol level of 1.5 g/L or higher.**

Victims of accidents with alcohol

In 2024, **84% of deaths** in accidents involving a drunk driver are either the driver themselves (70%) or a passenger in their vehicle (14%).

In 59% of cases, fatal accidents involving alcohol do not involve a third party, compared with 31% for accidents not involving alcohol.

Among road users known to have been wearing a seatbelt, **36% of drivers of PV killed while under the influence of alcohol were not wearing one** (90% of men), compared with 12% of drivers of PV killed while not under the influence of alcohol.

At night and at weekends

71% of fatal accidents involving alcohol occur at night (compared with one third for accidents not involving alcohol). At night, alcohol is involved in 48% of fatal accidents (and 62% on weekend nights), compared to 15% during the day. Half of all fatal accidents with alcohol occur at weekends, either at night (51%) or during the day (49%). From Monday to Friday, 54% of fatal accidents with alcohol occur between 5 p.m. and 1 a.m. At weekends (from Friday evening to Sunday evening at 7 p.m.), the most accident-prone period is between 4 p.m. and 8 a.m., accounting for 88% of fatal accidents with alcohol.

Focus on drunk pedestrians

The blood alcohol level of 55% of pedestrians killed (250 people) is known. Among them, 52 pedestrians had a blood alcohol level greater than or equal to 0.5 g/L (2 g/L for 21 of them). **Among the 52 pedestrians killed who had been drinking, 20 were under the influence of illegal drugs, 32 were on a road outside urban area** (62% compared with 15% for pedestrians who had not been drinking) and 37 were presumed responsible. 43% of pedestrians aged 18 to 44 who were killed were drunk, compared with 4% of those aged 75 and over.

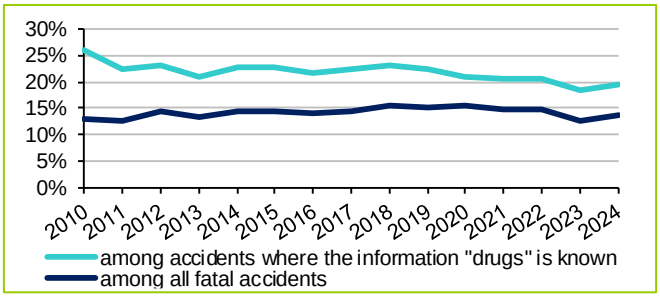
Illegal drugs

In 20% of fatal accidents, the driver tests positive for illegal drugs. This figure rises to 31% at night during the weekend.

Average annual change*	2023 to 2024	2019 to 2024	2010 to 2019
Deaths in acc with illegal drugs	+ 8,5 %	- 2,5 %	- 0,6 %
Deaths in acc without illegal drugs	+ 1,2 %	+ 1,1 %	+ 1,4 %
All deaths	+ 0,8 %	- 0,3 %	- 2,3 %

Reading: between 2010 and 2019, the number of deaths in accidents involving illegal drugs decreased by an average of 0.6% per year.

Changes in the proportion of deaths in accidents involving illegal drugs



Number of deaths in accidents...

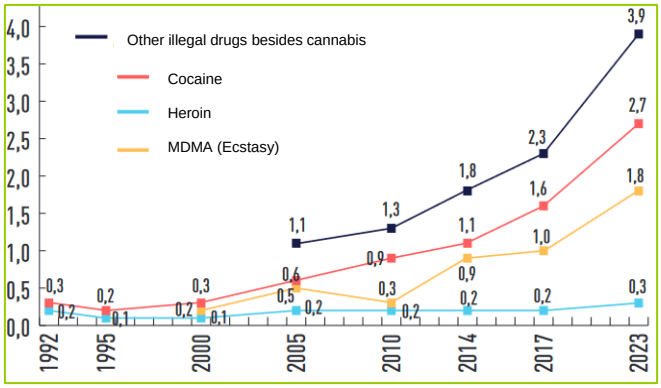
	2010	2019	2020	2021	2022	2023	2024
with illegal drugs	522	494	391	436	478	402	436
without illegal drugs	1 494	1 697	1 469	1 687	1 847	1 772	1 794
Total known illegal drug information	2 016	2 191	1 860	2 123	2 325	2 174	2 230
Overall mortality	3 992	3 244	2 541	2 944	3 267	3 167	3 193

Proportion of deaths in accidents involving illegal drugs...

	2010	2019	2020	2021	2022	2023	2024
among accidents where the information "illegal drugs" is known	26 %	23 %	21 %	21 %	21 %	18 %	20 %
among all fatal accidents	13 %	15 %	15 %	15 %	15 %	13 %	14 %

Reading: in 2024, 2,230 people were killed in accidents where information about illegal drug use was known. Of these, 436 were killed in accidents involving illegal drugs. 436/2,230 = 20%.
Of the total 3,193 people killed in 2024, the 436 who were killed in an accident involving illegal drugs represent: 436/3,193 = 14%.

Changes in the use of the main illicit illegal drugs other than cannabis over the last 12 months between 1992 and 2023 among 18-64 year olds (in %)



Other illicit illegal drugs: powder cocaine, crack (cocaine base or smoked cocaine), MDMA (ecstasy); hallucinogenic mushrooms, LSD, amphetamines, heroin.
Source: Tendances Les niveaux d'usage des drogues illicites en France en 2023, OFDT 2024

A driver who tests positive for cannabis **is 1.65 times more likely to be responsible** for a fatal accident[1], and **29 times more likely if they are also under the influence of alcohol**. Cannabis is the most commonly detected illicit drug (excluding medical use) in people involved in fatal accidents who test positive for illegal drugs. It is estimated that 4% of fatal accidents could be avoided if no drivers tested positive for cannabis.

In 2024, 436 road users were killed in accidents involving illegal drugs (262 of whom were drivers who tested positive for illegal drugs: 244 men and 18 women). These road users represent **20% of deaths** in fatal accidents where the test result is known. Extrapolating this percentage to all accidents, it is estimated **that 624 people were killed in 2024 in accidents involving a driver under the influence of illegal drugs**, compared to 731 in 2019. In 3 out of 5 cases, the person killed was the driver who tested positive for illegal drugs, i.e. an estimated 387 drivers.

Among those presumed responsible for fatal accidents (PR), the illegal drug factor is often associated with speed and/or alcohol. 21% of men aged 18 to 34 who were PR tested positive for illegal drugs; among them, 1 in 2 was speeding, 1 in 2 was under the influence of alcohol (1 in 3 was speeding and driving under the influence of alcohol - see page 127).

Illegal drugs and alcohol

Among the 415 drivers who tested positive for illegal drugs involved in a fatal accident in 2024, **218 also had an illegal blood alcohol level (53%).** This ratio is 57% for motorcyclists, 56% for motorists and 46% for moped riders.

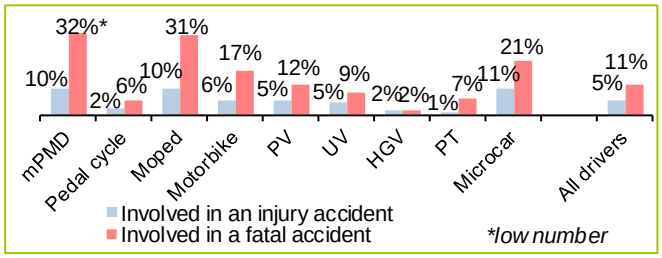
In fatal accidents, the proportion of drivers under the influence of alcohol among those who tested positive for illegal drugs is:
- 64 % for drivers aged 25 to 34;
- 59 % for drivers aged 45 to 54;
- 49 % for drivers aged 18 to 24.

Among drivers under the influence of alcohol involved in fatal accidents with known illegal drug results, one-third also tested positive for at least one illegal drug.

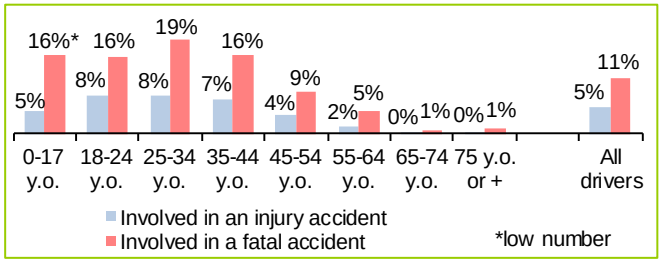
In 2024, 57% of non-fatal accidents and 70% of fatal accidents in the BAAC file included information on illegal drugs (50% in 2010). Analyses were therefore carried out on fatal accidents, distinguishing between:
- **accidents involving illegal drugs:** those in which at least one driver involved tested positive,
- **accidents without illegal drugs:** those in which all drivers involved tested negative for illegal drugs,
- **accidents where information on illegal drugs is unknown:** those without a positive driver but with at least one driver not tested or with an unknown test result.

[1] Jean-Louis MARTIN *et al.*, *Actualisation des principaux résultats de l'étude SAM - Stupéfiants et Accidents Mortels (ActuSAM)*, DSR/Ifsttar n° 2200868646, Final Report, October 2016.

Proportion of drivers tested positive for at least one illegal drug among those checked, by travel mode

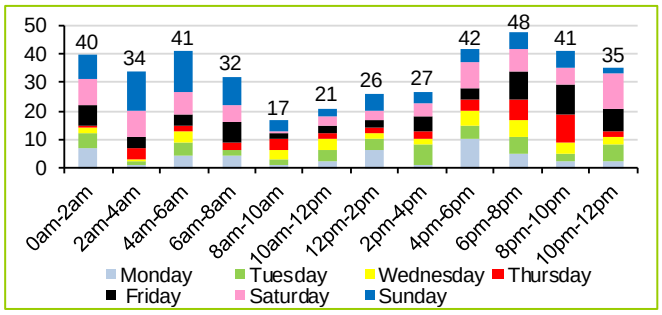


Proportion of drivers testing positive for at least one drug among those tested, by age group



Reading: Among drivers aged 25 to 34 involved in a fatal accident and tested, 18% tested positive for at least one illegal drug.

Distribution of fatal accidents involving illegal drugs by day and time



Proportion of fatal accidents reported where the driver tested positive for illegal drugs

	Working days	Weekend	Whole
Day	13 %	16 %	**14 %**
Night	24 %	31 %	**27 %**
Whole	**17 %**	**24 %**	**19 %**

Reading example: at weekends, at night, in 31% of fatal accidents, at least one driver tests positive for illegal drugs.

Illegal drug use among 18-64 year olds (in %)

Consumption in the last 12 months	2017	2023							
	18-64 y.o.	18-64 y.o.	M	W	18-24 y.o.	25-34 y.o.	35-44 y.o.	45-54 y.o.	55-64 y.o.
Cannabis	11,0	10,8	14,5	7,2	22,9	16,0	10,8	6,2	3,3
Other illicit drugs	2,3	3,9	5,2	2,6	6,6	7,3	4,9	1,7	0,6
Cocaine	1,6	2,7	3,9	1,6	3,0	5,4	4,0	1,2	0,5
MDMA (ecstasy)	1,0	1,8	2,4	1,3	3,9	3,8	1,9	0,6	0,0
Halluci. mushrooms	0,3	0,9	1,4	0,5	2,4	1,6	1,0	0,2	0,0
LSD	0,4	0,6	1,0	0,3	1,8	1,4	0,4	0,2	0,0
Amphetamines	0,3	0,6	0,6	0,5	1,2	1,1	0,7	0,0	0,1
Heroin	0,2	0,3	0,4	0,2	0,4	0,0	0,9	0,0	0,1
Crack	0,2	0,3	0,5	0,2	0,3	0,2	1,0	0,1	0,0
Ketamine		0,6	0,8	0,4	1,5	1,3	0,3	0,1	0,2
3MMC		0,3	0,4	0,1	0,5	0,7	0,1	0,1	0,0
GHB/GBL		0,1	0,2	0,0	0,3	0,2	0,0	0,0	0,1
Poppers	1,5	3,8	4,6	3,1	13,7	6,1	2,0	0,9	0,3
Nitrous oxide		0,8	1,2	0,5	3,1	1,3	0,3	0,2	0,1

Red and blue indicate a statistically significant increase or decrease between 2017 and 2023, respectively.
Source: Tendances Les niveaux d'usage des drogues illicites en France en 2023, OFDT 2024

Drivers testing positive for at least one illegal drug

In **fatal accidents**, 11% of drivers tested positive for illegal drugs (13% in 2019). This proportion varies according to gender (13% of male drivers and 5% of female drivers) and travel mode: it is 31% for moped riders, 17% for motorcyclists and 12% for car drivers.

Drivers who tested positive for illegal drugs in fatal accidents were:
- 61% of passenger vehicle drivers and 19% of motorcyclists;
- 92% of men;
- 31% aged 25 to 34, 24% aged 18 to 24 and 23% aged 35 to 44.

Among 25-34 year olds, 19% of drivers tested in fatal accidents are positive. This proportion is 16% for 18-24 year olds and 35-44 year olds, then drops sharply from 45 years of age onwards (7% for 45-64 year olds).

In 2024, in fatal accidents where information on the nature of the illegal drugs is known, **20% tested positive for multiple substances**, **63%** for **cannabis alone**, and 17% tested positive for a single substance other than cannabis.

The time, the night and the type of day

Among fatal accidents involving illegal drugs, 60% occur at night (compared to 39% for accidents without illegal drugs). Weekends account for 40% of fatal accidents involving illegal drugs (46% of night-time accidents).

At night, illegal drugs are detected in 27% of fatal accidents (31% on weekend nights). During the day, illegal drugs are present half as often (14% of fatal accidents).

Fatal accidents involving illegal drugs are also more common at weekends than on weekdays (24% versus 17%), with peaks between midnight and 8 a.m. and between 4 p.m. and midnight on Fridays, Saturdays and Sundays.

Focus on pedestrians who have consumed illegal drugs

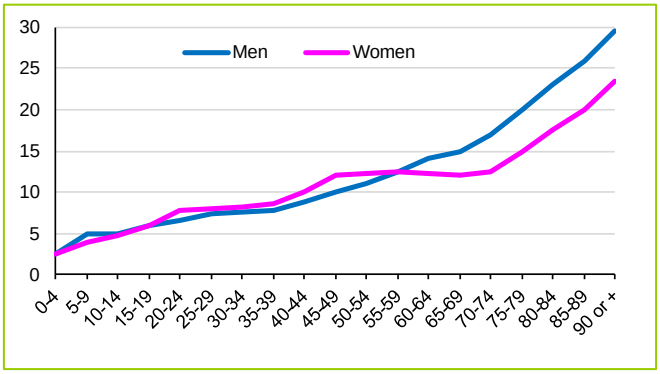
In 2024, drug test results are reported for 48% of pedestrians killed (217 out of 456).

33 pedestrians killed out of the 217 tested are positive for illegal drugs. Half of them were aged between 25 and 34 (9) or between 45 and 54 (8), and 30 were men. Sixteen of these pedestrians were killed at night on roads outside urban areas and 24 were presumed responsible.

Health condition

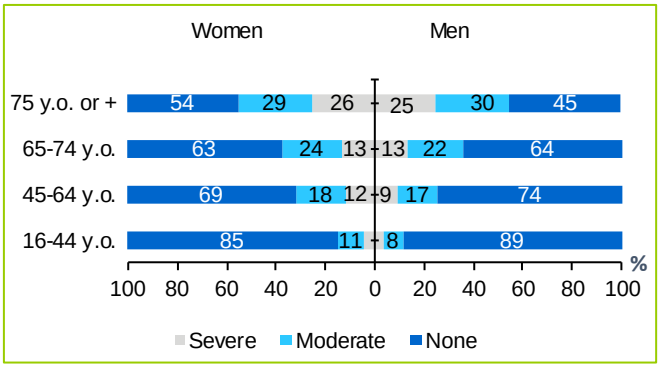
Between 2020 and 2024, 15% of fatal accidents were caused by 'faintness' or 'drowsiness/fatigue'. In 2024, three quarters of PV drivers presumed responsible for these factors were aged 55 or over.

Prevalence of epilepsy treated in France (per 1,000 inhabitants) by age and gender in 2020



Source: National Health Data System, INSEE; analysis: Santé publique France.

Distribution of people reporting activity limitations for the past six months by age and gender in 2023



Reading: in 2023, 3.6% of men aged 16 to 44 report being severely limited in their usual activities for at least 6 months due to health reasons. They are disabled according to the general activity limitation indicator (GALI).

Prevalence of driving anxiety in France*

Driving anxiety is a relatively common phenomenon, ranging **from simple apprehension about specific driving situations to a genuine phobia** that prevents people from getting behind the wheel. According to a survey conducted by Gustave Eiffel University in 2021:
- the **average level of driving anxiety is 3.1/10** (on a scale of 0 'not at all' to 10 'extremely')
- **62% of French people** report driving anxiety: 30% report mild anxiety and 32% report moderate to severe anxiety.
- 12% of French people consider anxiety to be difficult to live with (62% are women).

The younger the person, the higher the level of anxiety: 3.9/10 for 18-34 year olds, 3.1/10 for 35-54 year olds and 2.6/10 for those aged 55 and over. **Residents of large urban areas** (> 50,000 inhabitants) report higher levels of anxiety at 3.7/10. **The main factor** contributing to driving anxiety is **lack of confidence in the behaviour of other drivers**.

** PANIC Project: Driving Anxiety in France, conducted by UGE*

Driving a vehicle requires physical, cognitive and sensory abilities.

Medical conditions and driving

Article 1 **of the interministerial decree of 28 March 2022**[1] reiterates the **primary responsibility of all drivers**, who must ensure that they are **fit to drive** before getting behind the wheel, *"in terms of their medical conditions, their state of fatigue and alertness, their mobility, and their use of medication or psychoactive substances [...]* ".

The decree sets out a list of medical conditions that are temporarily or permanently incompatible with driving and highlights four types of symptoms that are incompatible with driving:

- **vision impairment** (binocular visual acuity below 5/10th or significant visual field loss);
- **disorders of consciousness or the risk of sudden** discomfort related to a heart condition (such as arrhythmia or coronary insufficiency), hypoglycaemia in a person with diabetes undergoing treatment, epilepsy or excessive daytime sleepiness;
- **cognitive disorders** related to alcohol consumption, illegal drugs, red pictogram medication, or cognitive disorders related to a medical condition (Alzheimer's or related diseases, stroke, etc.);
- **neuromotor disorders** (Parkinson's disease, multiple sclerosis, etc.).

Any applicant for a driving licence or any driver with one of these conditions must **seek the opinion of an approved doctor** on their fitness to drive. *'The medical examination of fitness to drive consists of an **assessment of physical, cognitive and sensory** […]* fitness' (Article R.226-1 of the Highway Code).

Unfitness to drive is a question of pathology rather than age. Pathologies are more prevalent with advancing age. 3% of the population has 3 chronic pathologies or treatments at 45-64 years of age, 8% at 65-74 years of age and 21% over 75 years of age;

The difficult decision to stop driving

Some cases are straightforward (sudden onset of incapacitating symptoms, alternative means of travel) while others are more difficult (progressive neurological disorders, distance from services and shops). In response to an appeal for abuse of power concerning the decree of 28 March 2022, the Council of State stated that 'the general interest in ensuring the safety of road users takes precedence over the particular interest of an individual' (decision of 29 September 2023, no. 464677, recital 8).

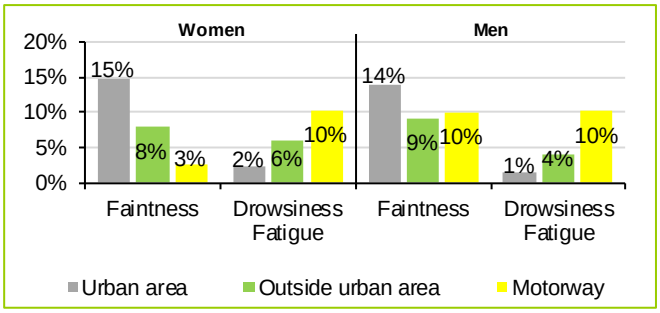
[1] Order of 28 March 2022 establishing the list of medical conditions that are incompatible or compatible with obtaining, renewing or maintaining a driving licence, with or without adjustments or restrictions, or that may give rise to the issuance of a driving licence with limited validity (revision).
[2] DRESS, File No. 102 – September 2022, state of health of the population in France; Daily Life and Health Survey 2021

The FACE questionnaire (Formule pour Apprécier la Consommation d'alcool en Entretien, or Formula for Assessing Alcohol Consumption in Interviews), **recommended by the Haute Autorité de Santé** (French National Authority for Health), enables first aid health professionals to identify risky alcohol consumption or dependence in a patient, in order to offer appropriate brief intervention. **The CAST questionnaire** (Cannabis) plays the same role of early detection for problematic cannabis use.

Presumed responsible of fatal accidents involving PV drivers with the factor 'faintness' or 'drowsiness/fatigue', by age and gender, in 2020-2024

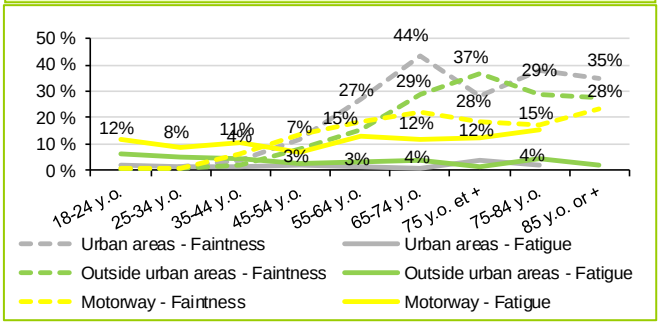
Age group	Faintness factor				Drowsiness-fatigue factor			
	W	%	M	%	W	%	M	%
18-24 y.o.	5	1%	4	0%	22	5%	96	6%
25-44 y.o.	14	2%	38	2%	33	6%	118	5%
45-64 y.o.	46	11%	225	18%	26	6%	56	5%
65-74 y.o.	50	22%	239	37%	16	7%	21	3%
75 y.o. or +	82	25%	299	34%	14	4%	27	3%
Total	197	10%	805	12%	111	6%	318	5%

Proportion of factors contributing to 'faintness or 'drowsiness/fatigue' according to the gender of those presumed responsible (PR) for fatal accidents, by road environment, in 2020-2024



Example: in urban areas, 15% of PR women killed in 2024 are killed in accidents where the factor of 'faintness' is highlighted, compared to 3% of PR women killed on motorways.

Proportion of factors contributing to 'faintness or 'drowsiness/fatigue' according to the age of those presumed responsible (PR) for fatal accidents, by road environment, in 2020-2024



Key figures on sleep, according to Santé publique France:
1 in 3 French people sleep less than 6 hours a night,
1 in 5 French people suffer from insomnia
(13% of 18-75 year olds, including 17% of women and 9% of men; 40% of over 75s), 5% of adults suffer from hypersomnia.

Identifying addictions

In 2024, 39% of road deaths in mainland France occurred in accidents where the driver tested positive for alcohol or illegal drugs.

Taking medication

Between 2013 and 2022, nearly 3% of accidents [1] are thought to be caused by medication, mainly benzodiazepines and related substances, and certain painkillers, including opioids. This risk factor must be taken into account. The impact of a medication on driving ability depends on the active ingredient and its half-life, side effects (on alertness, coordination, behaviour or vision), dosage, duration of treatment, and possible interactions with other medications, alcohol or illegal drugs.

One third of medicines on the market pose a risk to driving. A yellow, orange or red pictogram is affixed to the box, accompanied by a text warning. According to the ANSM [2], in 2024, 1 in 4 French people reported taking benzodiazepine-based medicines (47% of women and 53% of men; 50% are aged 50 or over). Since the decree of 13 March 2017, **benzodiazepines** (hypnotics and anxiolytics) have been classified as risk level 3, with a red pictogram (driving formally discouraged), as these medications are responsible for half of all fatal accidents attributable to medications. According to the ANSM, benzodiazepine consumption has increased significantly since the Covid-19 pandemic.

Fatigue, hypovigilance, discomfort

In 2024, the 'drowsiness-fatigue' factor is present in 3% of fatal accidents involving elderly drivers, with the highest proportion among drivers aged 65 to 75 travelling on motorways.

The frequency of the **'faintness' factor increases with age** and becomes significant after the age of 50. **In 2024, this factor,** present in **10% of road deaths,** affects **38% of motorists over the age of 64 who are killed.**

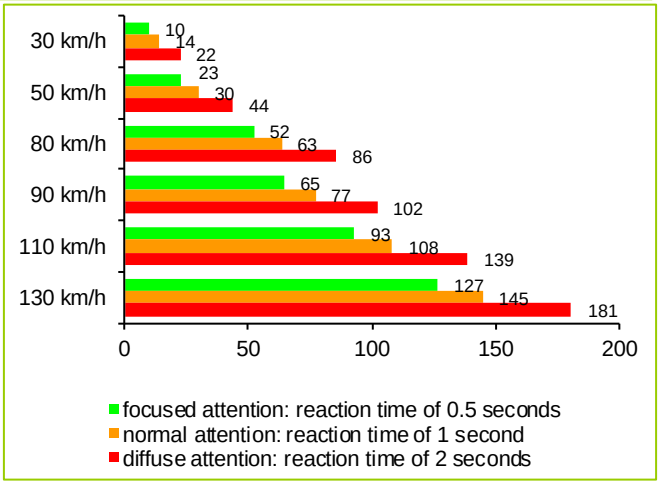
Declining alertness can be caused by long, monotonous journeys, chronic sleep deprivation, lack of sleep in the 24 hours prior to driving, digestion of food, and the consumption of medication, alcohol or narcotics. Sleep apnoea syndrome, the most common sleep disorder, affects 5% of adults[3].

[1] CESIR-IV - Combinaison d'Études sur la Santé et l'Insécurité Routière, phase 4, rapport final INSERM, 2024
[2] Consommation des *benzodiazépines* en France, ANSM, april 2017.
[3] Léger D., Ement P., *Somnolence et risque accidentel*, La Presse Médicale, 2015.

Inattention

In 2024, driver inattention (distractions such as using a phone or other technological devices) was identified as a factor in 24% of injury accidents, costing the lives of 419 people in France.

Stopping distance in metres for a passenger vehicle on dry road surface depending on speed and driver alertness (assumed deceleration: 6 m/s²)

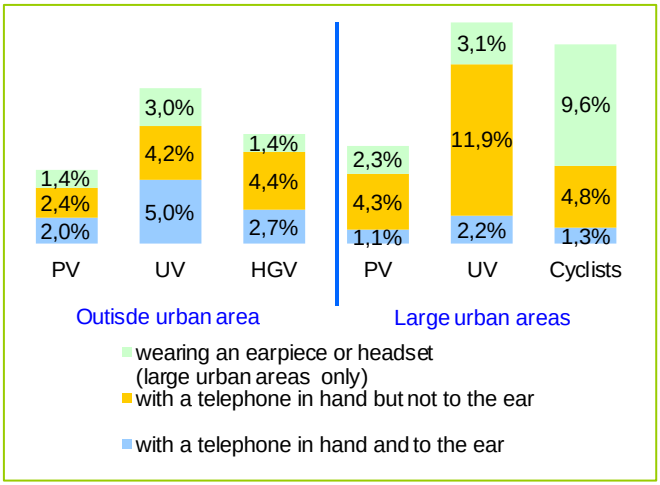


Specific sources of distraction among drivers

Categories of distraction	% of drivers
People, objects or events outside the vehicle (traffic, pedestrians, animals)	29,4%
Adjusting the radio, cassette player or CD player	11,4%
Interacting with passengers in the vehicle (talking, turning around to look at a child in the back seat)	10,9%
Moving an object in the vehicle (restless dog, wasp, object falling on the pedals)	4,3%
Using an object brought into the vehicle (CD, purse, water bottle)	2,9%
Adjusting the air conditioning	2,8%
Eating or drinking	1,7%
Telephone	1,5%
Smoking	0,9%
Other distraction	25,6%
Undefined distraction	8,6%

Source: Stutts et al. (2001), study cited in the report "Défaillances d'attention en conduite", CNSR Expert Committee, March 2016.

Telephone usage by network type and user type in 2024[3]



Driving requires constant attention: continuously taking in information throughout a journey significantly reduces the risk of accidents. However, this attention can be diverted by **distractions** from inside or outside the vehicle, whether **visual, manual, auditory or cognitive**. These distractions reduce the driver's ability to detect traffic events, anticipate situations and react effectively.

Inattention can also manifest itself in the form of '*mind wandering*', i.e. when the driver is absorbed in their thoughts.

This risk is even greater for **novice drivers, whose attentional resources are more limited, as controlling the vehicle and its controls requires greater concentration**. This lack of attention can be particularly problematic in unfamiliar or complex driving situations.

According to the World Health Organisation, **using a mobile phone while driving quadruples the risk of an accident**.

Telephone and headsets

According to Gustave Eiffel University and Inserm [1], one in ten injury accidents is linked to using a phone while driving. Telephoning with or without a hands-free kit carries the same level of risk, due to the cognitive and auditory components of the action.

In 2024, 651,792 offences[2] involved using a mobile phone/headset while driving (up +6.4% compared to 2023).

Observations of vehicles in traffic during the day revealed that, **outside urban areas**, 5.8% of PV drivers, 12.2% of UV drivers and 8.6% of HGV drivers use a hand-held or earpiece telephone[3].

In **large urban areas**, phone use is more prevalent: among the users observed, 17.2% of UV drivers, 15.7% of cyclists and 7.7% of PV drivers use a phone or wear earphones.

In 2024, 27% of pedestrians crossing the road use a distraction device, with significant variations depending on age. Among young people aged 12 to 18, the use of distraction devices is 21%, then peaks among 18-35 year olds at 35%. It then decreases with age and is only 3% among those over 65.

[1] *Téléphone et sécurité routière, expertise collective*, Ifsttar-Inserm, April 2011.
[2] *Fichier des infractions au code de la route, bilan statistique 2023,* ONISR 2024
[3] *Behavioural observatory – Results for 2024, ONISR, 2025.*

Seat belt

In 2024, of all those killed in vehicles where seat belt use is mandatory, 22% were not wearing seat belts.

Proportion of users killed without wearing a seat belt among those for whom seat belt use is known, by travel mode and position in the vehicle

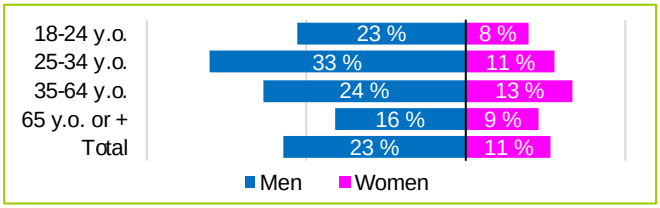
	2022-2024		
	PV	**UV**	**HGV**
Drivers	20 %	27 %	26 %
Passengers	29 %	52 %	67 %
incl. front passenger	22 %	47 %	63 %
incl. rear passenger	29 %	52 %	67 %
All users	**22 %**	**32 %**	**30 %**

Proportion of PV drivers killed without wearing a seat belt among those for whom seat belt use is known, by gender, alcohol consumption and age

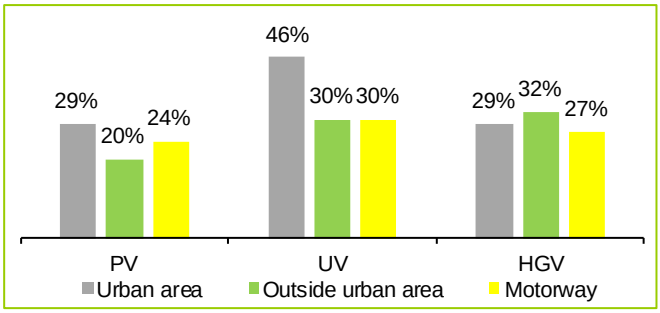
2022 - 2024		With alcohol	Without alcohol
18-24 y.o.	Women	*19 %*	*8 %*
	Men	27 %	14 %
25-34 y.o.	Women	*22 %*	*7 %*
	Men	39 %	21 %
35-64 y.o.	Women	*33 %*	10 %
	Men	43 %	13 %
65 y.o. or +	Women	*17 %*	6 %
	Men	*41 %*	14 %

Italics: low numbers

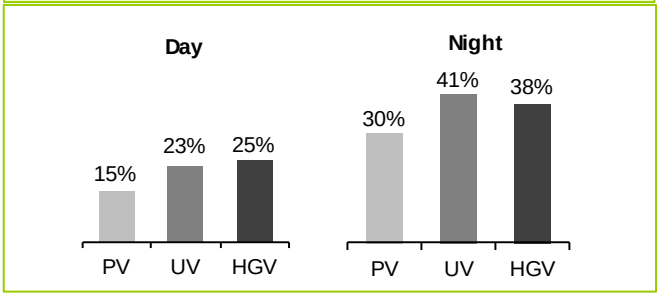
Proportion of PV drivers killed without wearing a seat belt among those for whom seat belt use is known, by gender and age (2022-2024)



Proportion of deaths not wearing a seat belt by mode of travel according to road environment (2022-2024)



Proportion of deaths not wearing a seat belt by travel mode according to time of day (2022-2024)



Seat belt use in France

The decree of 28 June 1973 made the wearing of seat belts compulsory for front–seats occupants of private cars put into service on 1 April 1970, when travelling outside urban areas. This measure was extended to the entire road network in 1979. At the end of 1991, seat belt use was extended to all passengers, including the use of child restraint systems. In 2002, failure to wear a seat belt by any of the vehicle's occupants was punishable by a 4th class fine and the loss of three points on the driver's licence. In 2003, the use of seat belts became mandatory in coaches and heavy goods vehicles.

Non-use of seat belts

The use of seat belts remains an important issue. In 2024, **328 people were killed** in passenger vehicles (PV), utility vehicles (UV), heavy goods vehicles (HGVs), coaches or carts **were not wearing their seat belts**, representing 22% of deaths for which seat belt use was recorded. Between 2022 and 2024, this rate was 22% for PV users, 32% for UV users and 30% for HGV users.

The failure to wear a seat belt, among cases where this information is available, is particularly high:

- **among drink-driving motorists**: **36% of drivers killed**, compared to 13% when the driver is not under the influence of alcohol;
- **among users killed at night: 30%**, compared to 16% during the day;
- **among passengers killed in PV:** 38% among 18-24 year olds and 37% among 25-34 year olds;
- **among young people aged 14 to 17 killed** in PV: 41% compared to 27% on average;
- **among children under 14 killed** as passengers in PV: 18% were not wearing seat belts.

Between 2022 and 2024, among PV drivers killed in accidents where seat belt use was known, non-use rates reached 20% on motorways, 18% on roads outside urban areas and 25% in urban areas. **In PV where the driver is under the influence of alcohol,** the non-use rate is **36%** for **drivers and 46% for passengers**.

Observations of PV **during the day** show that **the non-use** of seat belts **in the front seats is marginal**: 1.3% outside urban areas (compared to 1.4% in 2023) and 2.2% in large urban areas (+1.3 points). In addition, 7% of **passengers in the rear** do not wear their seat belts on motorways, compared to 11% in large urban areas. Across all networks, UV have a front seat belt non-use rate of 5.6%[1].

[1] *Behaviour Observatory – Results for the year 2024, ONISR, 2025.*

Equipment for cyclists and mPMD users

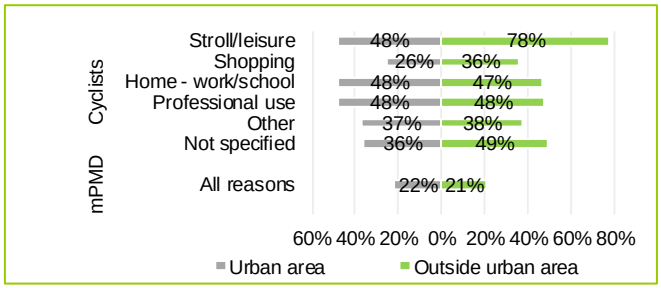
Mandatory pedal cycle equipment

Pedal cycles must be equipped with two brakes (front and rear), a yellow or white front light, a red rear light, a bell, and red rear reflectors, white front reflectors, and orange reflectors on the sides and pedals. In addition, cyclists must wear certified high-visibility clothing when cycling outside urban areas, at night, or when visibility is poor. Finally, since 22 March 2017, children under the age of 12 must wear a helmet.

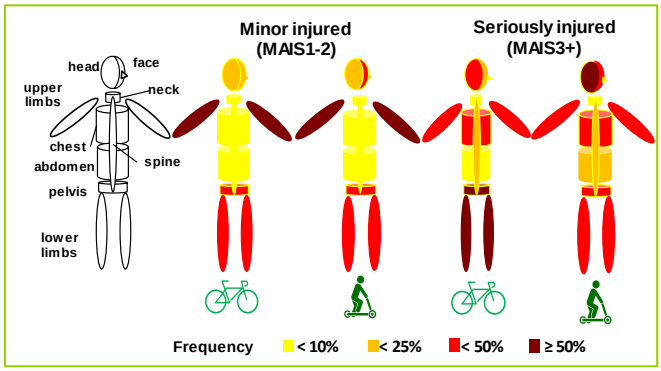
Mandatory equipment for mPMD

mPMD must be equipped with front and rear position lights, retro-reflective devices (catadioptrics), a braking system and an audible warning device. In addition, retro-reflective clothing or equipment must be worn at night or during the day when visibility is poor. Finally, mPMD are not permitted outside urban areas, except on greenways and roads with speed limits of 80 km/h or less, when specifically authorised by the police forces. In such cases, wearing a helmet is mandatory.

Helmet wearing rates among cycling victims by reason for travel between 2022 and 2024



Location of minor and serious injuries in victims involved in pedal cycle and mPMD



Source: Rhone Register, 2017–2021

Protection provided by helmets

Several studies show a reduction in the risk of skull fractures[1] when wearing a helmet (for both cyclists and users of mPMD) as well as a reduction in mortality in countries that regulate helmet use for certain users and certain uses[2]. A meta-analysis[3] including a French study and based on a large sample (more than 16,000 cyclists in total) shows that wearing a helmet reduces the risk of a serious injury by 69% to the head and 33% to the face, without any evidence of a harmful effect on the neck.

Helmet use is increasing in large urban areas[4] : 50% on weekdays and 44% on weekends in 2024, compared to 17% and 28% respectively in 2016.

Non-helmet use in accidents

In 2024, where information is available, **42% of cyclists** killed and recorded in the BAAC **were not wearing helmets** (92 out of 217). Among mPMD users, 34 of the 44 killed were not wearing helmets. Among these unhelmeted mPMD users, one victim was under 12 years of age.

Between 2022 and 2024, helmets were worn by 49% of cyclist victims and 22% of mPMD victims. For cyclists, helmet use is highest among victims on leisure rides outside urban areas (78%). Helmet use is relatively similar among female and male victims (46% and 50% respectively for cyclists and 22% each for mPMD users). This varies more according to age: among cyclists, 33% of victims under the age of 24 wore a helmet, compared with 59% of those over 45 (16% and 34% respectively for mPMD users).

Retro-reflective vest

Between 2022 and 2024, where information is available, 90 of the 104 cyclists and 58 of the 59 mPMD users killed at night were not wearing a reflective vest.

Location of injuries

Among cyclists and EDPm users, more than 50% of injuries are located on the upper limbs and more than 40% on the lower limbs. In seriously injured cyclists, injuries are mainly located on the lower limbs (52%), chest (34%) and head (33%), while in mPMD users they are mainly located on the head (60%), then on the lower limbs (37%) and finally on the chest (28%).

[1] C. Deck, R. Willinger, N. Bourdet, *Traumatismes Crâniens et Protection des Usagers Vulnérables,* University of Strasbourg, CNRS, 2020

[2] http://www.internationaltransportforum.org/Pub/pdf/13IrtadReport.pdf

[3] Olivier J. and Creighton P. Bicycle injuries and helmet use: a systematic revue and meta-analysis. International Journal of Epidemiology.2017-248-292. doi: 10.1093/ije/dyw153

[4] *Behaviour Observatory – Results for 2024, ONISR, 2025.*

Equipment for powered two-wheeler users

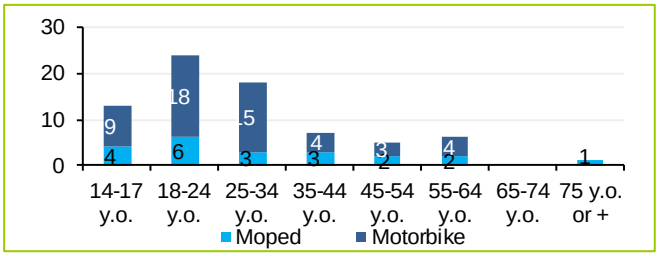
Mandatory equipment for users of PTW

Wearing a helmet gradually became mandatory for drivers of PTW, first through a 1961 decree for motorbike drivers (125 cm^3 and above) travelling outside urban areas. Then, in 1973, wearing an approved helmet became mandatory for all motorcyclists, drivers and passengers on all roads. Finally, for moped riders, it became mandatory outside urban areas in 1976, and then in all circumstances since 1980.

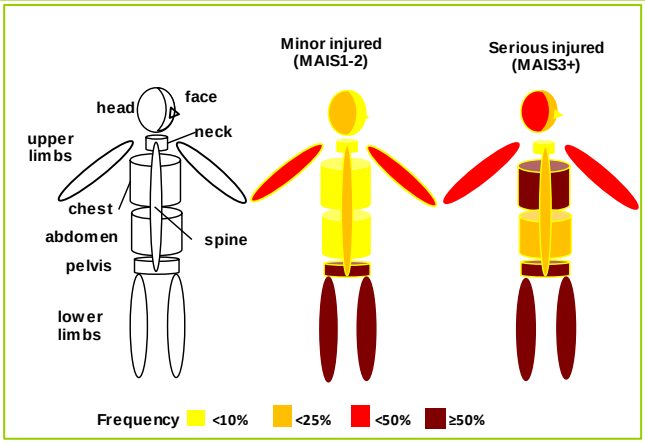
To improve the visibility of PTW users, approved helmets have had to be fitted with retro-reflective stickers since 1995. In addition, PTW are required to drive with their dipped headlights or daytime running lights on (Art. R416-17 of the Highway Code). In the event of an emergency stop, they must have a high-visibility vest since 1 January 2016.

Since 2016, CE-certified motorbike gloves have been mandatory for motorcyclists in order to limit injuries in the event of a fall.

Number of deaths among motorcyclists without a helmet by age between 2022 and 2024



Location of minor and serious injuries in victims in PTW



Source: Rhone Register, 2017–2021.

In the BAAC files for the period 2022-2024, glove use (or non-use) is recorded for 81% of victims (deaths + injured) on PTW, and airbag vest use (or non-use) in 27% of cases.

Wearing a helmet on PTW

In 2024, 5% of moped victims were not wearing helmets, representing 8 deaths and 196 injured (BAAC data). This rate is 3% for motorcyclists, representing 11 deaths and 348 injured. Between 2022 and 2024, 62% of motorcyclists killed without a helmet were between 18 and 34 years old, while they represented only 35% of motorcyclists killed (known helmet wear).

During the period 2022-2024, the victims reported as not wearing helmets on mopeds are primarily in Île-de-France (28%), Pays de la Loire (12%) and Provence-Alpes-Côte d'Azur (PACA – 11%). On motorbikes, they are mainly in Île-de-France (42%) and PACA (13%).

A study based on data from the Rhône Register confirms the effectiveness of helmets in terms of protection in the event of an accident and highlights that head injuries remain a major cause of serious handicaps and death[1] (see pages 17 and 18).

According to a survey of injured users of PTW involved in accidents between 2010 and 2014 (951 respondents), injuries of all severity levels were mainly to the lower limbs (63%), upper limbs (49%) or the head/face/neck area (17%). Injured persons are 4.5 times more likely to suffer a facial injury (particularly to the jaw) when wearing an open-face helmet (non-full-face) rather than a full-face helmet[2]. According to KANTAR's 'Parc Auto/2RM' study, full-face helmets are mainly used by heavy motorbike users (91%) and light motorbike users (75%) in 2023. However, their use is declining sharply among moped riders (-16 points, 69%).

Protective clothing

Between 2022 and 2024, the rate of glove wear is lower among moped victims (68%) than among motorcyclist victims (81%).

In addition to mandatory equipment, the DSR recommends wearing CE-certified equipment: long-sleeved jacket or coat, trousers or jumpsuit, boots or high-top shoes. Wearing reinforced boots or high-top shoes reduces the risk of ankle or foot fractures by a factor of 2.3[3].

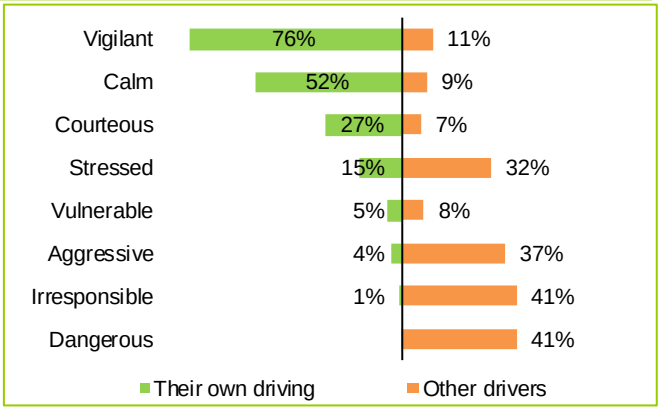
Motorbike airbags, whether wired or electronic, provide protection equivalent to that of a helmet for all vital parts of the torso/thorax/abdomen[4]. Of the 50,131 victims of PTW accidents between 2022 and 2024, only 261 were reported to have been wearing an airbag vest, i.e. 2%. This rate is 2.7% for motorcyclists.

[1] Coquillat A. *et al.*, *Bilans lésionnels subis par les usagers de deux-roues motorisés, SECU2RM*, IFSTTAR, UCB Lyon1, july 2016
[2] Wu, D. *et al.*, 2019, *Does a full-face helmet effectively protect against facial injuries?* Inj. Epidemiol. 6 1, 19.doi: 10.1186/s40621-019-0197-8
[3] Wu, D. *et al.*, 2019. *Effectiveness of protective clothing for motorized 2-wheeler riders*. Traffic Inj. Prev. 20 2, 196–203. doi:10.1080/15389588.2018.1545090
[4] Serre T. *et al.*, *EFFIGAM*, Convention DSR n°2200792115: Final report, march 2017.

Self-reported driver behaviours

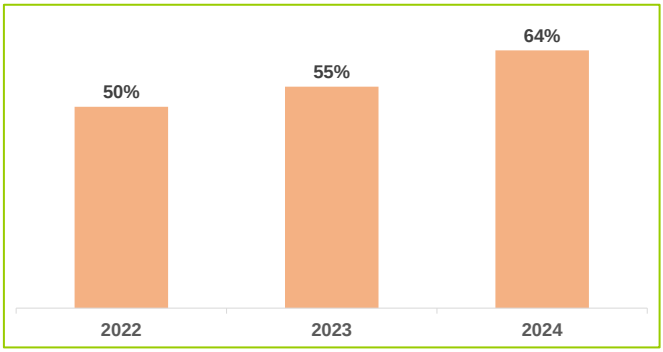
Knowledge of user behaviour, gained through opinion polls, provides a better understanding of their perceptions and attitudes, enabling more targeted actions and the development of appropriate prevention campaigns.

Adjectives chosen by respondents to describe their own driving behaviour and that of other road users (2 adjectives per situation)



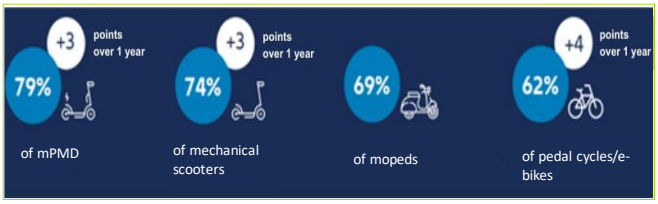
Source: 15th Responsible Driving Barometer, Vinci Motorways

Share of French people who consider that cohabitation between users is not working well



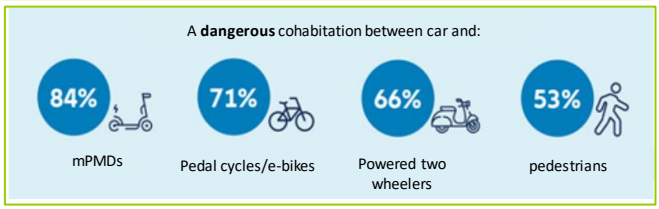
Source: Allianz France Road Safety Barometer

A lack of civic-mindedness perceived by motorists on the part of other road users



Source: Infographic from the 2024 Allianz France-CSA barometer

A feeling of insecurity shared by vulnerable users



Source: Infographic from the 2024 Allianz France-CSA barometer

A climate of heightened tension and anxiety on the roads

The 15th responsible driving barometer from the VINCI Autoroutes Foundation highlights the **distortion** in French drivers' **perceptions** between their own driving and that of other road users. Drivers are convinced that they are **exemplary behind the wheel**: 96% cite at least one positive adjective to describe their own driving behaviour: they perceive themselves as vigilant (76%), calm (52%) or courteous (26%).

For them, **bad drivers are necessarily other people**. Thus, 87% of drivers mention at least one negative adjective to describe the behaviour of other road users, who are considered irresponsible (41%), dangerous (41%), aggressive (37%) or even stressed (32%).

Coexistence between road users is deteriorating

The Allianz France-CSA road safety barometer highlights the perceived deterioration in coexistence on the roads: **64% of French people believe that coexistence is not going well** (up 14% in two years). The main reasons cited are a lack of respect for the Highway Code and dangerous behaviour, as well as poor relations between road users.

A lack of understanding and consideration for other road users

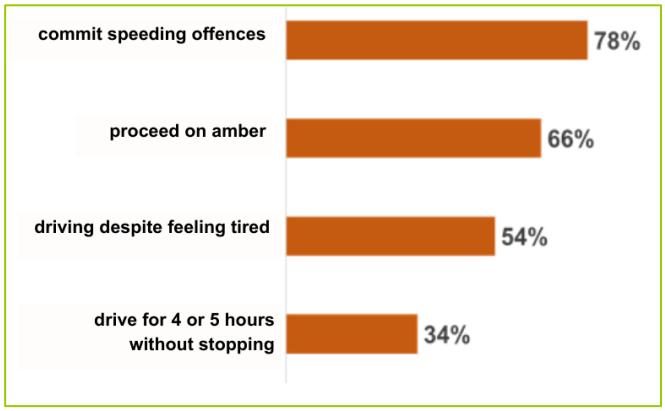
For motorists, the development of soft mobility and the emergence of new travel modes are making **driving more stressful**. They highlight the lack of civic-mindedness among these users, pointing in particular to the failure of certain vulnerable users to respect the highway code: pedestrians (70%), cyclists (69%) and mPMD (64%). Their behaviour, perceived as unpredictable, and their lack of attention, particularly in the case of pedestrians, are also highlighted.

For vulnerable road users, sharing the road with motor vehicles is perceived as dangerous, regardless of their travel mode: 53% of pedestrians consider sharing the road with cars to be dangerous, as do 66% of motorcyclists, 71% of cyclists and 84% of mPMD users. This perception generates **a feeling of insecurity** among these users, with half of them saying they feel afraid. The main perceived danger is the lack of attention from motorists, highlighted by 60% of pedestrians, 51% of mPMD users and 41% of cyclists.

Change in the proportion of French people who allow themselves to deviate from the Highway Code (2021 vs. 2025)

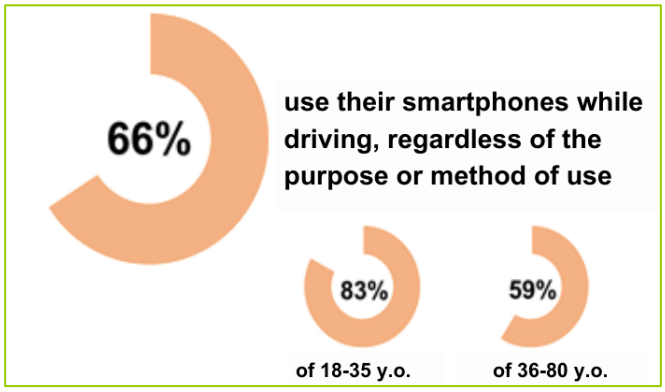
Source: 15th Responsible Driving Barometer, Vinci Motorways

Risky behaviours reported by motorists



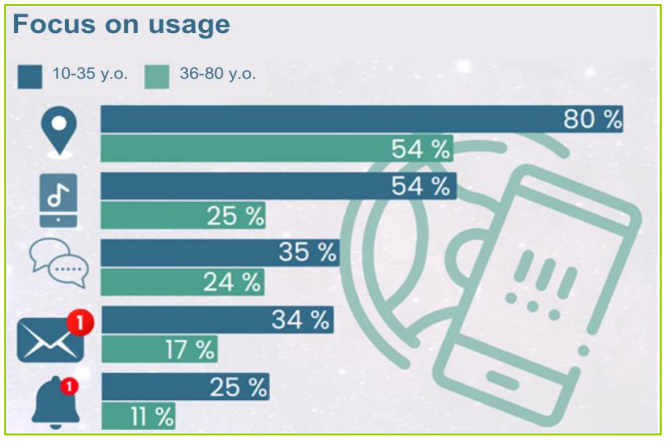
Source: Barometer 2024 of AXA Prévention

Share of drivers who use their smartphones while driving



Source: MAIF Foundation's 2024 Smartphone While Driving Barometer

Main uses of smartphones while driving



Source: MAIF Foundation's 2024 Smartphone while driving Barometer

Traffic rules that are frequently broken

Although traffic rules are designed to protect drivers and all road users, **a large majority of motorists say they break them**. According to the 15th responsible driving survey conducted by the VINCI Autoroutes Foundation, **nearly nine out of ten drivers (87%) admit to breaking the rules of the road** (+8 points in four years). According to drivers, this questioning of the validity of the rules is justified by the fact that they consider the rules to be unsuitable for the situation (58%).

Risky behaviour persists

The Kantar study on French road behaviour for AXA Prévention confirms and illustrates these bad practices, which are deeply ingrained in habits, to the detriment of safety. For example, 78% of French drivers admit to speeding (even though speeding is the leading cause of death on French roads); 66% admit to running orange lights.

On long journeys, 34% of drivers say they drive for 4 or 5 hours straight without stopping (well beyond the recommended stops every 2 hours).

Similarly, while 36% of French people believe that drowsiness is one of the main causes of fatal accidents on motorways, **54% of drivers say they get behind the wheel or continue driving even when they feel tired.**

Distracted driving affects all drivers, but especially young people

Drivers are aware that constant attention is required when driving. However, the MAIF Foundation for Research's smartphone while driving barometer shows that **66% of drivers say they use their smartphone while driving**, regardless of the purpose and method of use. But young people are more addicted to smartphones than their elders: 83% of 18-35 year olds say they use them while driving, compared to 59% of 36-80 year olds. 59% of 36-80 year olds.

In detail, bad practices are the same regardless of the driver's age, but again, dangerous uses are more common among young people. For example, while 54% of 36-80 year olds use their phone as a GPS, 80% of young people do so. Similarly, young people are twice as likely as their elders (54% vs. 25%) to listen to music while driving. Those aged 18-35 are also more likely to make phone calls, read emails or text messages, and check notifications while driving. Young people are less likely to use hands-free kits (24% vs. 32%).

Offences

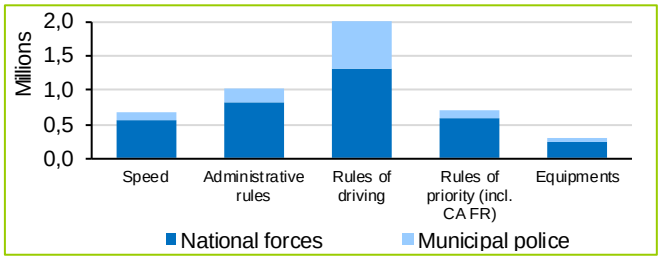
In 2024, 27.6 million traffic offences (-8.6% compared to 2023) were recorded by national police forces (FO), automated control (AC) and municipal police (MP).

Number of offences in 2024 and change between 2023 and 2024

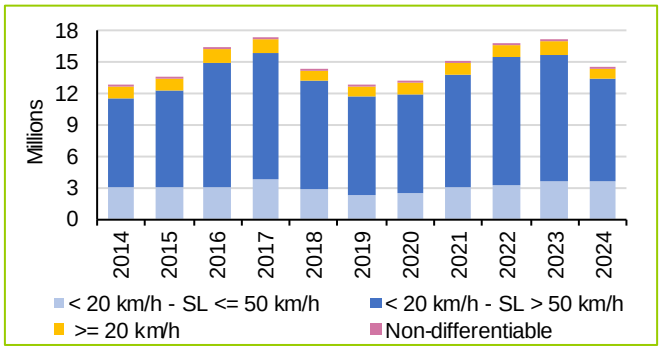
	Misdemeanours		Fines	
Speed	174	-2%	14 578 869	-15%
Dangerous parking			7 581 001	+4%
Administrative rules*	484 039	+11%	1 033 122	-33%
Rules of driving			1 986 519	+10%
Rules of priority			713 838	-8%
User equipment			296 754	+0%
Hit-and-run after an accident	236 019	+25%		
Lighting and condition of vehicles			171 655	+2%
Blood alcohol level	114 691	-2%	36 891	-4%
Illegal drugs	131 964	+0%		
Alcohol and illegal drugs	16 592	+4%		
Overtaking			77 393	+10%
Truck transport	843	-3%	29 427	+6%
Refusal and obstruction	27 547	-8%		
Unintentional injuries	31 876	+3%		
Unintentional homicides	1 986	+14%		
Others	4 638	+3%	6 692	-18%
Total	**1 050 369**	**+10%**	**26 512 161**	**-9%**

* Lack of a license, non-insurance, and false number plates for misdemeanors.

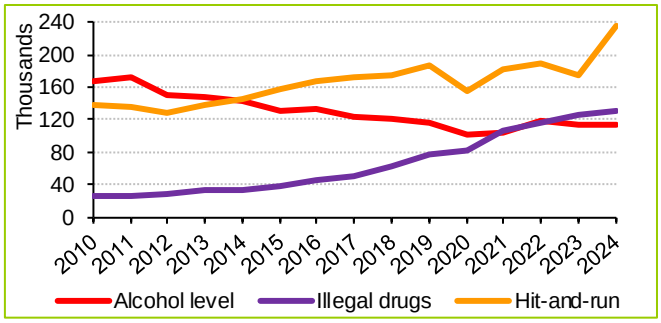
Distribution of non-parking fines between national police forces and municipal police



Changes in speeding offences



Changes in offences related to drink driving, illegal drugs and hit-and-run offences



Source: *2024 Road traffic violations annual report*, ONISR, 2025.

Offences – incl. municipal police

In 2024, **1,050,369 misdemeanours** (+9.5% compared to 2023, +76.3% compared to 2017) and **26.5 million fines** (down -9.2% compared to 2023 and -8.7% compared to 2017) were recorded. The decrease is mainly due to the decline in speeding fines recorded by CA (-2.6 million, or -15.1% compared to 2023).

In total, 53% of offences relate to **speeding** (14.6 million offences), including 174 misdemeanours. **Dangerous parking** offences account for 27.5% of the total (7.6 million).

Offences relating to **administrative rules** account for 5.5% of offences (1.5 million offences). Since 2018, some offences have been treated as **fixed penalties** (FP): in 2024, there were 194,518 FPs out of 268,059 misdemeanours for non-insurance, and 38,222 FPs out of 95,201 misdemeanours for driving without a licence.

Non-criminal offences against **traffic rules** account for 7.2% of offences (2 million offences, including 590,030 for using a **phone** and 61,762 for wearing headsets)

Among the less common offences:

- 713,838 non-criminal offences relate to **priority rules,** including 273,692 offences for 'running red lights' recorded by CA and 168,381 for failing to stop at a 'stop' sign;
- 296,754 non-criminal offences for failure to wear equipment, including 156,073 for **failure to wear a seatbelt**. Among PTW, there were 35,886 for **failure to wear a helmet** and 62,026 for **failure to wear gloves**;
- 171,655 relate to the **condition of vehicles**;
- 168,174 offences relate to **drink-driving**, including 131,283 misdemeanours (78%).

Some offences are only misdemeanours: there were 236,019 **hit-and-run offences** (+25% compared to 2017), 148,556 misdemeanours for illegal drug use (almost 3 times more than in 2017), and 27,547 misdemeanours for **refusing** or **obstructing** checks (-1.4% compared to 2017).

Alcohol and illegal drug checks

Of the 8.4 million alcohol tests carried out in 2024 (3.1% positive), 98% were carried out as part of preventive checks (initiated by the police forces) or during offences (2.9% positive). Tests were also carried out after accidents: 78,448 after an injury or fatal accidents (9.3% positive), and 115,745 after a material accident (10.3% positive).

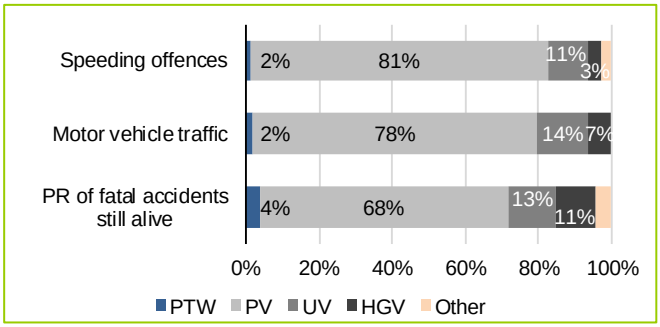
Of the 1.2 million illegal drug tests carried out in 2024 (11.1% positive), 90% were carried out as part of preventive checks or during offences (11.7% positive). Finally, tests were carried out after accidents: 55,886 after an injury or fatal accidents (6.2% positive), and 60,631 after a material accident (4.6% positive).

Automated control: number of fixed radars

Radars	AC fixed speed	AC autonomous speed	AC crossing (traffic lights and level crossings)
2023	2 591	330	715
2024	2 708	396	717

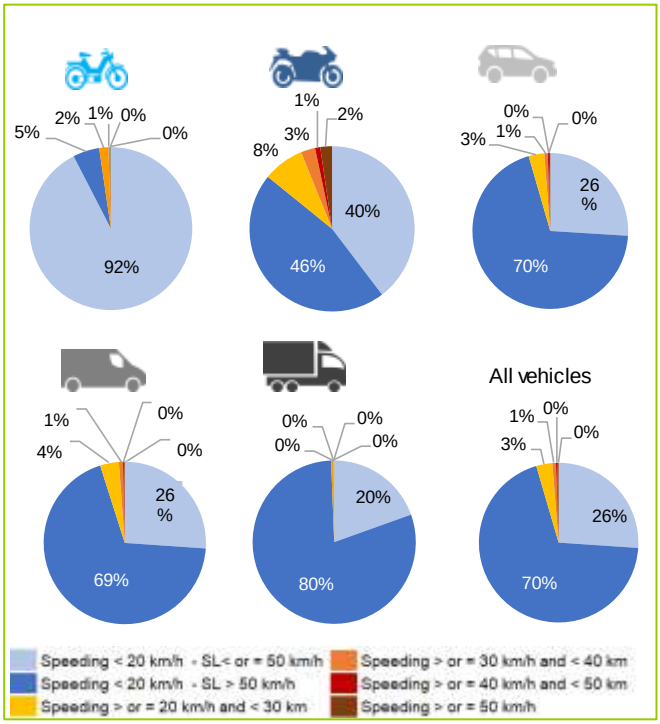
Source: DSR-DCA, headcount as at 31 December

Distribution of fines, traffic and PR of fatal accident by vehicle type in 2024



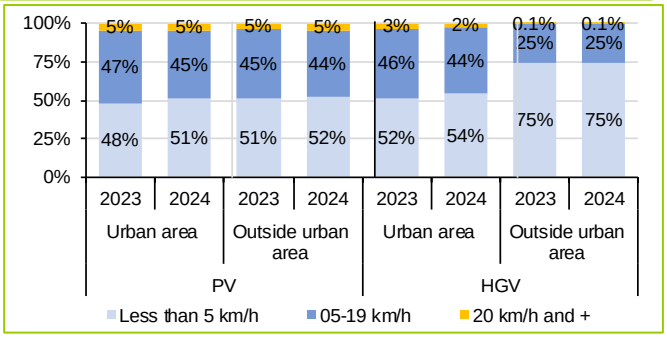
Source : *Les infractions au code de la route et l'impact sur le permis à points*, Statistical report for 2024, ONISR, 2025
Vehicle traffic, MTE-SDES – provisional data for 2024

Speeding offences according to the amount of the excess speed, for certain modes of travel in 2024



Source: *Les infractions au code de la route et l'impact sur le permis à points*, Statistical report for 2024, ONISR, 2025

Distribution of speeding offences by excess speed bracket and road environment in 2023 and 2024



Automated control

In 2024, automated controls issued 14.2 million traffic violation notices, including more than 13.9 million for speeding and 273,692 for failing to stop at a red light.

Of the 2,708 fixed 'speed' radars, 14% are on motorways, 80% on national or departmental roads and 6% on municipal roads. There are 110 radar cars on the roads: 50 driven by police forces officers and 60 by operators following predefined routes (across 55 departments). The national police forces also have 100 'removable' on-board radars.

In 2024, the equipment availability rate is 81%, compared to 88% in 2023.

Speed-related offences

In 2024, with more than 11 million offences, passenger vehicles (PV) account for 81% of 'speed' offences recorded by the AC. This share is equivalent to that of traffic (78%), while the share of PVs is only 68% among those presumed responsible (PR) for fatal accidents still alive. Similarly, for utility vehicles (UV), the second largest volume with more than 1.5 million speeding offences recorded by the CA, or 11%, is lower than that of traffic (14%) and that of PRs of fatal accidents still alive (13%).

With 0.5 million fines, heavy goods vehicles (HGV) account for 3% of speeding offences recorded by the CA, while representing 7% of traffic. Nevertheless, at 11%, the proportion of living PR in HGV is more than triple that of offences.

Powered two-wheelers (PTW) account for 4% of living PR but only 2% of traffic, with 2% of speeding offences recorded by the CA. The over-representation of living PRs who are PTW drivers is also due to their risky behaviour and the high vulnerability of their unprotected passengers in the event of an accident.

PTW differ from other vehicles: the proportion of speeding offences of less than 20 km/h when the average speed is less than or equal to 50 km/h is higher for moped riders (92%) and motorcyclists (40%) than for all vehicles (26%). Motorcyclists are also over-represented in speeding offences for each bracket above 20 km/h above the average speed.

In 2024, the proportion of speeding offences of less than 5 km/h will increase compared to 2023 in urban areas (+3 points for PV and +2 points for HGV), while on roads outside urban areas it will remain constant. On the other hand, the proportion of speeding offences between 5 and 19 km/h is lower in urban areas.

Data: Police forces (offences and C5) and ANTAI (PVe and CA)

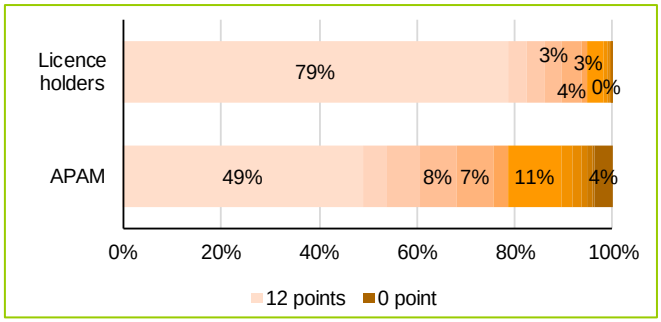
Points-based licence

In 2024, 11.7 million points were withdrawn.

	2022	2023	2024
Offences treated	11 615 243	12 098 682	6 264 863
Points withdrawn	16 285 534	15 766 851	11 740 371
Number of licences with zero	61 723	54 692	47 916
Of which probationary licences with zero points	*18 087*	*11 531*	*14 230*
Initial points restored after 2 or 3 years	5 653 047	5 903 163	7 833 624
Recovery of one point after 6 months/1 year*	6 565 660	6 574 960	6 872 238

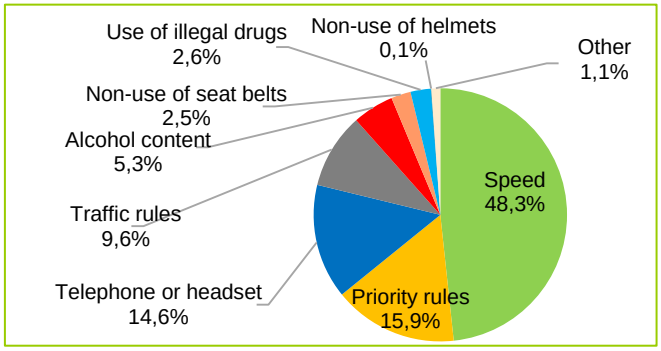
* without any further offences resulting in the loss of 1 point.
Source: *Les infractions au code de la route, l'impact sur le permis à points - 2024 Report, ONISR, 2025.*

Comparison between the number of points held by APAMs and the number of points held by all drivers



Source : *Les infractions au code de la route, l'impact sur le permis à points - 2024 Report, ONISR, 2025*.

Distribution of points withdrawn by family



Source : *Les infractions au code de la route, l'impact sur le permis à points - 2024 Report, ONISR, 2025*.

Exceptional delay in the withdrawal of points:

The comparison of point withdrawals between 2023 and 2024 should be treated with caution.

In the last quarter of 2023, a computer problem delayed the transmission by ANTAI of the request for point withdrawal to the points-based licence information system. The point withdrawal was therefore only effective in 2024.

By mid-2024, 2 million points had been deducted for offences recorded in 2023 (including 750,000 points for traffic regulations, 600,000 points for telephone use, 400,000 points for speeding, 110,000 for not wearing a seatbelt, and 90,000 points for drink-driving).

In 2024, were withdrawn:
- 5.7 M points for speeding (-53% compared to 2023 due to speeding offences of less than 5 km/h no longer resulting in points being deducted since 1 January 2024)
- 1.9 M for failure to give way;
- 1.7 M for using a phone/headsets;
- 1.1 M for traffic regulations;
- 618,000 for drink-driving;
- 303,000 for drug use (incl. contravention and criminal alcohol content);
- 294,000 for not wearing a seatbelt.

Offences carrying **1 point** account for 33% of points deducted and those carrying **6 points** account for 10%**.**

In 2024, 79% of drivers still have 12 points on their licence, but only 49% of presumed responsible of fatal accidents (APAM) still have these 12 points on their licence.

Number of points deducted

Men account for more than two-thirds (69%) of points deducted: more than 8 million points out of a total of 11.7 million points.

This proportion of men is even higher for points deducted for offences relating to driving without a licence (92% of drivers), obstruction and hit-and-run offences (91% of drivers) and driving under the influence of illegal drugs (89% of drivers). In contrast, 37% of female drivers are affected by points deducted for priority rule offences.

Driving licences invalidated due to zero points

In 2024, 47,916 licences were invalidated due to a lack of points. Men accounted for 84% of these, or 40,046 licences, reflecting the fact that men commit more serious or repeated offences.

Restitution of points

In 2024, 7.8 million drivers had their initial 12 points reinstated after 2 or 3 years without any new offences (58% of whom were men). A total of 6.9 million drivers regained one point after 6 months without any new offences (62% of whom were men).

In 2024, 24,872 classes were organised for 320,402 participants: 302,853 participants to restore their points (known as 'points-based licence' classes) and 17,549 participants as an alternative to legal proceedings or criminal settlements (known as 'justice' classes).

912,601 **B licences**, 4,917 **A1 licences,** and 117,940 **A2 licences** were issued in 2024.

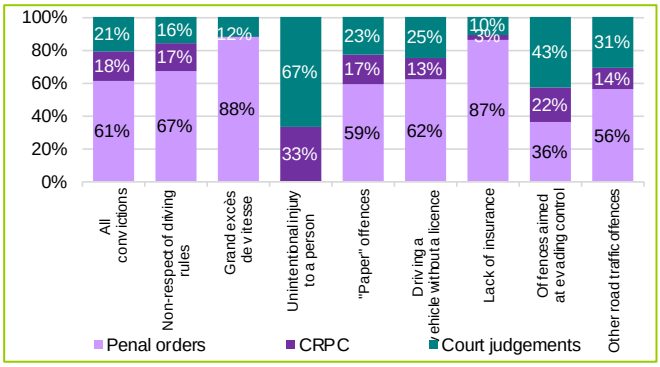
N.B.: Data on offences recorded by law enforcement agencies are recorded in the month following the offence. Points are actually deducted several months later: for minor offences, upon payment of the fine or when all administrative appeals have been exhausted; for serious offences, when the judgement is handed down.

Convictions

This synthesis is based on provisional data for 2023 provided by the Ministry of Justice.

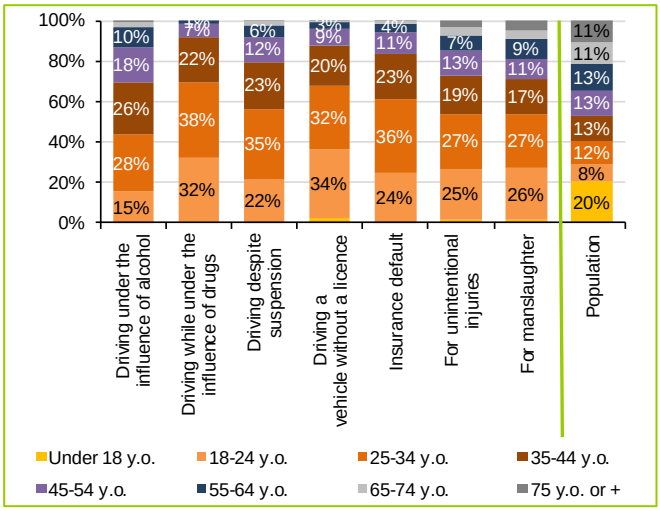
	Prosecutions	Total	%
Overall	**232 405**	**407 285**	**100**
Non-compliance with traffic regulations	***118 241***	***179 714***	***44***
Driving under the influence of alcohol or drugs	100 364	137 411	34
Speeding	16 899	39 093	10
Unintentional injury to a person	***8 023***	***26 918***	***7***
Fatal traffic accident and alcohol or drugs	126	193	0
Fatal traffic accident	758	1 538	0
Traffic accident with unintentional injuries (UI) and alcohol or drugs	1 789	2 342	1
Traffic accident with UI	5 350	22 845	6
"Paper" offences	***99 513***	***148 807***	***37***
Lack of driving licence	46 692	65 381	16
Violation, restriction of driving rights	31 667	38 718	10
Lack of administrative documents / Vehicle technical inspection	19 696	39 276	10
Regulations on vehicle equipment and fittings / Number plates	1 458	5 432	1
Offences aimed at evading checks	***5 698***	***48 549***	***12***
Hit and run	1 894	39 207	10
Refusal to comply, refusal to be checked	3 804	9 342	2
Other offences	***930***	***3 297***	***1***

Prosecutors' guidelines for perpetrators according to the main categories of offences in 2023



CRPC: appearance on prior admission of guilt

Characteristics of those convicted of major offences by age in 2023



Sources: Conviction data: Ministry of Justice/SG/SSER – statistical file from the National Criminal Record and Cassiopée. Population data: INSEE, censuses and population estimates, provisional estimate as at the end of 2024, Year 2024, Scope: France.

Overview of road safety litigation

In 2023, 407,300 perpetrators of road safety offences were referred by public prosecutors, representing 21% of all perpetrators referred this year. Road safety offences punished by the courts can be grouped into four main categories. Offences related to non-compliance with driving rules (driving under the influence of alcohol or illegal drugs, speeding offences) account for 44% of offenders referred. Offences relating to documentation (such as driving without a licence) account for 37% of offenders. Offences relating to attempts to evade checks account for 12% of offenders. Finally, unintentional personal injury as a driver accounts for 7% of offenders in 2023.

Of all offenders involved in a road safety case, 75,200 (18%) were considered non-prosecutable, either because the offence was not established or was considered insufficiently characterised (15%), or because the offender remained unknown (3%).

Of the 332,100 perpetrators who could be prosecuted, 18,800 (6%) were dismissed due to the inappropriateness of prosecution, either because the perpetrator, although known, could not be found, or because they had complied with the law on their own initiative, or because the offence was minor. The public prosecutor's office took criminal action against 313,400 offenders in 2023, representing a criminal response rate of 94% of offenders liable to prosecution.

By age of convicted persons

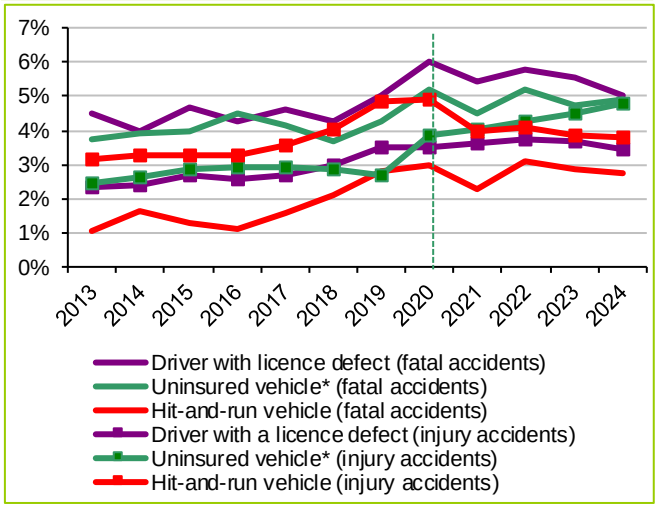
In 2023, drink-driving and driving under the influence of illegal drugs were the two main offences punished under the Highway Code. These two offences do not have the same distribution of convicted persons according to age. Driving under the influence of alcohol mainly affects 25-34 year olds (28%) and 35-44 year olds (26%), while driving under the influence of illegal drugs affects 25-34 year olds (38%) and 18-24 year olds (32%).

Driving without insurance and driving while disqualified mainly affect 25-34 year olds (36% and 35% respectively). Driving without a licence also affects this age group (32%), but more strongly affects 18-24 year olds, who account for 34% of those convicted.

Injuries and manslaughter mainly affect 25-34 year olds, with 27% of those convicted in both categories, as well as 18-24 year olds, with 25% and 26% of those convicted respectively.

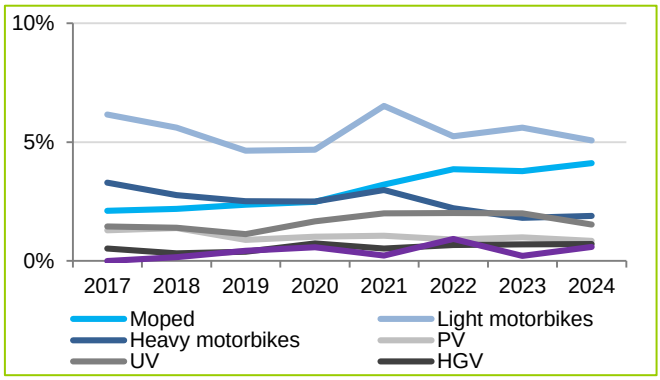
Driving without a licence, non-insurance and hit-and-run offences in accidents

No licence, uninsured vehicle, hit-and-run: changes in offences recorded in injury and fatal accidents

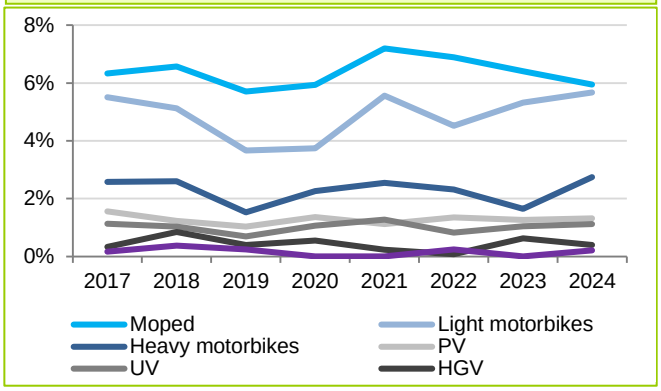


** including motorised personal mobility device (mPMD) since 2020 (Decree No. 2019-1082 of 23/10/2019).*
Reading example for the year 2024: In fatal accidents, 5.0% of drivers have a licence defect. This proportion is 3.5% in all accidents

Change in the proportion of drivers without a licence (excluding mPMD), presumed non-responsible



Change in the proportion of uninsured drivers (excluding mPMD), presumed non-responsible



The estimate of drivers without a licence and/or insurance has been refined this year (see methodology on the ONISR website). It is obtained by multiplying the proportion of drivers without a licence and/or insurance who are presumed non-responsible by the estimated number of active drivers (by age/gender).

Driving without a licence

In 2024, 5.0% of drivers involved in fatal accidents and 3.5% of those involved in injury accidents were driving without a valid licence. These proportions have increased by 0.8 points and 0.4 points respectively over the last 10 years. A total of **233 people were killed** in accidents involving drivers without a valid licence (8% of all fatalities), including 167 passengers in the vehicle without a licence.

The proportion of unlicensed drivers among those involved in fatal accidents **is higher among young people**: it is 8% for 18-24 year olds, 9% for 25-34 year olds, 6% for 35-44 year olds and 2% for those over 44.

Among drivers without a valid licence involved in a fatal accident, 57% were driving a passenger car and 34% a motorcycle.

In fatal accidents, 56% of drivers without a licence tested **positive for alcohol** (where alcohol was known to be involved) and 75% were under the influence of alcohol or illegal drugs. In injury accidents, these figures are 35% and 54% respectively.

To estimate the number of people driving without a licence, the proportion of drivers without a valid licence among those presumed non-responsible for injury accidents is calculated. This proportion is 1.2%. It is estimated that **505,000 people drive without a licence** (including 400,000 in cars or commercial vehicles, 65,000 on motorcycles and 40,000 on mopeds).

Uninsured vehicles

In 7% of fatal and injury accidents, one of the vehicles is uninsured: **216 people were killed** in these accidents, including 156 in the uninsured vehicle.

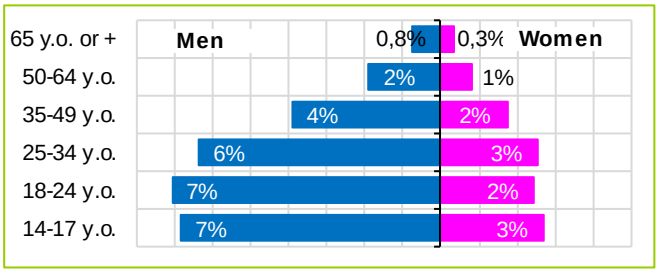
Of all motor vehicles involved in injury accidents, 4.8% are uninsured. This ratio is **8% for mopeds**, 7% for motorcycles and 3% for light commercial vehicles.

Among drivers presumed non-responsible for injury accidents, the proportion driving an uninsured vehicle is 2.9%. It is estimated that **515,000 drivers drove an uninsured vehicle in 2024** (including 430,000 in PV or UV, 55,000 on motorcycles and 30,000 on mopeds). In the BAAC, 59% of mPMD drivers presumed non-responsible are uninsured.

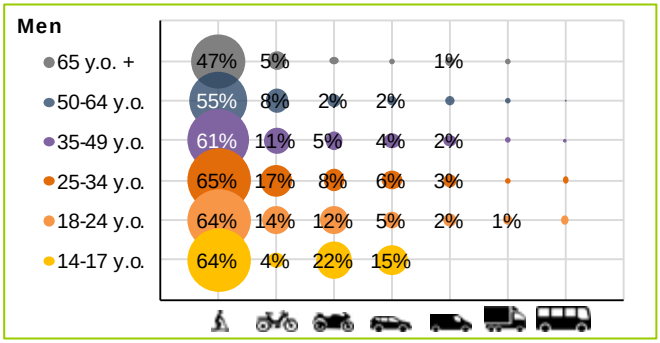
Hit-and-run

3% of fatal accidents and 4% of injury accidents are related to fleeing vehicle. These proportions are up compared to 2010 (up 1.8 points and 1.0 points respectively). **131 people were killed in 2024 in these accidents** (132 in 2023); mostly pedestrians (45%). The proportion of hit-and-run accidents is higher at night (8%) than during the day (5%).

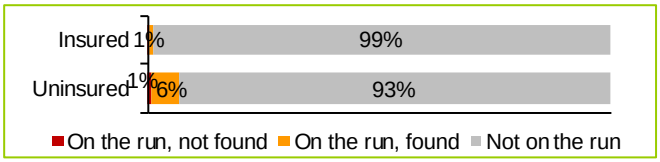
Proportion of uninsured drivers, by age and gender, for the period 2020–2024



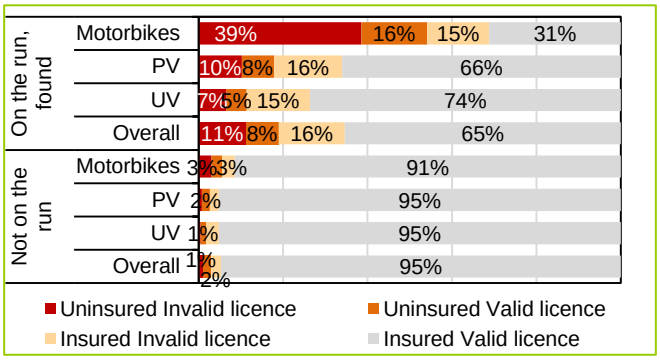
Proportion of uninsured male drivers, by age and mode, for the period 2020–2024



Proportion of uninsured drivers, according to vehicle 'runaway' status, for the period 2020-202

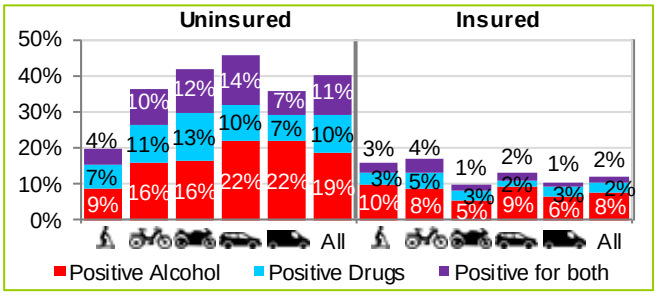


Distribution of insured persons with or without a licence, according to vehicle 'runaway' status and mode for the period 2020-2024**



**: Among vehicles that require a driving licence.

Rate of drivers not fleeing the scene, testing positive for alcohol and/or illegal drugs, for the period 2020-2024



In order to have more data, the following analysis covers the period 2020-2024.

Uninsured drivers...

Among drivers aged 14 or over involved in an injury accident, whose vehicle requires insurance (including mPMD[1]), 4% drive an uninsured vehicle.

The older the driver, the lower the proportion of uninsured drivers involved in injury accidents, especially among men: 7% of men aged 18-24 are uninsured, compared with 1% of those aged 65 or over. Among women aged 14-17, the high rate of non-insurance is driven by mPMD drivers.

The proportion of uninsured drivers among mPMD drivers is the highest, regardless of age. Among moped drivers, it is particularly high among men aged 25-34 and 18-24 (17% and 14% involved in injury accidents, respectively).

The proportion of uninsured drivers is also high among motorcyclists, especially those under the age of 25.

... without a licence and fleeing the scene

Among uninsured drivers, 7% fled the scene (6% were found); this proportion is only 1% among insured drivers.

Regardless of the mode of travel, 35% of drivers who fled the scene and were found were uninsured and/or unlicensed, compared to 5% of drivers who did not flee the scene.

In particular, among motorcyclists who fled the scene and were found, 55% were uninsured: 39% had an invalid licence and 16% had a valid licence. Among motorcyclists who did not flee the scene, these proportions are ten times lower (6%: 3% and 3% respectively).

To a lesser extent among drivers of PV and UV, drivers who fled the scene and were found represent 18% and 12% of those without insurance, respectively, of whom 10% and 7% had an invalid licence.

… drunk, under illegal drugs

In total, 40% of uninsured drivers tested positive for alcohol or illegal drugs, with 11% testing positive for both. Among insured drivers, these proportions are 12% and 2% respectively.

The proportion of uninsured motorcyclists who tested positive is four times higher than that of insured motorcyclists (42% versus 10%). The proportion is eight times higher for those who tested positive for both substances (12% versus 1.5%).

The proportion of uninsured PV and UV drivers who tested positive for alcohol is 22%, compared to 9% and 6% respectively for insured drivers. The proportion is seven times higher for those who tested positive for both substances.

[1] mPMD only appear in BAACs from 2019 onwards; insurance is compulsory (Decree 2019-82 of 23 October 2019).

Accidents factors related to the vehicle

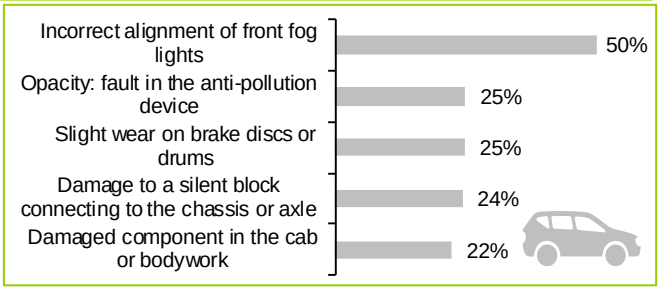
Share of accident vehicles with an identified vehicle factor according to road environment in 2024

Motorway	Outside urban area	Urban area
13%	12%	21%

Share of accident vehicles with an identified vehicle factor according to department group

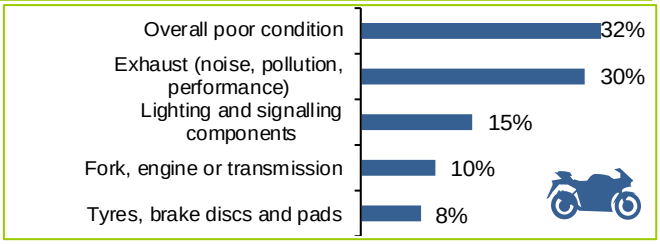
Family of departments	mPMD	PV	HGV	PT	All veh.
Mountain	26 %	14 %	37 %	37 %	15 %
Rural areas with low pop. density	19 %	13 %	10 %	10 %	13 %
Mediterranean	26 %	16 %	26 %	26 %	16 %
Monopolarised	23 %	14 %	18 %	18 %	14 %
Multipolarised	15 %	14 %	14 %	14 %	15 %
Very high pop. density	20 %	18 %	24 %	24 %	19 %
Paris and inner suburbs	30 %	24 %	25 %	25 %	24 %

Most common faults found during technical inspections carried out in 2024 on the 89.7% of PV presenting at least one fault



Source : *Contrôle technique périodique des véhicules légers - Rapport d'activité annuel 2024*, UTAC/OTC, January 2025

Pre-existing defects identified in 26% of PTW considered dangerous and with previous damage in 2021



Source: *BCA Expertise*

In 2024, 17% of vehicles involved in a traffic accident have a vehicle-related factor (hereinafter 'factor'). They are involved in the deaths of 564 road users, including 365 occupants of the vehicles concerned. This proportion is particularly high for uninsured vehicles (25%). mPMD are the category of vehicles for which the presence of a factor is most frequent (23%).

A**ccident vehicles** most often have a factor (21%) in urban areas.

The 'Paris and inner suburbs' group of departments has the highest rate of vehicle factors (24%). These factors are frequently identified for HGV and PT in 'mountain' departments (37%).

The most frequently reported factor, regardless of vehicle category, is **vehicle displacement**, corresponding to vehicles that have escaped the driver's control (handbrake not properly applied, etc.). It affects 5% of vehicles involved in accidents and is involved in the deaths of 112 of their occupants and 65 third-party users.

The frequency of the factor **restricted visibility from the compartment** increases with the size of the vehicle: 2% of PV, 3% of UV and 5% of HGV involved in accidents. This factor is involved in the deaths of 53 road users, including 34 pedestrians and 10 cyclists. HGVs alone with this factor caused the deaths of 24 road users, including 17 pedestrians and 6 cyclists.

Defective lighting or signalling specifically affects pedal cycles (2%), mPMD (3%) and mopeds (2%), with a high associated mortality rate for their users (5%, 11% and 6% respectively).

The factor of **vehicles unfamiliar to the driver** primarily concerns PV (10 deaths for 166 PV) and PTW (7 deaths for 137 PTW).

The factors of **worn tyres** and **tyre blowouts** stand out in terms of their severity: while they account for only 0.5% of all vehicles involved in accidents, they represent 2% of all vehicle occupant fatalities, or 52 people, including 36 PV users and 7 heavy motorcycle users.

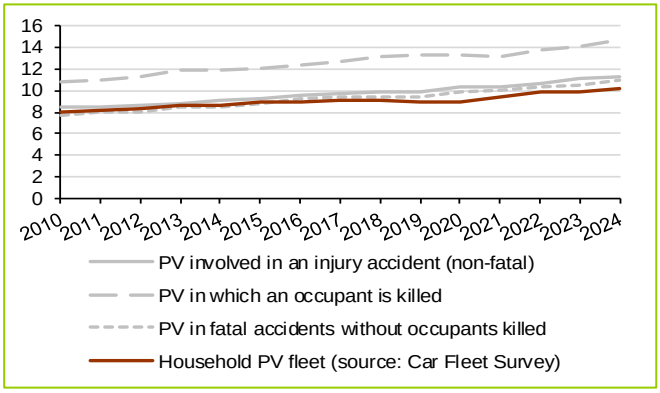
Number of vehicles with a vehicle-related factor and deaths among their occupants in injury accidents, according to vehicle category and type of vehicle factor.

n: Number of vehicles D: Deaths in vehicles	Bicycle		mPMD		PTW		PV		UV		HGV	
	n	D	n	D	n	D	n	D	n	D	n	D
Mechanical defect	59	1	29	0	97	2	152	3	28	0	15	0
Lighting - signalling	110	12	82	5	193	15	445	7	52	0	11	0
Worn tyre	6	1	1	0	77	7	245	36	30	4	7	2
Tyre blow out	2	0	0	0	6	0	37	2	8	0	13	0
Loading	6	1	6	0	14	1	23	2	15	0	14	0
Vehicle displacement	263	7	219	2	1 044	35	2 492	63	349	3	111	0
Vehicle fire	0	0	0	0	2	1	10	4	1	0	0	0
Vehicle unfamiliar to driver	16	0	19	0	137	7	166	10	12	0	4	0
Other	427	9	249	3	1 224	41	3 670	51	499	8	114	0
Faulty driving aid	1	0	0	0	6	0	22	0	1	0	1	0
Restricted visibility from the compartmen	42	1	23	1	104	0	1 138	2	189	0	112	0
Total	**932**	**32**	**628**	**11**	**2 904**	**109**	**8 400**	**180**	**1 184**	**15**	**402**	**2**

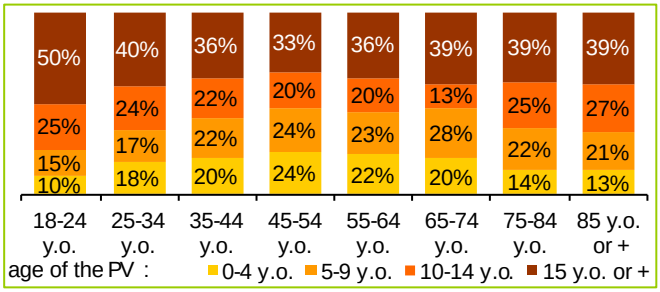
The age of vehicles

In 2024, in fatal accidents, PVs involved had an average age higher than that of the fleet. Conversely, in the case of PTWs, the vehicles involved were newer.

Change in the average age of passenger vehicles (PV) since 2010

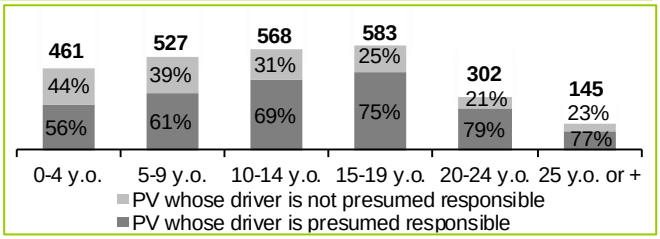


PVs involved in fatal accidents in 2024 according to their age and the age of the driver

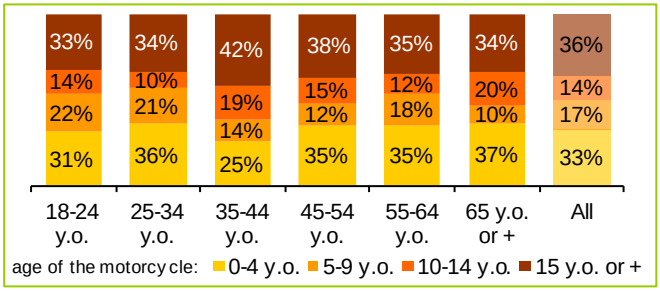


Reading: 50% of PVs driven by 18-24 year olds are over 15 years old.

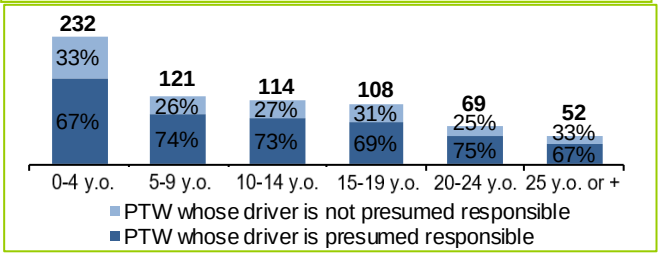
Age of the PV according to the presumed responsibility of the driver (fatal accidents 2024)



Motorbikes involved in fatal accidents in 2024 according to their age and the age of the driver



Age of the PTW according to presumed driver responsibility (fatal accidents in 2024)



Age of the vehicle fleet

In France mainland, the average age of the household vehicle fleet [1] reached 9 years and 10 months in 2023. Half of this fleet consists of vehicles over 8 years old, 42% are 10 years old or older, and 24% are 14 years old or older. The average age of the household PTWs fleet is 12 years and 5 months.

Age of PVs

The average age of PVs in which a user is killed is significantly higher than the age of the vehicle fleet: 14 years and 8 months for PVs involved in accidents in which a user is killed in 2024, compared with 9 years and 10 months for the fleet. While PVs aged 14 years and over represent 24% of the fleet, they account for 48% of PVs in which at least one user is killed.

Young drivers are most often involved in fatal accidents in PVs with advanced age: 50% of young people aged 18 to 24 were driving a PV aged 15 years or older (compared to 36% on average for other age groups). Conversely, only 10% of drivers aged 18-24 involved in a fatal accident were driving a PV less than 5 years old (compared to an average of 20% for other age groups).

The proportion of drivers presumed responsible for a fatal accident is higher the older the vehicle is: 77% of motor vehicles aged 15 years or older have a driver presumed responsible, compared to 56% for motor vehicles less than 5 years old.

Age of PTWs

In fatal accidents in 2024, **the average age of the PTWs involved is lower than that of PVs**: 9 years for mopeds and 11 years and 6 months for motorcycles, compared with 13 years for all PVs involved in fatal accidents.

PTWs less than 5 years old account for one-third of PTWs involved in fatal accidents, compared to less than one in five for PVs.

Unlike PVs, the proportion of drivers presumed responsible for a fatal accident varies very little depending on the age of the PTW.

Age of UVs and HGVs

In 2024, the average age of UVs involved in accidents in 2024 is 8 years (compared to 7 years and 6 months in 2023). This age has been increasing for fifteen years (6 years and 7 months in 2010).

The age of HGVs involved in injury accidents is 6 years; this figure has remained stable overall since 2010.

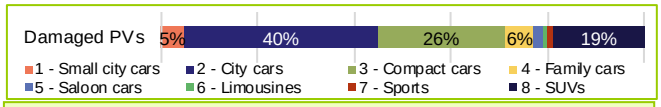
[1] "Parc auto" study, Kantar, 2024.

The technical characteristics of the vehicles

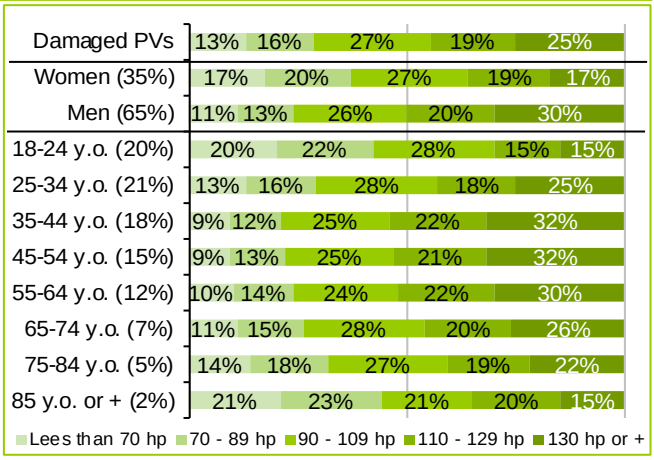
The average power of damaged passenger vehicles (PVs) is equivalent to that of the entire French vehicle fleet.

The average engine capacity of damaged motorcycles is higher than that of the fleet, and even more so when a motorcycle user has been killed. Outside urban areas, the average engine capacity of damaged motorcycles is higher than in urban areas or on motorways.

Categories of PVs involved

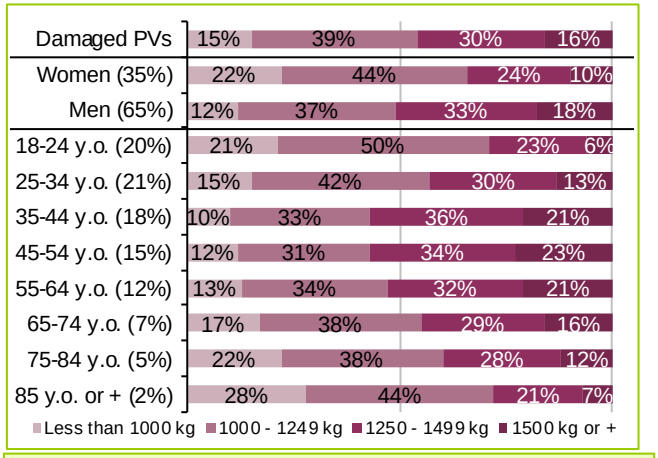


Power of damaged PVs by gender and age of driver

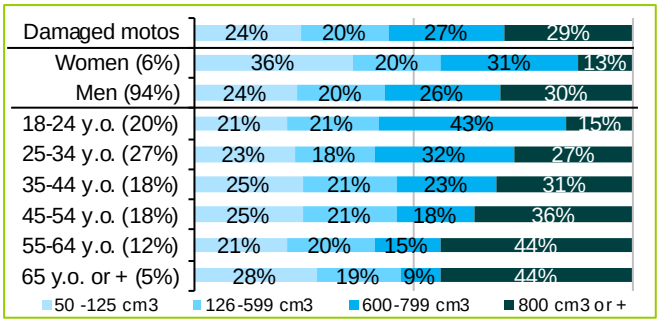


Reading: 35% of damaged PVs are driven by women. 17% of women's PVs have less than 70 hp.

Empty mass of damaged PVs by gender and age of driver



Engine capacity of damaged motorcycles by gender and age of driver



Motorcycles here include motorbikes, scooters and powered three-wheelers with an engine capacity of 50 cm³ or more.

National Type Identification Code (CNIT)

The CNIT code for vehicles (indicated on the vehicle registration document) is recorded in the national database of injury traffic accident. This code provides information about vehicles (model, power, weight, engine capacity, etc.).

Characteristics of damaged PVs

In 2024, 50,700 PVs were involved in injury accidents, 78% of which had a CNIT recorded.

The proportion of SUVs among vehicles involved in accidents in 2024 (19%) shows a continued increase measured in the CraVAT study (page 171) between 2015 (5.5%) and 2022 (15.8%).

The average power of PVs involved in accidents is 110 horsepower (106 hp for PVs in which a user died, 138 hp for SUVs). The average power of the PV fleet[1] (105 hp) is similar.

A quarter of damaged PVs have a power rating of 130 hp or more. Drivers aged 35 to 64 have the most powerful PVs (116 hp on average), unlike young people aged 18 to 24 (99 hp on average) and seniors aged 85 and over (97 hp). **Women drive less powerful PVs** (101 hp on average, compared to 115 hp for men).

The average weight of damaged PVs is 1,250 kg (6 kg more than in 2023 and 33 kg more than in 2019). This is equivalent to the average weight of PVs in the national fleet[1] (1,273 kg).

Women's PVs are lighter (1,186 kg on average, i.e. 99 kg less than men's PVs). **Young people aged 18-24 and seniors aged 85 and over have lighter vehicles** (1,157 kg and 1,143 kg on average, respectively). **SUVs are heavier** (1,464 kg on average).

Characteristics of motorcycles

Of the 11,600 damaged motorcycles in 2024, 74% have a CNIT (national vehicle identification code) recorded. **The average engine capacity of damged motorcycles** (628 cm³) **is higher than the average engine capacity of the fleet[1]** (420 cm³). The engine capacity is higher for motorcycles on which a user died (761 cm³).

A clear difference is observed depending on the road environment (548 cm³ in urban areas, 676 cm³ on motorways and **770 cm³ outside urban areas**) and the day (674 cm³ at weekends compared to 612 cm³ on weekdays).

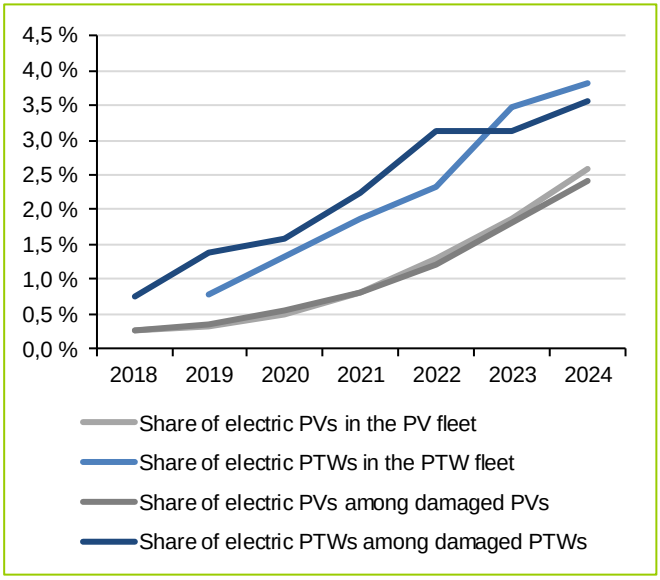
Motorcycles driven by women are much less powerful (471 cm³ on average). The proportion of the most powerful motorcycles (800 cm³ and above) increases with age: from 15% among 18-24 year olds to 44% for drivers aged 55 and over.

[1] Data on the national fleet comes from the Vehicle Registration System, based on queries made to the statistical warehouse of registration records up to 31/12/2023.

Accidents by engine type

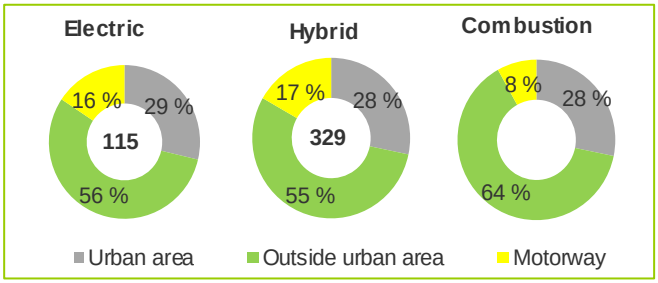
The majority of vehicles involved in road accidents are combustion engine vehicles (91%). As they become more prevalent on the roads, electric vehicles are increasingly involved in accidents.

Changes in the proportion of electric PVs or electric PTWs in the fleet or in accidents

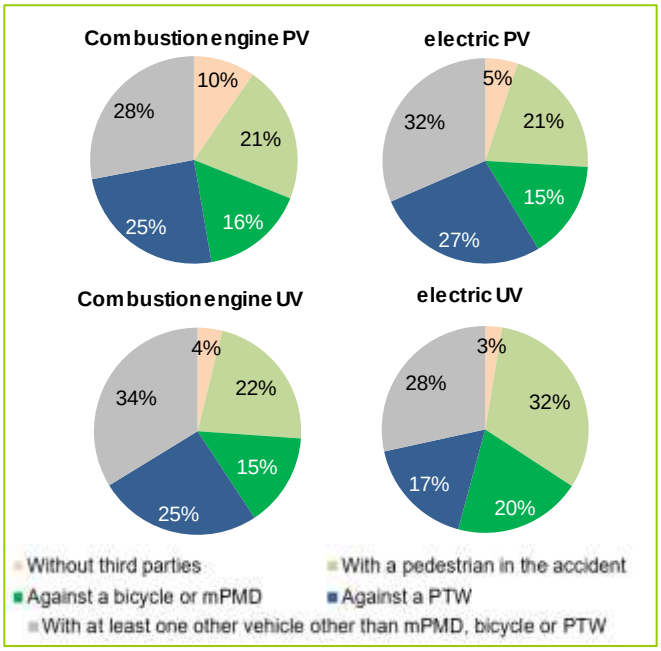


Sources: Traffic report, SDES. 2024 PV fleet estimate based on registrations, PTW vehicle fleet estimate based on Kantar data.

Distribution of fatal accidents involving electric, hybrid or combustion engine PVs by road environment (2020-2024)



Distribution of the number of injury accidents in urban areas involving a PV or UV, thermal or electric, by type of collision in 2024



In 2024, 2,257 electric vehicles were involved in injury accidents (representing 3% of damaged vehicles, excluding pedal cycles and mPMD). Among the damaged electric vehicles, 376 were mopeds, 175 were motorcycles, 1,171 were PVs and 212 were UVs. The mode with the highest electric motorisation is mopeds (9% of damaged mopeds were electric, compared to 2% of electric and 8% of hybrid PVs).

In recent years, electric vehicles have become increasingly common. Between 2019 and 2024, the number of electric PVs in circulation[1] rose sharply (increasing eightfold). The number of electric UVs and PTWs also increased (increasing threefold and fivefold, respectively). The numbers of combustion-engine PVs, UVs and PTWs remained stable over the same period. The trend in electric damaged vehicles mirrors that of vehicles in the fleet.

Electric damaged PVs are on average 2.4 years old: they are newer than combustion-engine PVs (12.2 years).

By road environment

In fatal accidents, **electric PVs are overrepresented on motorways** (16% compared to 8% for combustion engine PVs); conversely, for injury accidents, they are slightly more prevalent in urban areas (64% compared to 59% for combustion engine PVs).

Electric PV drivers

Drivers of electric PVs involved in injury accidents are different from drivers of combustion engine PVs. They are:

- Older (8% aged 18-24 and 48% aged 35-54, compared with 19% and 32% respectively for combustion engine PVs);
- More often on a work-related journey (43% compared with 29% of drivers of combustion engine PVs). Electric PVs are more often company-owned (17% compared to 6% of combustion engine PVs);
- There is no gender difference in the driving of electric PVs involved in accidents;
- When they are presumed responsible, they are less likely to be under the influence of alcohol or illegal drugs (7% and 1% compared to 14% and 6% of combustion engine PVs).

Depending on the type of collision

In 2024, the types of accidents involving combustion engine PVs and electric PVs in urban areas are similar. The only difference is that accidents without third parties are less common for electric PVs (5% compared to 10% of accidents involving combustion engine PVs). Over a five-year period (2020-2024), **accidents involving pedestrians are more serious when the PV is a combustion engine vehicle** (5 deaths per 100 injured compared to 3 for electric PVs).

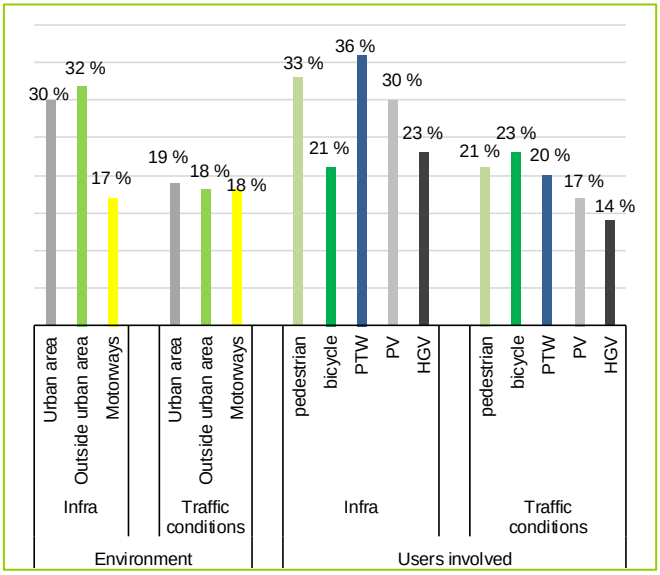
In urban areas, electric UVs are particularly involved in accidents involving pedestrians (32% compared to 22% of accidents involving combustion engine UVs) and bicycles or mPMD (20% compared to 15%).

[1] SDES data 2024

Factors contributing to fatal accidents related to locations, infrastructure and the environment

While the causal factors[1] of fatal accidents have a strong human component (92%), the proportion associated with infrastructure is estimated at 30%. Adding traffic conditions (18%), the resulting environmental category is present in 39% of these accidents. Fatal accidents attributable solely to infrastructure or traffic conditions are rare (1% for each component).

Proportion of accidents involving factors related to infrastructure or traffic conditions, by environment and users involved in fatal accidents in 2015 (FLAM)



Infrastructure-related or traffic condition-related contributing factors in fatal accidents in 2015, according to the FLAM database

Infrastructure factors relate to elements of the road layout or configuration that played a role in the accident. These include elements relating to visibility, legibility*, the suitability of infrastructure to dynamic constraints**, the possibility of avoidance and recovery, the limitation of the severity of impacts, the consistency of all elements of the road and its environment, and traffic flow management*** with a view to safety. The 'traffic conditions' factors encompass elements related to traffic and weather conditions.

* The ability of roads to provide an accurate picture of the environment and the behaviour expected of users.

** Ability of the infrastructure (superelevation, profile, grip, etc.) to prevent loss of dynamic balance (skidding, overturning, etc.).

*** Absence of pedestrian crossings, pedestrian refuges, or no distinction between turning movements at intersections.

The FLAM database is compiled from the reading, analysis and coding of all reports of fatal accidents in 2015. It enables the factors behind these fatal accidents to be studied, whether they relate to people, vehicles or the environment. The FLAM database ultimately contains 85% of fatal accidents from 2015.

By travel modes

The proportion of fatal accidents involving factors related to infrastructure or traffic conditions varies significantly depending on the category of road user.

According to the FLAM study, accidents involving pedestrians are particularly affected by visibility issues (23% of accidents, mainly due to masks and street lighting problems), inconsistencies in road design (8%) or poor consideration of pedestrian flows (8%). Environmental conditions also play an important role in the occurrence of these accidents (13%), particularly in situations of natural glare.

Cyclists are also greatly affected by poor visibility (18% of accidents – particularly caused by the environment, such as walls or vegetation) and by environmental conditions (13%), including situations of natural glare.

Accidents involving a PTW are most sensitive to infrastructure factors. While they are also greatly affected by poor visibility (16%), they are notable for issues relating to poor road visibility (13%), particularly on bends, and infrastructure that is not adequately adapted to dynamic constraints (11%).

Poor visibility (11%) is also the main cause of accidents involving a PV or a UV that can be attributed to infrastructure. The inability to avoid and/or recover, as well as the inability of the infrastructure to prevent loss of dynamic balance (skidding, overturning, etc.) are implicated in 9% of these accidents.

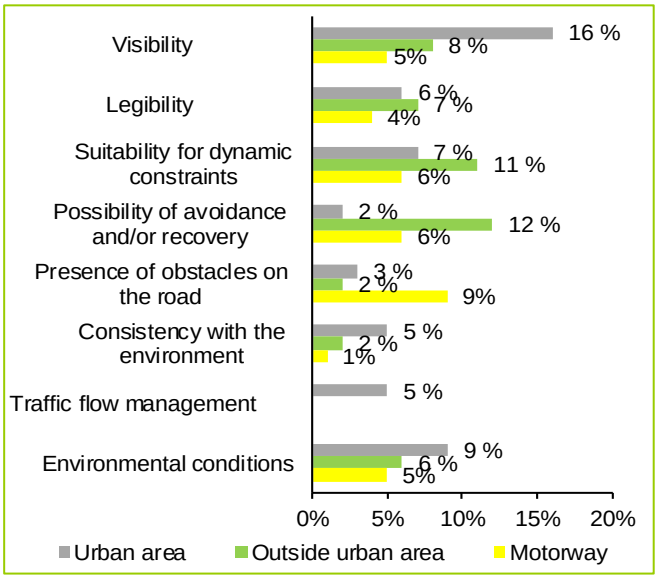
Only 14% of accidents involving a HGV are inherent to the infrastructure; the main factor identified relates to the inadequacy of the infrastructure to cope with dynamic constraints (9%).

Accidents involving animals

In 2024, 9 people were killed in accidents involving animals, including 7 involving wild animals. Over the period 2022-2024, this represents a total of 33 deaths, including 22 involving wild animals.

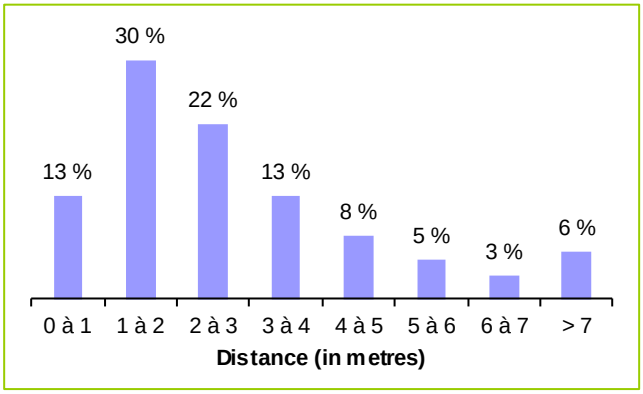
[1] The percentages refer to triggering factors identified as almost certain or probable by the coders.

Trigger factors related to infrastructure or traffic conditions depending on the environment



Source: *FLAM database on fatal accidents in 2015,* Cerema, 2020. The percentages refer to the 2,878 fatal accidents recorded in the database.

Distribution of fatal accidents of PVs against fixed obstacles on two-way roads outside urban areas, according to the distance between the obstacle and the edge of the carriageway



Reading: In 30% of fatal accidents against fixed obstacles, the obstacle is located between 1 and 2 metres from the edge of the road.
Source: Fatal accidents against fixed obstacles – CETE Normandie-Centre; CEESAR - Setra - March 1999.

Significance of accident-prone configurations on dual carriageways or single carriageways that have undergone a route assessment as part of the SURE initiative

On all the routes diagnosed		
Accident-prone configuration	Separate carriageways	Single carriageway
Loss of traction	13 %	7 %
Drowsiness/hypovigilance	6 %	17 %
Legibility of the curve	6 %	4 %
Lateral obstacles	9 %	12 %
Intersections	0 %	24 %
Hard shoulder	3 %	14 %
Head-on collisions	0 %	19 %
Sudden deceleration	16 %	0 %

Reading: the proportion of accidents involving loss of traction is 13% on dual carriageways and 7% on single carriageways.
Source: European Directive on Road Infrastructure Safety – SURE diagnostic analysis – April 2021 (Cerema)

Depending on the road environment

Infrastructure-related factors are more prevalent in urban areas (30%) and interurban areas (32%) than on motorways (17%). However, the proportion of fatal accidents linked to traffic conditions is similar across all environments. Accidents **in urban areas** are characterised by significant visibility problems (16%), due to fixed or mobile obstructions (11%), or problems with street lighting (4%). Infrastructure developments that do not take pedestrians sufficiently into account (pathways, wide roads) have also been identified.

In **interurban areas,** the inability to perform and/or successfully execute avoidance or recovery manoeuvres was identified in 12% of cases. This is mainly due to insufficient shoulder width or the absence of shoulders, and the inadequacy of the road to dynamic constraints (11%) due to the condition of the road surface (wet, presence of objects, poor condition, etc.).

On motorways, the main issue relates to traffic conditions: obstacles on the carriageway, whether mobile (animals) or non-fixed (vehicles stopped in the middle of the carriageway or on the hard shoulder), account for 9% of accidents.

Lateral obstacles

A lateral obstacle, or 'fixed obstacle', refers to any object at the side of the road that could aggravate the consequences of a vehicle leaving the road in the event of a collision. Nearly half of fatal accidents involving fixed obstacles occur less than 2 metres from the edge of the carriageway.

In 2024, five types of obstacles account for most of the 1,199 deaths of vehicle occupants after a collision with a fixed obstacle: trees (27%), restraint systems (16%), ditches or embankments (16%), walls or buildings (11%) and posts (10%).

Installed to protect against collisions with obstacles, crash barriers (guardrails) are themselves obstacles. While metal guardrails deform when struck at a certain angle and return the vehicle to the lane, concrete guardrails, which are non-deformable, provide better protection against crossing the central reservation (collisions with oncoming vehicles) but return vehicles to traffic at the angle of the initial impact.

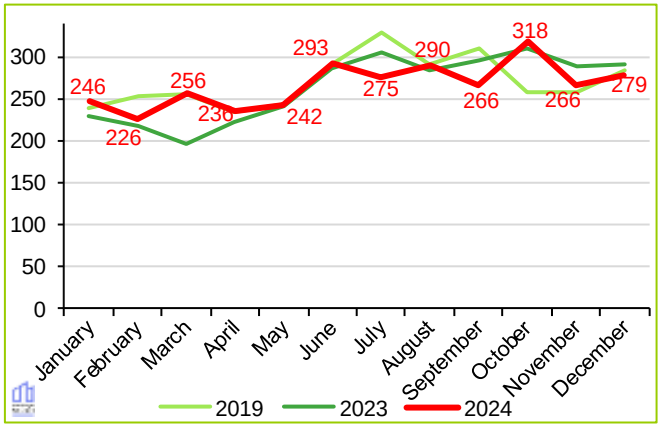
Route diagnostics

The SURE approach (see page 34) provides for the analysis of accidents by route. Analysis of the diagnostics carried out shows a significant difference in accident-prone configurations between road types, highlighting the lower level of safety on roads without a central reservation: head-on collisions, intersections, hard shoulders, lateral obstacles.

Periods of high accident rates

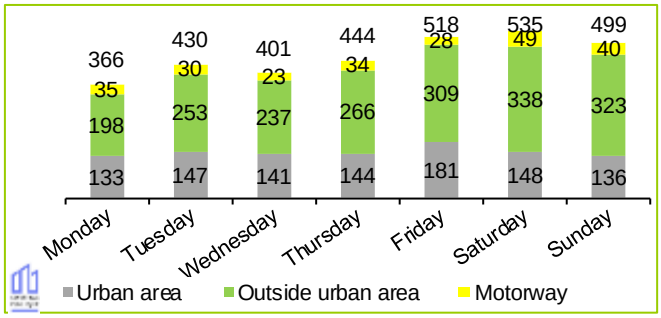
During the day, the time slot with the highest number of deaths is between 4pm and 6pm. During the week, Friday and the weekend see the highest number of deaths, and during the year, it is the month of October.

Number of deaths by month



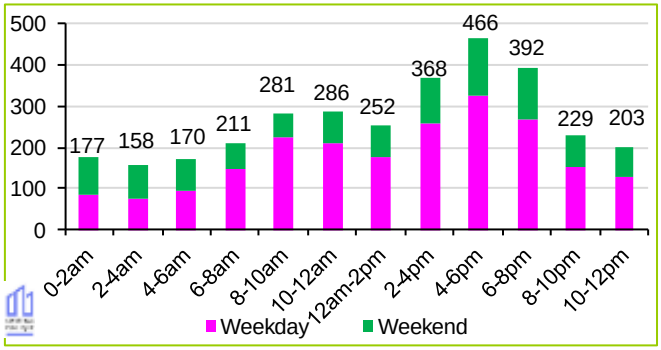
The values shown on the graph are those for the year 2024.

Number of deaths by day of the week and road environment



The year 2024 has 52 Wednesdays to Sundays and 53 Mondays and Tuesdays.

Number of deaths by time of day and weekday / weekend



"On 18 June 2024, **seven people died in a terrible road accident** in Bailleau-le-Pin (Eure-et-Loir), near Chartres. A first vehicle carrying five young people aged between 17 and 19 collided head-on with a second car occupied by a couple in their eighties. The violent impact caused the first car to roll over. It then collided with another vehicle. The two occupants, aged 20 and 23, were injured."

Source : lanouvellerepublique.fr

In 2024, the monthly average for road deaths was 266. This figure fluctuated throughout the year, with the lowest numbers at the beginning of the year: around 240 deaths per month **from January to May**, then **285 on average between June and December**. October was the deadliest month (318) and February the least deadly (226), even though 2024 was a leap year.

Each week, an average of 61 people lost their lives, with significant variations: from 38 deaths (week of 5 February 2024) to 84 deaths (week of 21 October).

By day of the week

In 2024, **an average of 9 people are killed every day**, a similar level to 2023. Mortality varies according to the day of the week: an average of 8 deaths per day from Monday to Thursday, compared with 10 from Friday to Sunday, a period marked by leisure travel.

In 2024, at least one person dies every day on French roads.

On average, 20 people are killed every weekend, with peaks of 30 to 31 deaths observed on 7-8 September, 5-6 October and 21-22 December.

By time of day

Whether on weekdays or weekends, the **4pm-6pm slot** is when the most deaths are recorded.

On weekdays, the difference according to the time of day is marked: from 26 deaths between 4am and 5am to 170 between 5pm and 6pm, i.e. 7 times more. At weekends, the distribution is more even, ranging from 24 deaths between 7 am and 8 am to 78 between 5 pm and 6 pm, a difference of 1 to 3.

Long holiday weekends

New Year's Eve 2024 saw a similar number of accidents to 2019 and 2023, with 16 people killed between 31 December and 1 January, compared with 17 the previous year.

The Easter weekend in 2024 (3 days) saw 19 people killed, the same level as in 2023 but significantly lower than in 2019 and 2022 (35 and 38 people killed).

As in 2023, the long weekend of Pentecost 2024 (3 days) was marked by a high death toll: 31 deaths, compared to 35 in 2023.

Most serious accidents in 2024

Of the 3,011 fatal accidents that occurred in 2024:
- 1 accident resulted in 7 deaths;
- 1 accident resulted in 5 deaths;
- 8 accidents resulted in 4 deaths;
- 18 accidents (1%) resulted in 3 deaths;
- 118 accidents (4%) resulted in 2 deaths;
- 2,871 accidents (95%) resulted in 1 death.

Accidents according to weather conditions

Between 2020 and 2024, on average, more than three-quarters of deaths occurred during normal weather conditions each year.

Weather conditions affect accident rates: in rainy weather, and even more so in foggy weather, **visibility** between road users and road features is reduced.

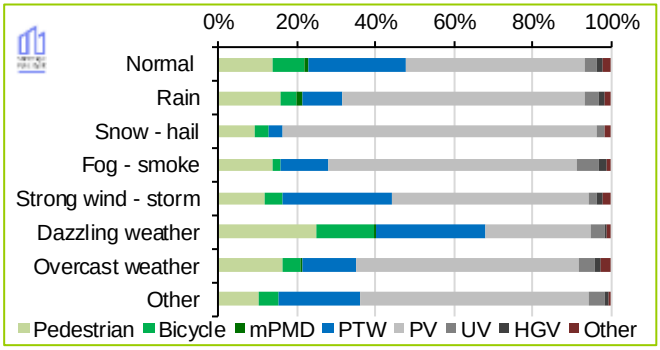
Similarly, on wet or snow-covered roads, braking distances are longer due to reduced **grip**.

This page shows the average accident rate for the years 2020 to 2024. This allows for the smoothing out of potential annual weather effects.

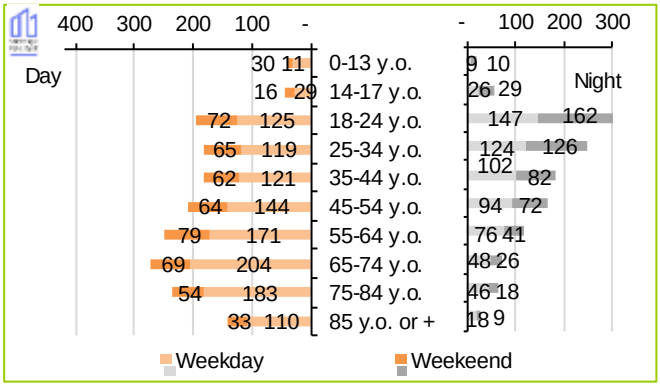
Deaths and injured by weather conditions (average 2020–2024)

	Deaths		BAAC's injured		D/100 I
	Nb	%	Nb	%	
Normal	2 333	77 %	49 880	79 %	5
Light rain	291	10 %	7219	11 %	4
Heavy rain	76	2 %	1 477	2 %	5
Snow - hail	11	11 %	234	8 %	5
Fog - smoke	56		515		11
Strong wind - storm	17		202		9
Dazzling weather	73		1 098		7
Overcast weather	141		2568		5
Other	25		314		8
Total	**3 022**	**100 %**	**63 506**	**100 %**	**5**

Share of deaths by weather conditions and travel mode (2020 to 2024)



Deaths by age, light conditions and weekday/weekend (average 2020-2024)



Weather conditions

Over the last five years, 23% of road deaths occurred in bad weather, half of which were in the rain. Accidents related to snow, hail or fog remain rare. Those caused by fog, strong winds or storms are often more serious than average.

During bad weather, an **increase in risk due to reduced visibility and traction** can lead to more accidents, but reduced mobility for certain travel modes can decrease the number of accidents.

Bad weather and travel [1]

The number of daily trips is not greatly affected by the weather, except in extreme conditions. Travel by bicycle or motorbike decreases in rainy weather, but is particularly sensitive to strong winds.

Rain

Rain is a factor in 12% of fatal accidents. **In rainy weather,** half of all deaths occur at night; in normal weather, this figure is only 30%.

For motorcyclists and cyclists, the impact of the weather is noticeable, linked to reduced mobility in bad weather: 25% of those killed in normal weather are motorcyclists, compared with 14% in rainy weather. Similarly, in normal weather, 8% of those killed are cyclists, compared with 5% in rainy weather.

Fog

Over the five years studied, **accidents in foggy weather** are **twice as serious as in normal weather or rainy weather**. This increased severity of accidents can be explained by their more frequent occurrence outside urban areas, including motorways (83% in foggy conditions compared to 62% in non-foggy conditions) and the correspondingly higher speeds.

At night

In 2024, **42% of deaths occur at night**. This ratio is 65% on motorways.

46% of pedestrians are killed at night. The vast majority of deaths involving pedal cycles (83%) and heavy motorcycles (71%) occur during the day.

Among young people aged 18 to 24, the majority die at night (63%), particularly **at weekends** (from Friday 7 p.m. to Sunday 11:59 p.m.). In contrast, people aged 75-84 and over die more often during the day (81%), with no particular difference at weekends.

Among those killed during the day, 54% are aged 55 or over, compared with 22% for those aged 14-34. At night, the proportions are reversed (22% versus 48%).

[1] Christian B. et *al, How the weather can influence your data collection?,* European Transport Conference, 2016. Marchal A. *Étude de la fréquentation vélo selon différents facteurs,* Villes cyclables, 2017. Rabaud M. *Parlons de la pluie et du beau temps,* 2020, JTD Cerema.

Accidents factors on motorways

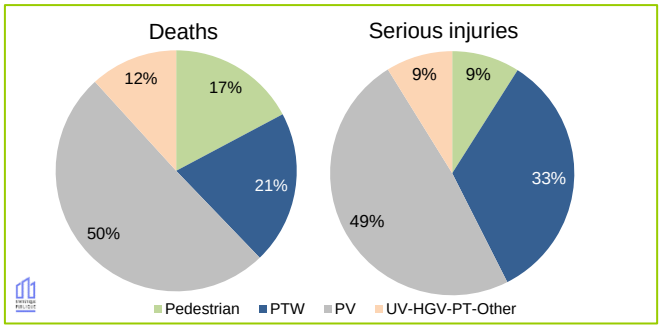
On motorways, one in two people killed is a passenger in a passenger vehicle. One in four people killed is a passenger, and 29% of deaths occur without third party.

2024	2023	2019	Evolution 2024-2023	Evolution 2024-2019
239	269	256	- 11%	- 9%

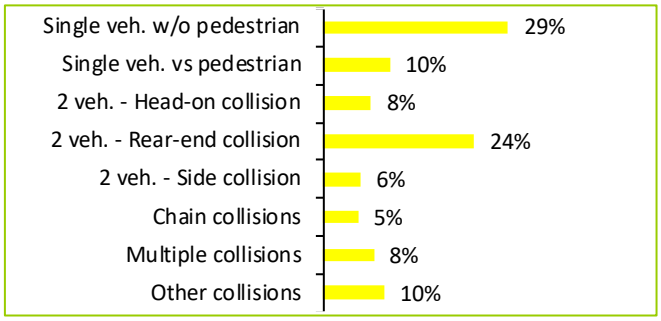
Average annual change*	2019 to 2024	2010 to 2019
Deaths on motorways	- 1,9%	+ 0,3%
Total deaths	- 0,3%	- 2,3%

* Interpretation: between 2019 and 2024, the number of motorway deaths fell by an average of 1.9% per year.

Distribution of deaths and serious injuries by travel mode



Share of users killed according to type of collision on motorways



Since 2014, **14 officers** from the DIR and SCA have been killed on duty, including **8** in the last three years.

Source: Safety Barometer for Emergency Personnel – 2024 Report, ASFA, 2025. 2025 MTECT National Campaign

In 2024, **239 people were killed on motorways**, 24 fewer deaths than in 2019. This network accounts for 7.5% of total mortality, a share that has fluctuated between 6% and 9% since 2010.

On motorways, two-thirds of those killed are between **25 and 64 years old**. Compared to 2019, mortality among 25-34 year olds increased by 32%, while that among 55-64 year olds decreased by 29%.

Mortality on motorways is lower than on the network as a whole, with 1.5 fatalities per billion kilometres travelled in 2024, compared to an average of 5.3.

By travel mode

In 2024, **120 passengers in passenger vehicles** were killed on motorways (50% of motorway deaths). In the same year, **49 motorcyclists** were killed, representing a **36%** increase compared to 2019. The number of pedestrians killed rose by **5%** compared to 2023; in 4 out of 10 cases, the pedestrian killed was not initially in a vehicle.

The number of serious injuries is estimated at 1,100, with a distribution similar to that of fatality rates by travel mode.

Types of collisions

In 2024, 29% of motorway deaths occurred in accidents **without a third party involved** (loss of control) and 22% in accidents involving more than two users (3 or more vehicles, or 2 or more vehicles and 1 pedestrian). In addition, 24% of users were killed in rear-end collisions between two vehicles.

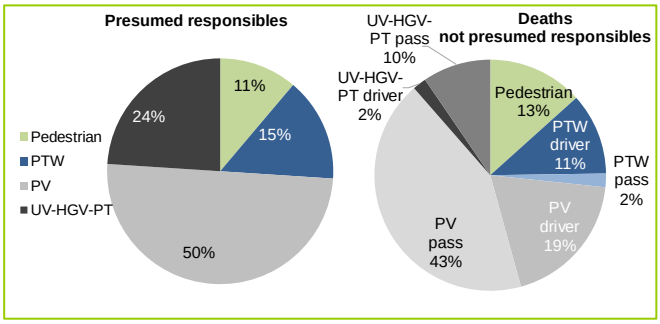
In 2024, 42 drivers travelling in the **wrong direction** were involved in accidents causing injuries (26 of whom were driving at night), including 16 fatal accidents. They caused 20 deaths (see opposite for distribution by age and gender). Of the 38 drivers travelling in the wrong direction whose alcohol level is known, 17 were positive.

Deaths on motorways by travel mode and main cause of accident in 2024

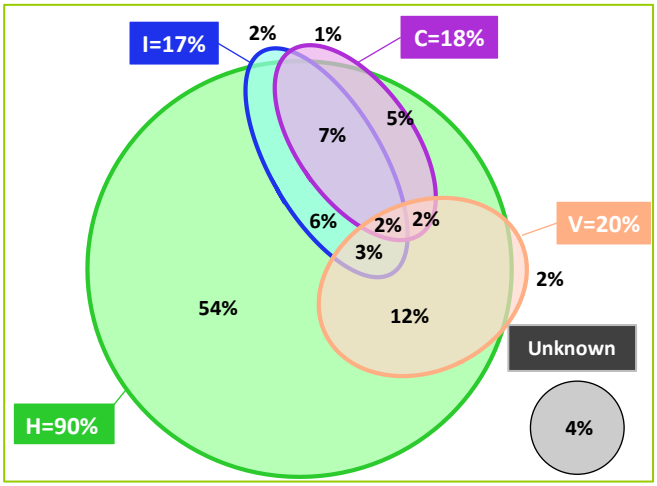
Deaths	In a collision with:										w/o 3rd parties	Total
	Pedestrian	Bicycle	Scooter	Moped	Motorcycle	Car	Light goods vehicle	Heavy goods vehicle	Bus	Other	Ø	
Pedestrian	0	0	0	0	0	22	3	14	2	0	0	41
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0
Scooter	0	0	0	0	0	0	0	1	0	0	0	1
Moped	0	0	0	0	0	3	0	1	0	0	0	4
Motorcycle	0	0	0	0	0	16	2	6	0	0	21	45
Car	0	0	0	0	0	48	5	30	2	0	35	120
Light goods vehicle	0	0	0	0	0	2	1	9	0	0	4	16
Heavy goods vehicle	0	0	0	0	0	1	0	1	0	0	9	11
Bus	0	0	0	0	0	0	0	0	0	0	1	1
Other	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	92	11	62	4	0	70	239

Reading: 22 pedestrians were killed on the motorway in an accident where the main opponent (heaviest vehicle involved in the accident) was a PV.

Distribution of presumed responsible and non-PR deaths by travel mode in 2024

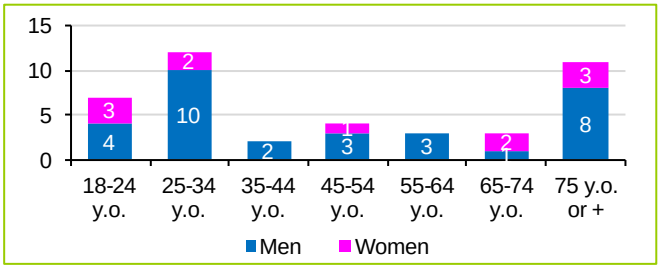


Causal factors of fatal accidents on motorways in 2015

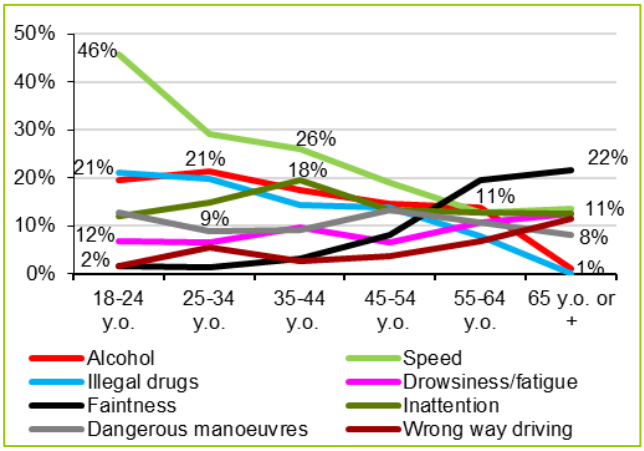


Key to factors: H = Human; V = Vehicle; I = Infrastructure; C = Traffic conditions; Unknown = Unidentifiable causes. Source: FLAM study, Cerema, 2021

Drivers travelling in the wrong direction involved in injury accidents, by age and gender, in 2024



Factors of the presumed responsible of fatal motorway accidents in 2022–2024



Environmental factors

Infrastructure-related factors account for 17% of fatal accidents on motorways, a rate almost half that on two-way interurban roads (33%). Dual carriageways account for 40% of fatal accidents, despite representing only 21% of total motorway mileage (FLAM).

In 2024, 73% of people killed on motorways died in accidents on straight sections of road, and 18% on wet roads. In addition, 31% of vehicles involved in fatal accidents collided with a fixed obstacle, which accounts for 53% of vehicle occupant deaths on this network (105 deaths). In 72% of cases, the obstacle struck was a safety barrier.

Vehicle factors

Between 2022 and 2024, 14% of vehicles involved in fatal accidents had a vehicle-related factor. This proportion rises to 22% for PTW. The two most common factors are vehicle displacement (37 cases), when the vehicle is out of the driver's control, and mechanical failure (20 cases).

Human factors

In 2024, the number of presumed responsible was 243 (including 134 deaths) and 83% of PRs were men. Half of PRs were PV drivers and 24% were UV, HGV or PT drivers.

In 2024, there were 105 non-PR deaths, 43% of whom were PV passengers and 19% PV drivers.

On motorways, from 2022 to 2024, the main reason for travel for PRs in fatal accidents was ‘leisure travel’ (51%). A work-related reason for travelling is recorded in 28% of cases on motorways, compared with an average of 11% on other road networks.

Among the factors identified in fatal accidents involving PRs, the most common are **speed** (25%), **alcohol** (15%), followed by illegal **drugs** and **inattention** (13% each). These are followed by dangerous manoeuvres (lane changes, dangerous overtaking and failure to maintain a safe distance, 10%), then drowsiness or fatigue (8%), feeling unwell (7%) and finally driving in the wrong direction (5%).

The factor of ‘excessive or inappropriate speed’ is found in 14% of young people and decreases with age. The same is true for alcohol, which has virtually no impact on those over 65. The illegal drugs factor is particularly relevant for 18-54 year olds. Drowsiness or fatigue becomes more significant among the over-55s, and faintness, which is absent among 18-34 year olds, increases gradually with age.

Accident factors on roads outside urban areas

In 2024, 60% of people killed in France are killed on roads outside urban areas, and 43% of deaths on these roads involve no other parties.

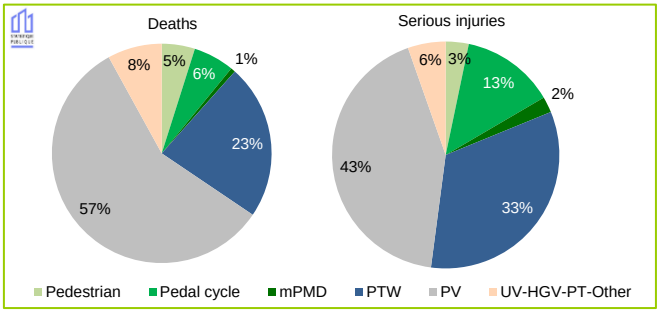
2024	2023	2019	Evolution 2024-2023	Evolution 2024-2019
1 924	1 877	1 944	+ 3%	- 1%

Average annual change*	2019 to 2024	2010 to 2019
Deaths in urban areas	- 0,2%	- 3,2%
Total deaths	- 0,3%	- 2,3%

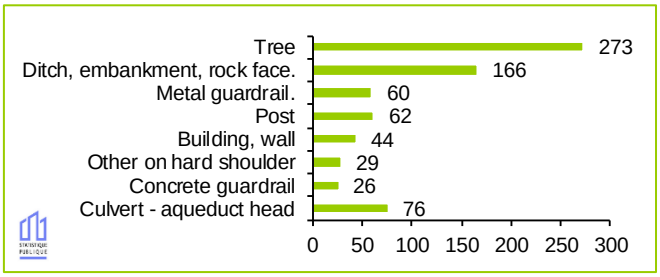
* Reading: between 2010 and 2019, the number of deaths outside urban areas decreased by an average of 3.2% per year.

This sheet concerns roads outside urban areas as defined in Article R110-2 of the Highway Code, i.e. outside areas marked by urban area entry (EB10) and exit (EB20) signs. Motorways are excluded.

Distribution of deaths and serious injuries by travel mode



Share of users killed in collisions with fixed obstacles on roads outside urban areas



In 2024, 1,924 people were killed in accidents outside urban areas, 47 more than in 2023 and 20 fewer than in 2019, the pre-pandemic reference year.

The proportion of deaths outside urban areas among all deaths fell from 65% in 2010 to 60% in 2024.

An estimated 7,600 people were serious injuries (MAIS3+): 250 pedestrians, 1,000 cyclists, 170 users of mPMDs (i.e. 19% of soft modes); 2,500 users of PTWs (33%) and 3,200 occupants of PVs. In addition, an estimated 85,000 people suffer minor or moderate injuries (MAIS1-2).

Men account for 78% of deaths outside urban areas. The main population at risk of fatal accidents remains 18-24 year olds (17% of deaths for 8% of the population).

By travel mode

In 2024, **vulnerable road users accounted for 35% of deaths** outside urban areas and 54% of serious injuries. Accidents involving no other parties accounted for 34% of deaths involving motorcycles and 43% of deaths involving pedal cycles.

Motorists account for 57% of deaths: with 1,107 deaths in 2024 (98 fewer than in 2019), the figure is down 33% compared to 2010.

Types of collisions

Outside urban areas, **43% of deaths** occur in **accidents without other parties involved**, 26% in **head-on collisions**, 12% in side collisions and 5% in rear-end collisions.

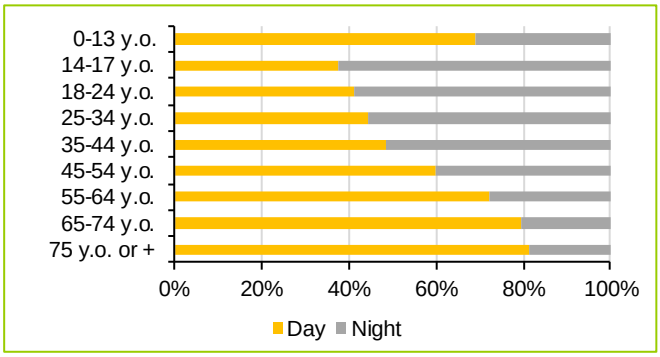
In addition, 94 pedestrians died outside urban areas (93 in 2023): 64% were hit by a PV and 29% by an UV or HGV. In 2024, 39% of deaths occurred in accidents where the vehicle collided with an obstacle, most often a tree (37%) or a ditch, embankment or rock face (23%).

People killed outside urban areas by travel mode and main cause of accident in 2024

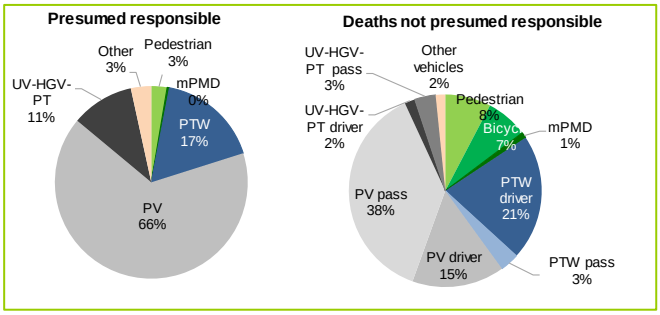
Deaths \ In a collision with													
											Other	w/o 3rd party ∅	Total
	0	0	0	0	0	60	17	10	1	6	0	94
	1	3	0	0	3	41	14	6	0	1	47	116
	0	0	0	0	0	8	2	1	0	0	2	13
	0	0	0	0	0	42	7	1	0	4	13	67
	0	1	0	0	7	166	27	16	2	19	135	373
	0	1	0	0	1	308	69	158	9	12	549	1107
	0	0	0	0	0	16	5	16	2	0	43	82
	0	0	0	0	0	1	0	6	0	0	8	15
	0	0	0	0	0	0	0	0	0	0	5	5
Other	0	0	0	0	0	8	5	7	0	0	32	52
Total	1	5	0	0	11	650	146	221	14	42	834	1924

Reading: 60 pedestrians were killed outside urban areas in an accident where the main opponent (heaviest vehicle involved in the accident) was a PV.

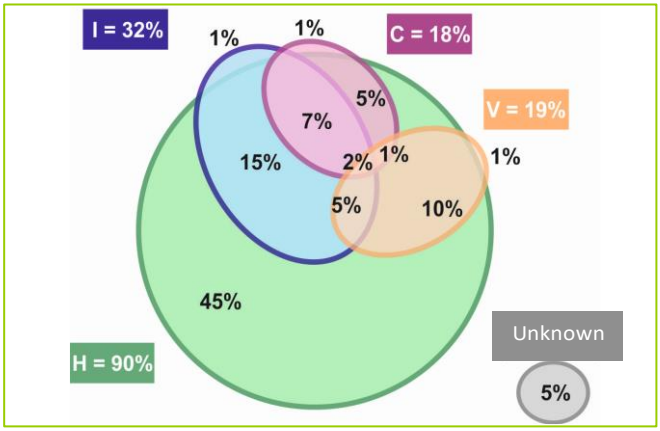
Victims killed according to age and light conditions



Distribution of presumed responsible and non-PR deaths by travel mode in 2024

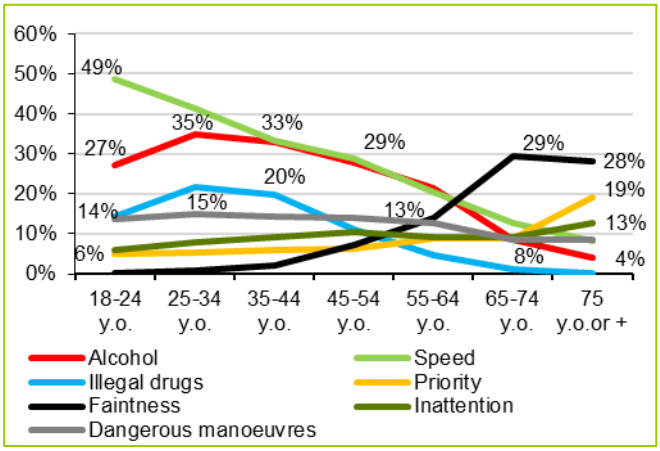


Causal factors of fatal accidents outside urban areas in 2015



Key: H = Human; V = Vehicle; I = Infrastructure; C = Traffic conditions; Unknown = Unidentifiable causes. Source: FLAM study, Cerema, 2020.

Factors of the presumed responsible for fatal accidents outside urban areas in 2022-2024



Environmental factors

81% of fatal accidents occur on departmental roads, 9% on municipal or metropolitan roads and 8% on national roads.

Outside urban areas, infrastructure-related factors are more common than on motorways (FLAM). Poor road maintenance is cited as a factor in 3% of fatal accidents involving PTW users.

In terms of weather conditions, 75% of fatal accidents occurred on dry roads and 23% on wet roads.

In 2024, most deaths occur during the day (59%), particularly among senior citizens (65% of those aged 35-74 and 82% of those over 75). In contrast, more than half of those aged 14-34 are killed at night, with 62% of those aged 14-17 and 59% of those aged 18-24.

Vehicle-related factors

Between 2022 and 2024, 808 vehicle failures were recorded in fatal accidents: 129 worn tyres and 11 burst tyres, 95 lighting problems, 32 related to the driver's poor knowledge of the vehicle, 24 cases of limited visibility from the passenger compartment, 17 mechanical defects, 14 loading defects and 11 vehicle fires.

Human factors

Outside urban areas, the number of presumed responsible is 1,858 (including 1,298 deaths) and 64% of PRs are PV drivers and 10% are UV, HGV or PT drivers.

In 2024, there were 625 non-PR deaths on roads outside urban areas. Of these, 38% were PV passengers and 15% were PV drivers.

Outside urban areas, human factors are present in 90% of fatal accidents (FLAM study, Cerema). Over the period 2022-2024, the most frequent factors associated with those presumed responsible (PR) for fatal accidents are:

- speed, accounting for 31% of all travel modes, rising to 54% for heavy motorcycles and 32% PVs. It is present in 49% of PRs aged 18-24;
- alcohol, with 24% across all modes, particularly among pedestrians (45%), cyclists (35%) and light motorcycles (30%). This factor reaches 35% for PRs aged 25 to 34;
- Illegal drugs (12%), particularly among pedestrians (22%) and mopeds (20%).
- Faintness (9%) is the leading factor among cyclists (41%). It particularly affects those aged 65 and over (28%).
- Inattention (9%), including 25% for pedestrians and 18% for HGVs.
- Failure to observe priority rules (8%), rising to 19% among those aged 75 and over.

Accident factors on roads within urban areas

Accidents in urban areas account for 32% of deaths, 46% of serious injuries MAIS3+ and 53% of minor or moderate injured.

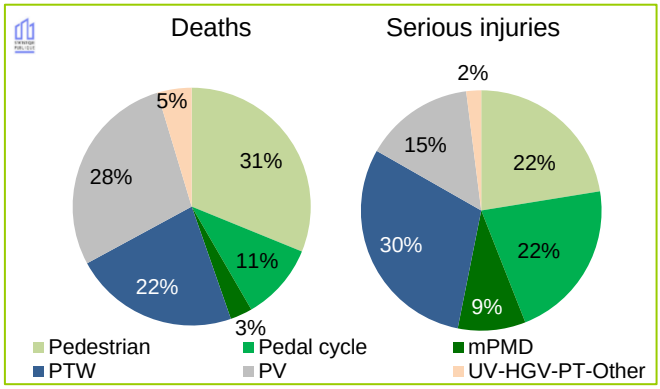
In urban areas, 67% of deaths and 83% of serious injuries are vulnerable road users.

2024	2023	2019	Evolution 2024-2023	Evolution 2024-2019
1 030	1 021	1 037	+ 1%	- 1%

Average annual change*	2019 to 2024	2010 to 2019
Deaths in urban areas	- 0,1%	- 1,0%
Total deaths	- 0,3%	- 2,3%

* Reading: from 2019 to 2024, the number of deaths in urban areas fell by an average of -0.1% per year.

Distribution of deaths and serious injuries by travel mode



Seniors

With 396 deaths, people aged 65 and over account for 39% of deaths in urban areas (compared to 24% on roads outside urban areas). Furthermore, this age group is the only one for which mortality has not fallen since 2010, with a 2% increase in average annual mortality.

In urban areas, 46% of pedestrians killed are aged 75 or over; this proportion is 5.1 times higher than on other road networks (9%).

In 2024, 1,030 people were killed in accidents on urban roads (as defined in Article R110-2 of the Highway Code, excluding motorways), an increase of +1% compared to 2023.

An estimated 7,300 people were serious injuries (MAIS3+), including 1,600 pedestrians, 1,600 cyclists, 660 users of mPMDs (i.e. 53% of active modes) and 2,200 users of PTWs. An estimated 116,000 people suffered minor or moderate injuries (MAIS1-2).

By travel modes

In 2024**, vulnerable road users accounted for 67% of deaths in urban areas** and 83% of seriously injuried, compared with 34% and 52% respectively in outside urban areas.

Motorists account for 28% of deaths: with 291 fatalities in 2024, this is an increase compared to 2019 (+5%).

The change in mortality hides significant variations between modes between 2019 and 2023: among those killed, there are 56 fewer PTW users and 17 fewer pedestrians, but 15 more PVs, 17 more cyclists and, above all, 22 more mPMDs.

Types of collisions

In 2024, 321 pedestrians died in urban areas (31% of fatalities): 55% were hit by a PV, 26% by a UV or HGV, 4% by a PT and finally 4% by a PTW.

In total, **39%** of deaths occurred in accidents without a third party, compared with 43% outside **urban areas**. Among these accidents without a third party, 52% of those killed were PV users, 26% were motorcyclists and 13% were cyclists or mPMD users.

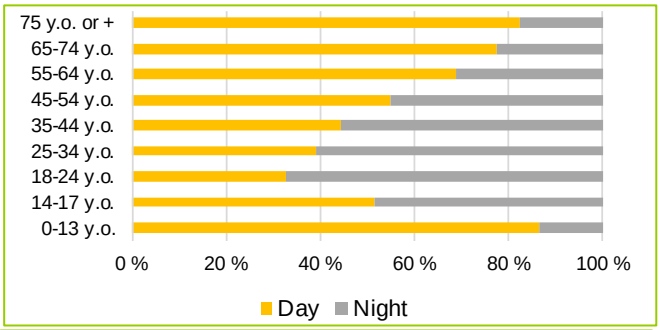
Also in 2024, **50% of people killed in urban areas in a vehicle were killed after hitting a** fixed obstacle **at the edge of the road.** In 22% of cases, the collision was with a wall or building**, in 13% of cases with a pole or tree, and in 9% of cases with a parked vehicle.**

Deaths in urban areas by travel mode and main cause of accident in 2024

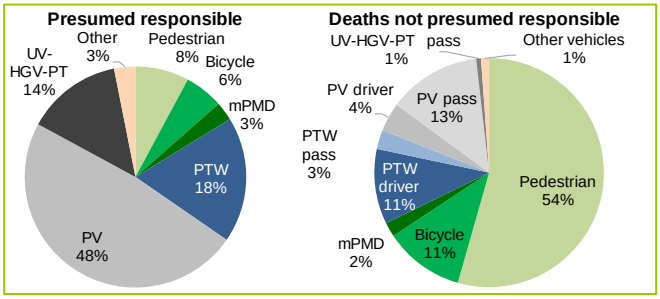
Deaths	In a collision with										w/o 3rd party	Total
										Other	Ø	
	0	3	6	4	9	178	39	43	14	25	0	321
	0	1	0	1	2	39	3	22	1	3	36	108
	0	0	0	0	0	11	0	3	1	0	16	31
	0	0	0	0	0	22	3	4	2	3	18	52
	1	1	0	0	3	65	8	11	1	2	87	179
	1	0	0	0	0	55	6	8	8	7	206	291
	0	0	0	0	0	2	1	1	1	0	17	22
	0	0	0	0	0	0	0	0	0	0	4	4
	0	0	0	0	0	0	0	0	0	0	1	1
Other	0	0	0	0	1	3	2	0	0	0	15	21
Total	2	5	6	5	15	375	62	92	28	40	400	1030

Reading: 178 pedestrians were killed on urban roads in accidents where the main opponent (heaviest vehicle involved in the accident) was a PV.

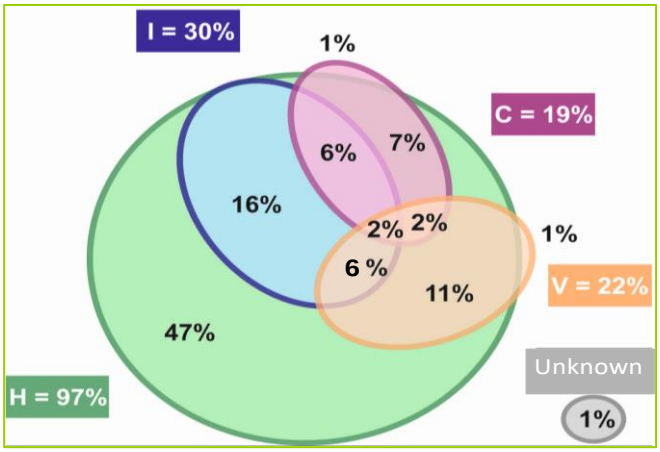
Victims killed according to age and light conditions



Distribution of presumed responsible and non-PR deaths by travel mode in 2024

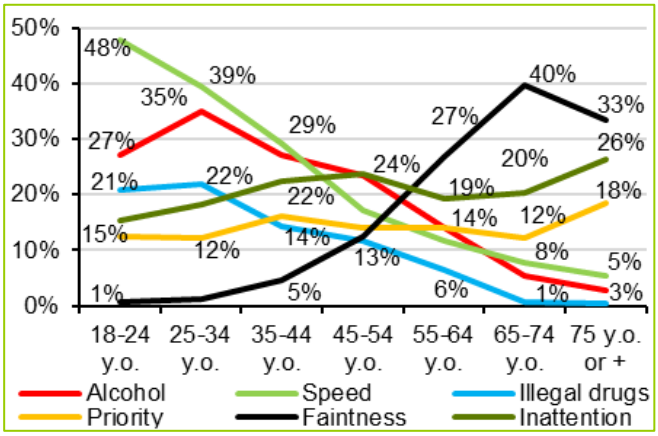


Causal factors of fatal accidents outside urban areas in 2015



Key: H = Human; V = Vehicle; I = Infrastructure; C = Traffic conditions; Unknown = Unidentifiable causes. Source: FLAM study, Cerema, 2020.

Factors of the presumed responsible for fatal accidents outside urban areas in 2022-2024



Environmental factors

The smaller the urban area, the more serious the accidents: speeds are higher because there is less traffic and fewer intersections.

Poor road maintenance is cited as a factor in accidents for 4% of PTW users involved in fatal accidents (FLAM).

The majority of deaths occur during the day (61%), but many moped and mPMD users are killed at night (60% and 52% respectively), unlike cyclists (24%).

Vehicle-related factors

Over the period 2022-2024, 109 vehicle-specific failures were identified in fatal accidents, including 15 mechanical defects, 34 worn tyres, 47 lighting problems and 7 loading problems

Human factors

In urban areas, there were 1,060 presumed responsible (including 583 deaths) of whom 48% were PV drivers and 14% were UV, HGV or PT drivers. In addition, there were 444 non-PR deaths, of whom 54% were pedestrians and 13% were PV passengers.

In urban areas, the main factors are:
- speed, accounting for 25% of all vehicles, rising to 56% for heavy motorcycles;
- alcohol, accounting for 20% of all users, rising to 37% for mopeds;
- driving under the influence of illegal drugs is higher among powered two-wheelers users (31%) than for the average user (11%);
- inattention is a factor in 36% of accidents involving utility or heavy goods vehicles (UV, HGV, PT).

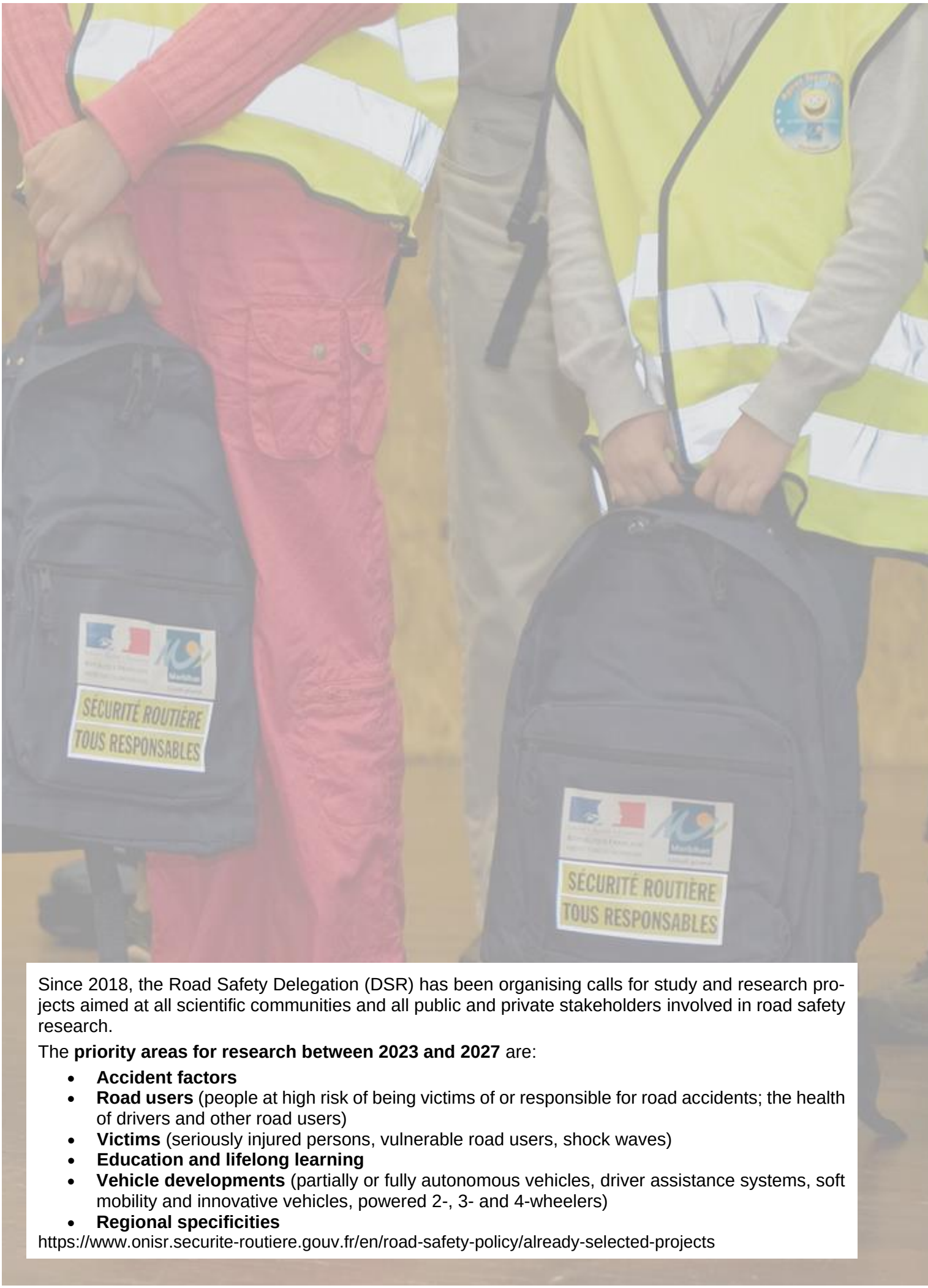
The three main factors among pedestrians are inattention (43%), failure to observe priority rules (23%) and alcohol (17%). Speed is the leading factor for heavy motorcycles (56%) and PV (27%).

In terms of age groups, speed is a major factor among young people (48% among 18-24 year olds). This factor decreases with age.

Alcohol is a factor in an average of 25% of accidents among 18-54 year olds. Illegal drugs are mainly present among young people (21% among 14-34 year olds), with their presence decreasing with age.

Failure to give way and inattention are factors that increase with age, reaching 18% and 26% among those aged 75 and over.

Finally, discomfort is particularly prevalent among older people. It is present in 13% of cases among 45-54 year olds and 40% among drivers aged 65 to 74.



Since 2018, the Road Safety Delegation (DSR) has been organising calls for study and research projects aimed at all scientific communities and all public and private stakeholders involved in road safety research.

The **priority areas for research between 2023 and 2027** are:

- **Accident factors**
- **Road users** (people at high risk of being victims of or responsible for road accidents; the health of drivers and other road users)
- **Victims** (seriously injured persons, vulnerable road users, shock waves)
- **Education and lifelong learning**
- **Vehicle developments** (partially or fully autonomous vehicles, driver assistance systems, soft mobility and innovative vehicles, powered 2-, 3- and 4-wheelers)
- **Regional specificities**

https://www.onisr.securite-routiere.gouv.fr/en/road-safety-policy/already-selected-projects

Studies

Research and studies

Priority Research Programmes and Equipment (PEPR)

As part of the 'France 2030' investment plan, PEPRs aim to build or consolidate French leadership in scientific fields linked to technological, economic, societal, health or environmental transformation and considered to be priorities. Unlike exploratory PEPRs, national acceleration strategy PEPRs generate knowledge about transformations that are already underway.

Mobility is studied in the PEPRs 'Sustainable Cities and Innovative Buildings' and 'Digitalization and Decarbonization of Mobility', which aim in particular to broaden the scope of mobility analysis to include social, economic and environmental aspects, to understand the psychological determinants of mobility and to consider needs by cross-referencing mobility data and contextual data.

Source: National Research Agency

The MAIF Foundation's call for projects

Recognised as a public utility, the MAIF Foundation supports scientific research aimed at developing knowledge on risk prevention, and in particular on the safety of all road users, through its biannual call for projects.

In 2024, the Foundation published the 7th edition of its barometer on smartphone use while driving, with a focus on 18-35 year olds. Other studies look at the effectiveness of incentive schemes to encourage cyclists to wear helmets, and solutions to improve the safety of vulnerable road users in cities at night.

Question of major interest – IDF Region

The Île-de-France Region supports research in the Paris region on major issues, including:

'Understanding the behavioural factors involved in accidents and improving road safety for road users in Île-de-France.'

As early as 1910, the field of accidentology was established and associated with traumatology. The term 'accidentology' only entered the vocabulary in 1968 to define the scientific study of accidents. Public research was organised in collaboration with the private sector (manufacturers and insurers), developing concepts and research topics around three areas: 'infrastructure', "behaviour" and 'vehicles'. This science incorporates fields related to techniques and technologies (automotive, control), engineering (roads, kinetics, detection), health sciences (including neuroscience) and clinical pharmacology. The interdisciplinary nature of accidentology also extends to the fields of economics and human sciences with preventive and educational content.

Strengthening a discipline

In 1958, the first Emergency Medical Service (SMUR) was set up in Salon-de-Provence. In 1967, the national road safety training centre was opened by the national gendarmerie to strengthen road safety culture within its units. In 1995, the Rhône Register was established to record injuries caused by road accidents. Subsequently, a driving instructor's diploma was created and road safety education became compulsory in schools. In 1993, a certificate recognised this discipline and in 2000 an educational continuum was established. Top graduate schools offer training based on a multidisciplinary approach, and universities incorporate this subject into their curricula, particularly through education sciences or psychology at Aix-Marseille and Angers, thus creating cognitive-behavioural approaches that complement research. New university diplomas were created in 2021 by Gustave Eiffel University (UGE).

Diversity of organisations involved

Gustave Eiffel University and Cerema are the main players in the scientific and technical network in the field of road accidents. In addition, there are Inserr, CNRS laboratories and Inserm, ISPED[1] and university teams. In addition, UTAC [2] is approved to carry out type-approval tests on vehicles and their equipment. At the same time, R&D (manufacturers, equipment suppliers) is represented in particular through LAB and Ceesar. Research is also encouraged by calls for projects from the ANR, the MAIF Foundation, the VINCI Foundation and the DSR.

[1] Institute of Public Health, Epidemiology and Development.
[2] UTAC Ceram is approved to carry out all regulatory tests on vehicles and their equipment. It is designated by the French authorities to international bodies to carry out regulatory tests at the request of manufacturers with a view to obtaining European and international approval.

Review of the first two years of the DSR's 2023-2027 call for study and research projects

Since the launch of this new call for projects, **41 projects have received financial support from the DSR in 2023 and 2024.**

Among them, **eight** focus on active mobility (**six** on cycling and **two** on pedestrians). Driving ability and health more generally are the focus of **seven** supported projects.

All other priority areas, such as casualties, PTWs, vulnerable users, regional specificities, illegal drugs and alcohol, vehicle developments and senior citizens, are supported through studies that sometimes cover several themes.

At European level

The ERSO: *European Road Safety Observatory*

This European Commission observatory publishes statistics from the European CARE database. In 2024, **ten reports were published** on topics – inter alia – cyclists, novice drivers, PTWs and the enforcement of the Highway Code. The ERSO is part of the network of regional road safety observatories, an exchange network that gathers information on road safety policies and practices**.**

The ETSC: *European Transport Safety Council*

The ETSC is a European non-profit organisation. Thanks to its experts and the reports it produces, the ETSC provides independent advice to European institutions and national governments. In 2024, in addition to the annual road safety review covering 32 countries, the following reports were published: **Reducing road deaths on rural roads** and **Improving the road safety of e-scooters**.

At the international level

The International Transport Forum (ITF) and IRTAD: *International Traffic Safety Data and Analysis*

With 80 members and observers from more than 40 countries, IRTAD is a permanent working group of the ITF focused on databases, statistical methods and road safety analysis. The annual report presents the results for each country.

The World Road Association (PIARC)

With 127 member governments, PIARC aims to improve international cooperation and provide professionals with consolidated technical knowledge.

Priority research areas

The six research areas covered by the DSR call for projects, redefined for 2023 to 2027, focus on **accident factors**, **road users**, **injured**, **lifelong education and training**, **vehicle developments** and **regional specificities.**

As young people and the elderly are at greater risk of being victims or responsible for accidents, research on these road users is essential. The same applies to the health of drivers and other road users.

International cooperation

European and international research organisations enable scientific knowledge to be capitalised on. The Club of Associated Research Organisations (CLORA) acts as a bridge between French public research and the European Union, while European (FERSI, CARE, ETSC) and international (Irtad, which now includes the Safer City Streets network) forums and networks are places for sharing expertise. The OECD International Transport Forum addresses road safety from the perspective of a sustainable economy and by studying the impact of mobility services using automated vehicles on transport provision. Finally, as part of the ESRA[3], project, international surveys are being conducted on citizens' attitudes to road safety and their behaviour on the roads.

New challenges

In the context of the climate emergency, which requires the decarbonisation of transport, we can expect to see profound changes in our travel habits. Soft modes of transport are developing (walking, PMD, cycling).

Furthermore, vehicle automation requires infrastructure to be adapted and interactions between different vehicles, humans and machines to be anticipated. The safety of the occupants of these future vehicles, as well as that of other road users, is a priority, with the key challenge being to adapt training in line with technological advances.

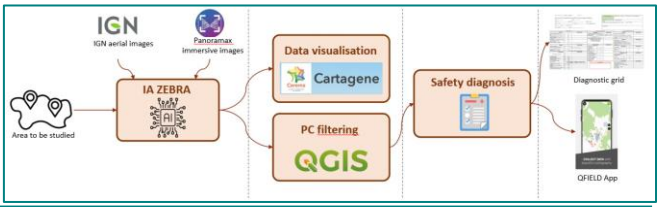
The development of artificial intelligence (AI) is also becoming a road safety issue. The ONISR's speed and behaviour observatory has been experimenting with the use of AI to refine the collection of such data since 2024.

[3] *E-Survey of Road users' Attitudes*, ESRA, 2015-2026.

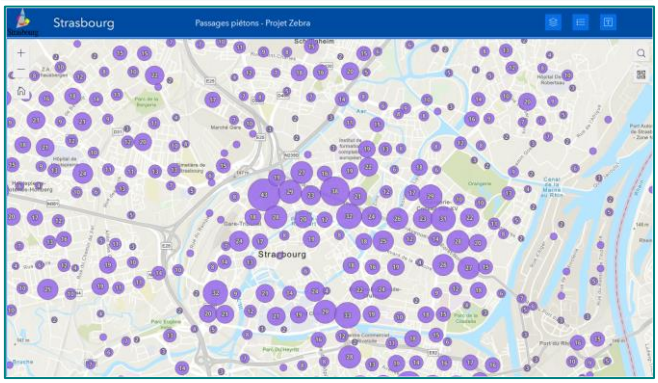
Improving pedestrian crossing safety: the ZEBRA project

Steering	University of Bordeaux, Inserm and Cerema
Partners	Municipalities of La Seyne-sur-Mer and La Fare-les-Oliviers
Completion	July 2024
Methodology	AI-powered tools for locating and describing pedestrian crossings and auditing them for the State, local authorities, concession companies and design offices.
Scope	Throughout France
Keywords	Pedestrian crossings, GIS, safety audit, artificial intelligence

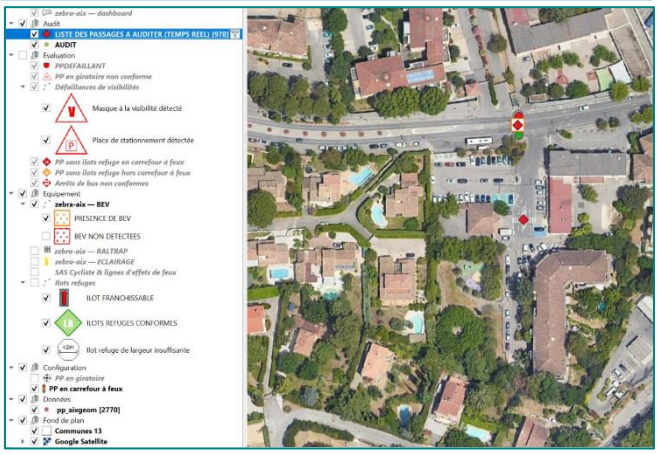
Schematic representation of the ZEBRA project



Location of pedestrian crossings on the Cartagene platform



GIS tool: sorting pedestrian crossings according to safety criteria



The ZEBRA project aims to improve the quality and safety of pedestrian crossings (PC) by developing tools with the following functions:

- automatic geolocation of pedestrian crossings;
- map visualisation with multi-criteria filters and safety indicators;
- conducting a safety assessment: terrain grid and audit guide.

This project is a proof of concept for automated road safety assessment. It provides several building blocks for reflection, tools and documents, ultimately enabling pedestrian crossings to be identified, filtered, categorised and assessed.

Artificial intelligence for road safety

ZEBRA uses image classification techniques based on deep learning convolutional neural networks, offering the performance needed to achieve these objectives. The project has thus demonstrated the feasibility of using artificial intelligence to identify and characterise a number of descriptive criteria for pedestrian crossings. This feasibility is based on the availability of aerial (National Institute of Geographic and Forest Information, IGN) and immersive[1] images (Panoramax) of the geographical area under study.

In particular, it enables the automatic identification of risk criteria such as the presence or absence of a traffic island, visibility masks and a parking space 5 metres upstream of pedestrian crossings.

These pedestrian crossings were mapped using the Cartagene tool[2]. At the same time, developments in geographic information systems (GIS) made it possible to import pedestrian crossings and their presumed characteristics[3]. The aim is, after processing, to enable users to sort pedestrian crossings to be audited according to multiple criteria.

The project resulted in the development of a diagnostic grid for pedestrian crossings and a methodological guide to facilitate implementation in the field[4] by local authorities. Two formats were developed: a paper version and a digital version via the QField mobile application.

ZEBRA is a decision-making tool for local authorities and their technical services, enabling them to diagnose their pedestrian crossings and better prioritise their safety measures

[1] An aerial view is a photo taken from above, usually by satellite. An immersive view is a photo of the object in question, recreating the user's peripheral vision.
[2] Cerema's Cartagene platform aims to facilitate the creation of innovative application services.
[3] AI only returns a probability of presence for each descriptive criterion of the pedestrian crossing; the information is never 100% certain.
[4] For further information: https://www.cerema.fr/fr/actualites/dossier-zebra-diagnostic-securite-du-passage-pieton-assiste

The 2024 Olympic Games and road accidents

OPG' key figures

- 9 million French people along the Olympic torch route from 8 May 2024 (**450 towns**).
- 360,000 spectators at the OG opening ceremony and **50,000** spectators at the PG opening ceremony, ceremonies outside the stadiums.
- 12 million spectators at the events.
- 5 million people in the 166 OG fan zones and 74 PG fan zones.

Traffic report for the Olympic Games period (26 July to 11 August 2024)

	Traffic on non-LRAP tracks	Traffic on all tracks, including LRAP
A4 motorway	-25%	-20%
A12 motorway	Between -10% and -30%	
A13 motorway	-25%	-20%
A1 motorway At Le Bourget	**between -15% and -30%**	from -5 to -15%
A1 motorway At the Landy tunnel	In the direction of Province-Paris: -40% Paris-Province: -30%	*Absence of data due to sensor failure*

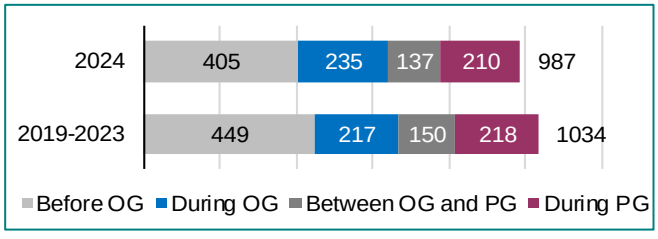
Source: DGITM TDM JOP – GT TDM n°13 of 30/09/2024

Traffic report for the first week of the Paralympic Games (26 to 30 August 2024)

	Traffic on non-LRAP tracks	Traffic on all tracks, including LRAP
A4 motorway	-20% to -35%	-15% to -30%
A12 motorway	-5% to -8%	0 to -5%
A13 motorway	-20% to -35%	-10% to -30%
A1 motorway At Le Bourget	-20% to -35%	-15% to -20%
A1 motorway At the Landy tunnel	-5% to -40%	*Absence of data due to sensor failure*

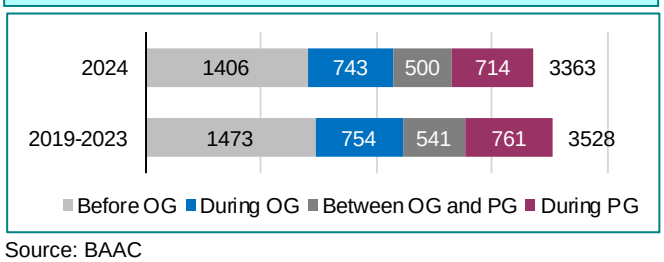
Source: DGITM TDM JOP – GT TDM n°13 of 30/09/2024

Number of injured from 1 July to 8 September in 2024 and in average from 2019 to 2023 in Paris



Source: BAAC

Number of injured from 1 July to 8 September in 2024 and average from 2019 to 2023 in Île-de-France



Source: BAAC

Context

The Olympic Games[1] (OG) and Paralympic Games (PG) took place mainly in the city centre. To ensure the safety and protection of visitors, various perimeters were defined, limiting or prohibiting motorised traffic around the sites.

On average, **30,000 police officers and gendarmes, as well as 18,000 military personnel**, were mobilised on a daily basis during the OG, and 25,000 during the POG.

During the Olympic Games, **185 km of lanes reserved for accredited personnel (LRAP)** were set up on the various Olympic routes, causing heavier traffic on the remaining lanes.

Public transport operators adapted their services in the Île-de-France region, with up to **+70% on certain lines during the Olympic period**, including a night service.

The **cycle path network** was extended by 120 km for the Games, bringing the total to **400 km**. More than 10,000 spectators per day travelled to the venues by pedal cycle despite sometimes inclement weather, with a modal share of up to 5% at certain competition venues.

The Olympic Games' impact on traffic

During the Olympic Games and the first week of the Paralympic Games, there was an average 20% decrease in traffic on DiRIF routes, including VRJOPs, compared to previous years. This decrease was 25% on roads outside the VRJOP. During the second week of the PG, which also coincided with the start of the school year, traffic volumes with VRJOPs returned to near-normal levels.

The Olympic Games' impact on road accidents

The summer period was divided into four sequences in order to assess road accident rates: July before the Olympic Games (25 days), the Olympic Games period (17 days), the period between the 'Games' (16 days) and the Paralympic Games period (12 days).

In France mainland, the number of injured recorded by the police during this period was equivalent to the 2019-2023 average. In Île-de-France, the number of injured recorded was slightly lower in all periods.

In Paris, the categories of injured that increased compared to 2019-2023 were PV and UV users (+20%), cyclists (+8%) and PT users. The number of injured in mPMD was lower, given that in the summer of 2023, self-service electric scooters were still authorised in Paris.

In Paris and the Île-de-France region, there has been a slight decrease in mortality compared to 2019-2023.

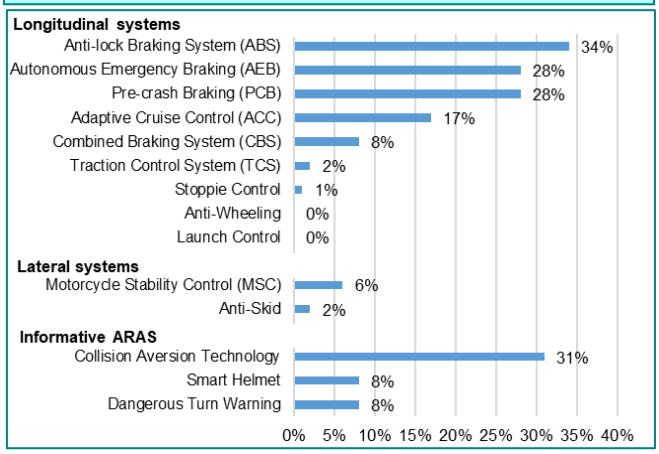
[1] Sources: MSJOP, « Premier bilan des jeux olympiques et paralympiques de Paris 2024 »

Improving the safety of PTWs: ARAS, driving aids

Project team	A. Ait-Moula, E. Riahi, C. Naude, T. Serre
Affiliation	Accident Mechanisms Laboratory Gustave Eiffel University

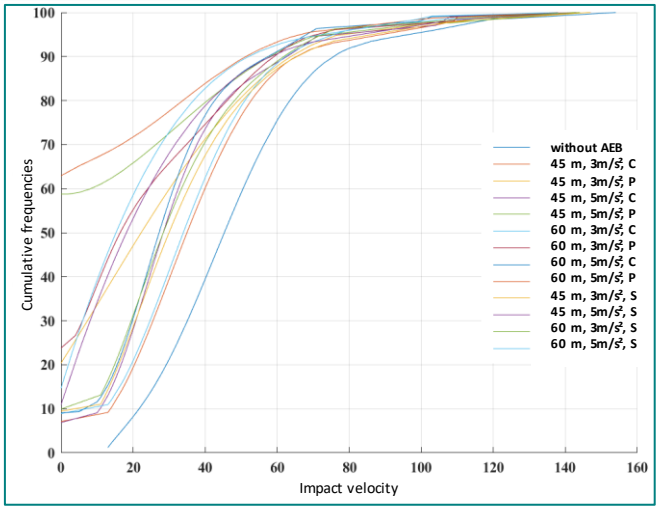
Methodology	A methodology combining qualitative analysis, based on the study of functional failures by motorcyclists, and quantitative analysis, based on the kinematic reconstruction of accidents, was developed as part of this thesis. It made it possible to assess the potential benefits of ARAS on accidents involving PTWs.
Keywords	Powered two-wheelers, ARAS, Accident, Road safety.

Frequency with which each ARAS is likely to intervene in the event of an accident



Source : UTAC, 2025

The influence of AEB on PTW accidents



Motorcyclists are a group that is particularly vulnerable to road accidents. To improve their safety, ARAS (Advanced Rider Assistance Systems) have been developed to assist PTW users in their driving tasks. Today, there are 14 systems designed for them, broken down as follows:

Longitudinal systems: Anti-lock Braking System (ABS), Autonomous Emergency Braking (AEB), Pre-crash Braking (PCB), Combined Braking System (CBS), Adaptive Cruise Control (ACC), Traction Control System (TCS), Stoppie Control, Anti-Wheeling, Launch Control.

Lateral systems: Motorcycle Stability Control (MSC), Anti-Skid.

Informative ARAS: Smart Helmet, Dangerous Turn Warning, Collision Aversion Technology (CAT).

The effect of ARAS

An analysis of 390 real accident cases from the database "Etudes Détaillées d'Accidents " (Univ. Eiffel/LMA) and IGLAD (Initiative for the global harmonization of accident data, an international database) shows that ARAS could intervene in 61% of cases, in particular thanks to functions such as ABS, AEB or PCB, which prevent wheel lock-up or trigger emergency braking. However, in 39% of cases, no effect of ARAS was observed because accidents are more related to risky behaviour (speeding, alcohol, offences) than to errors. Among the ARAS analysed, ABS is the most influential thanks to its prevention of wheel lock-up. It is followed by CAT, which has two cameras providing 360° surveillance. AEB and PCB intervene in 28% of cases, while ACC reaches 17% thanks to maintaining a safe distance. Finally, in terms of lateral ARAS, MSC has the highest score, with 6% of possible interventions.

AEB for PTWs

A quantitative analysis of the effects of AEB shows that, depending on its configuration (range, deceleration, strategy), this system could prevent up to 63% of PTWs' accidents where it is activated. For cases that cannot be avoided, it significantly reduces the impact speed (see graphs opposite). According to a complementary study, AEB could also reduce serious injuries (MAIS3+) by 70%.

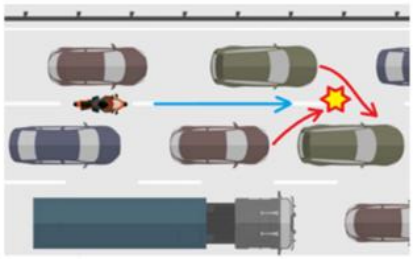
ARAS on PTWs

ARAS offer significant safety potential. However, their integration into motorcycles also requires acceptability studies and analysis of motorcyclists' reactions.

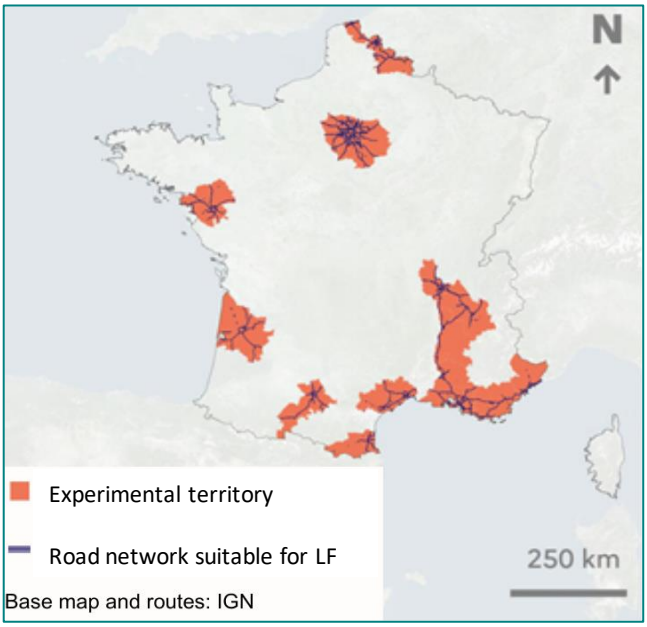
Assessment of PTWs traffic during lane filtering

Steering	Cerema (Mathis Beltrami, Thérésien Esbérard, Benoît Hiron)
Partners	Ergocentre, University G.-Eiffel
Period	2016-2024
Methodology	Accident rate: BAAC data only Behaviour: quarterly observations (3 hours in the morning) Acceptability: 3 surveys conducted Education: 3 surveys of instructors Impact of police forces: 1 experiment at 3 sites Traffic trends: traffic recorded 1 to 2 times per year
Scope	Departments 06, 13, 26, 31, 33, 34, 38, 44, 59, 66, 69, 75, 77, 78, 83, 84, 91, 92, 93, 94 and 95
Keywords	Lane filtering, PTW, assessment, behaviours, accident rates, acceptability, training, signage

Main scenario for accidents of PTWs when filtering (assessment of the 1st LF experiment, 2016-2018)



Experimental territories and road networks (2nd LF experiment, 2021–2025)



A regulated practice

Lane filtering (LF) for powered two-wheelers (PTW) refers to the possibility for PTW drivers to drive between the leftmost lanes of traffic (IF_1) in the event of congestion on a motorway-type road (MTR).

Regulated in 2025, this practice is being trialled twice in part of France: from 2016 to 2021 and then from 2021 to 2025. The evaluation of the two trials will be published in 2024[1].

LF was practised in the event of congestion on VCAs with a SL of at least 70 km/h. A PTW is said to be in LF when it is travelling in the IF_1 at a maximum speed of 50 km/h and with a maximum speed difference of 30 km/h from other vehicles. If the PTW does not meet these conditions (excessive speed, incorrect position, etc.), it is considered to be lane splitting (LS).

Results

The declared practice of LF by PTW drivers is widespread. Video observations seem to confirm these trends. Indeed, when LF is authorised (during periods of congestion), 75% of PTWs do drive in the left-most lane. In addition, 47% of PTWs travel at speeds below 50 km/h and 98% have a speed difference of less than 30 km/h with adjacent vehicles.

Of the 53% of PTWs that do not comply with the 50 km/h speed limit in LF, 40% travel at a speed difference of more than 30 km/h.

The rules are little known among motorists but well understood by motorcyclists. LF training is widely available. The signage tested is also understood.

The issue of LF is mainly relevant to the Paris region, both in terms of observed practices and accident rates.

The accident rate for PTWs in LF is low, stable and not very serious. However, there is an issue with accidents in RIF.

Conclusive experiments

- Encouraging effects observed.
- Gradual dissemination of the rules.
- No observed impact on accident rates.

Cerema's recommendations

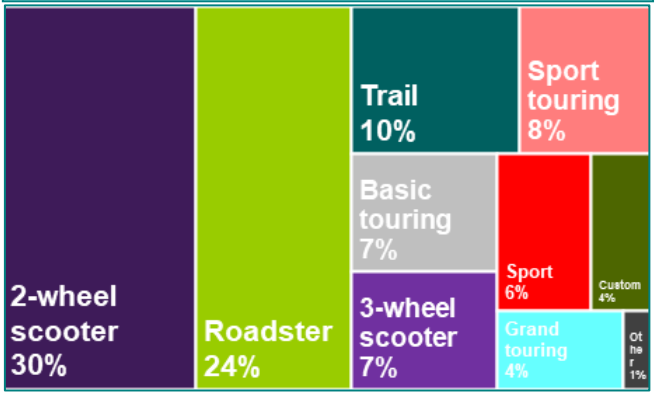
Evaluations show the need to monitor the practice in order to enforce speed limits for PTWs when lane splitting. A further analysis of behaviour on infrastructure including dedicated fast lanes would help to refine the doctrine in this area.

[1] Cerema. (2024). *Circulation inter-files des deux-roues motorisés : évaluation des expérimentations (2016-2024)*. https://doc.cerema.fr/Default/digital-viewer/c-600236

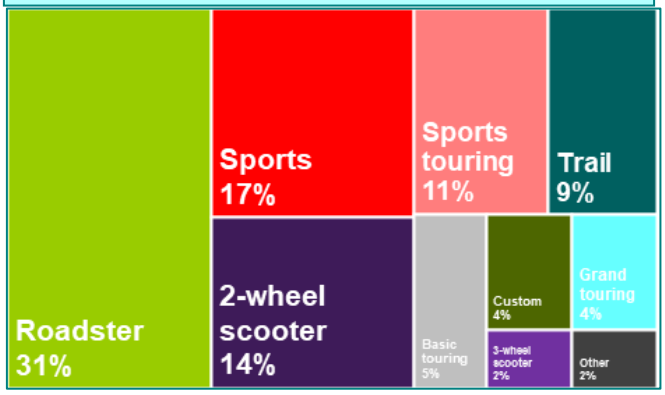
Characteristics of damaged vehicles according to accident type (CraVAT): motorbike

Team	Cerema (Bérengère Varin, Claire Bazerque, Nathalie Mompart)
Completion	October 2024
Methodology	Use of databases on injury accidents (BAAC), the vehicle registration system (SIV) and the database created by the SRA (Sécurité et Réparation Automobiles) association.
Scope	France mainland, 2015-2022
Keywords	Injury accidents, motorbikes, vehicle types, engine capacity

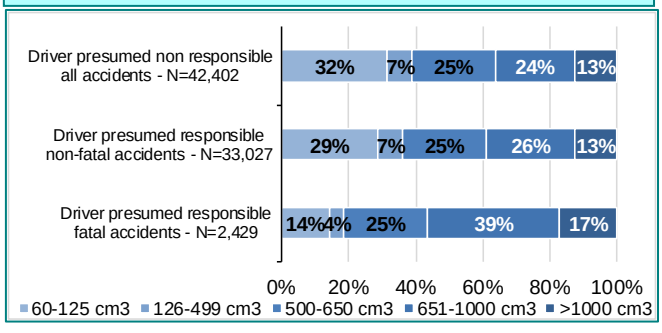
Types of motorbikes involved in non-fatal accidents



Types of motorbikes involved in fatal accidents



Share of motorbikes involved in accidents by engine capacity and presumed driver responsibility



Vehicle characterisation

Based on BAAC data, approximately 78,000 motorbikes[1] were identified by their CNIT code, representing three-quarters of all motorbikes involved in accidents between 2015 and 2022. They were characterised according to three criteria: type (two-wheeled scooters, sports bikes, roadsters, etc.), engine capacity and performance defined by the vehicle's weight/power ratio (expressed in kg/hp).

Motorbike fleet and accidents

While the motorbikes involved in injury accidents between 2015 and 2022 show a similar distribution to that of the registered fleet, it appears that certain types are over-represented in **fatal accidents, accidents outside urban areas** and **accidents without third parties**. The motorbikes that are over-represented are **roadsters**, **sports bikes**, **sports touring bikes** and **high-performance motorbikes**.

Levels of involvement differ according to characteristics

Of the 78,000 motorbikes identified, the study notes:

- an **overall issue** in accidents for motorbikes with an **engine capacity between 500 and 1,000 cm³** (40,000 vehicles) as well as for **roadsters** (18,000), due to their number and their over-representation in fatal and non-fatal accidents;

- an **issue in terms of numbers** for two-wheeled scooters (23,000);

- an **issue in terms of severity**, with an over-representation of **sports touring bikes**, **sports bikes** and **high-performance motorbikes** in **fatal accidents**.

Characteristics of motorbikes according to driver involvement and accident severity

Drivers of **small-displacement** motorbikes and/or those with the **lowest performance**, as well as drivers of **two-wheeled scooters**, are more often **presumed non-responsible** for accidents than other drivers.

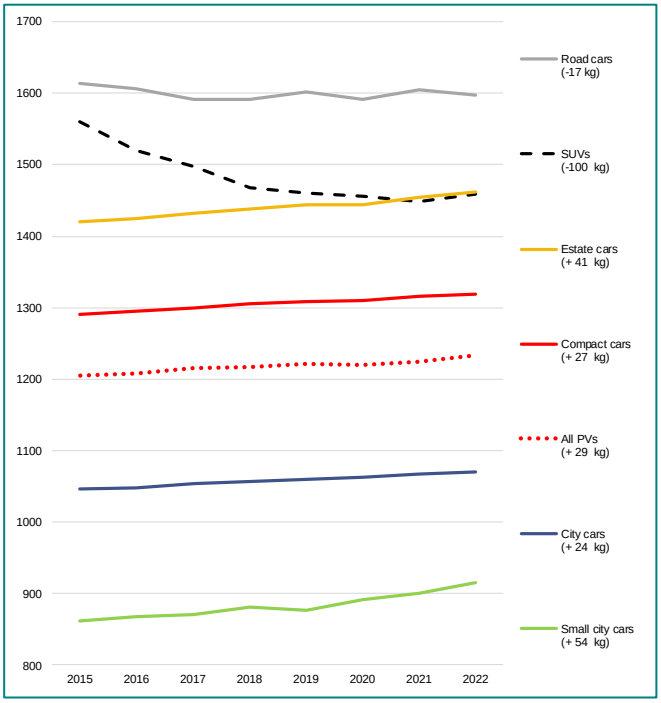
Conversely, drivers of **motorbikes over 650 cm³**, **sports bikes** and **roadsters**, as well as those of **the most powerful motorbikes,** are more often **presumed responsible for fatal accidents** than other drivers.

[1]Motorbikes: motorcycles of all engine sizes, including three-wheeled tricycles without bodywork; mopeds are not included in the study.

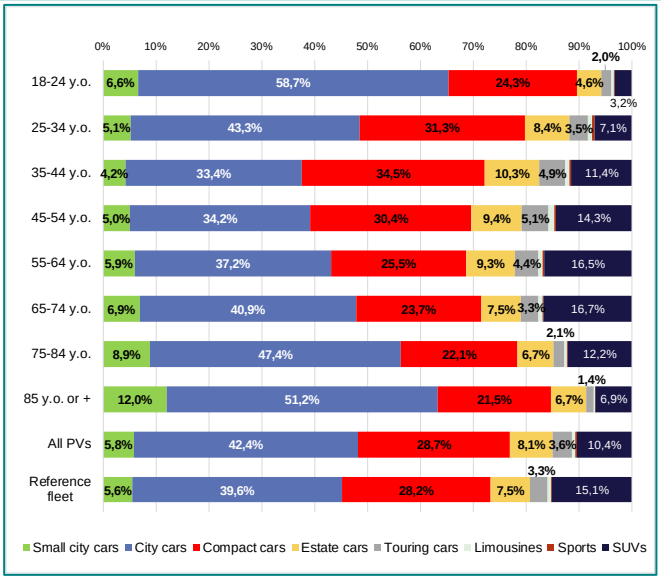
Characteristics of damaged vehicles according to accident type (CraVAT): passenger vehicles

Team	Cerema (Claire Bazerque, François Menaut, Nathalie Mompart, Ayman Zoubir)
Completion	December 2024
Methodology	Cross-referencing data from Traffic Accident Analysis Bulletins (BAAC) with PVs characteristics (UTAC) and vehicle categories (according to KANTAR)
Scope	France, 2015-2022
Keywords	PV, injury accident, BAAC, CNIT code, vehicle fleet

Change in the weight of damaged vehicles by category between 2015 and 2022



Distribution of drivers presumed responsible by category of PV and age of driver (2015-2022)



CraVAT uses data from approximately 300,000 damaged passenger vehicles (PV) between 2015 and 2022 to characterise them according to their weight, category and type of accident.

Damaged cars are becoming older and heavier

Between 2015 and 2022, the average unladen **weight** of **damaged passenger vehicles increased** by 29 kg. Not all vehicle categories were affected in the same way: small city cars gained 54 kg, while SUVs lost 100 kg. For small city cars, this can be explained by their electrification and hybridisation, while for SUVs, this phenomenon is linked to the emergence of models in the small market segments. Between 2015 and 2022, the average age of vehicles involved in accidents increased by around two years, from 8.1 years to 9.9 years. Over the same period, the proportion of cars aged between 10 and 24 years among vehicles involved in accidents increased by 11 points, from 40% to 55%.

Accident rates by vehicle category

City cars are involved in 42.4% of fatal accidents, even though they represent only 40% of the reference fleet. They are more often driven by younger people (aged 18-24) and are also the oldest passenger vehicles (49% of city cars are over 10 years old). In contrast, SUVs are involved in 10% of fatal accidents (compared to 15% of the reference fleet), they are newer (around 5 years old on average compared to 9 years for all vehicles involved in accidents) and are mainly driven by 45-75 year olds (the age groups least likely to be responsible for accidents). Nevertheless, SUVs pose a greater risk to **pedestrians in urban areas** and **PTWs outside urban areas**, which are **1.48** and **1.31 times more likely** to die if hit **by an SUV** compared to another PV of equivalent age. Finally, sports PVs represent only 0.3% of damaged PVs but they stand out for their high proportion of accidents without collision or with a fixed obstacle (36%) and accidents involving the factor ‘unfamiliar vehicle’ (13%).

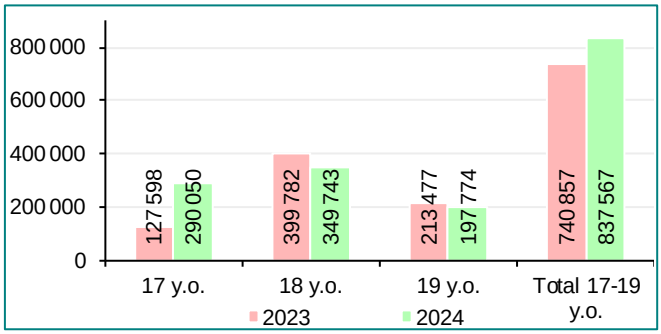
Risks vary according to age and type of user

Among all users involved, regardless of the type of vehicle, pedestrians are the most vulnerable. This increased risk is accentuated according to the age of the pedestrian: the risk of death in the event of a collision with a PV is three times higher for pedestrians aged 75 to 84 (involved/killed ratio of 9.2%) and four times higher for those aged 85 and over (involved/killed ratio of 12.6%), compared to pedestrians under the age of 75 (involved/killed ratio of 2.9%).

Obtaining a category B licence and driving at 17

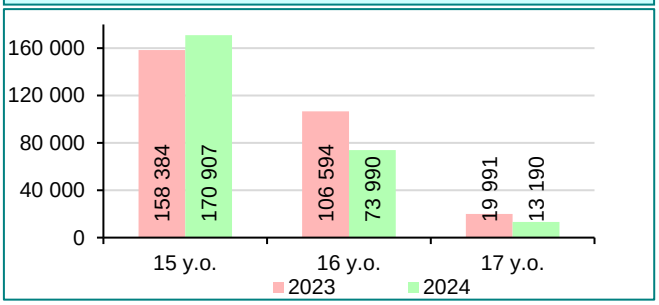
A decree by the Council of State lowers the minimum age for obtaining a B licence and driving from 18 to 17, effective from 1 January 2024.

Number of driving licence examinations taken by 17-19 year olds in 2023 and 2024



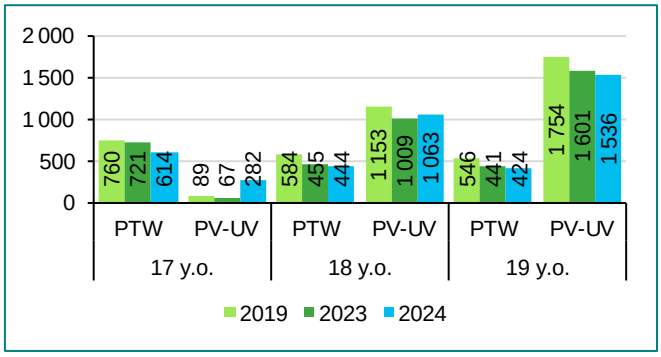
Note: Before the reform, candidates enrolled in Early Learning to Drive (AAC) could take their test from the age of 17 and only obtained their licence at 18.
Source: Driving licence examination records

Registration for Early Learning to Drive for young people aged 15 to 17 in 2023 and 2024



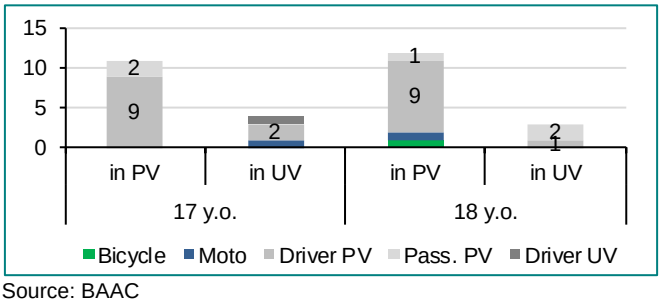
Source: Driving licence examination records

Number of drivers aged 17 to 19 involved in an accident in 2019, 2023 and 2024



Source: BAAC

Deaths in accidents involving drivers who obtained their B licence at age 17 in 2024



Source: BAAC

Driving licence and test registrations on the rise for under-18s, leading to a drop in the pass rate

The change in the age at which young people can drive a car independently has led to an increase in registrations among 15-17 year olds. Registrations among 16-year-olds saw the sharpest increase (+33%, compared with +6% for 15-year-olds and +20% for 17-year-olds). Nevertheless, 229,335 17-year-olds registered, representing the majority of registrations for the 15-17 age group (compared to 179,822 for 16-year-olds). The reform allowing 17-year-olds to obtain a driving licence was more attractive to males: in 2024, boys accounted for 53% of registrations among 15-17-year-olds.

In 2024, the number of people taking the practical driving test at age 17 increased by 127% (290,050 candidates vs. 127,598 in 2023). This increase is particularly marked among young people aged 17 to 17 and a half (4 times more than in 2023). The pass rate is down 6.5 points for this age group (79% in 2023 and 73% in 2024). However, it remains higher than the 58% rate for all age groups combined. In total, 24.4% of 17-year-olds in 2024 obtained their driving licence that same year.

A slight decline in early learning (AAC) registrations

In 2024, AAC registrations fell by 9%, or 31% and 34% among 16- and 17-year-olds, respectively, while they increased by 8% among 15-year-olds (+12,523 registrations). The change to obtaining a licence at 17 seems to have reduced interest in AAC among 16-year-olds, who can now take the test the year after they turn 16 without registering for AAC. On the other hand, the increase in registrations among 15-year-olds reflects a real enthusiasm for driving at this age.

Transfer of accidents from PTWs to PVs and increase in mortality

In 2024, the number of 17-year-old drivers (PV or UV) involved in injury accidents is higher than in previous years (215 more PV-UV drivers involved compared to 2023), while the number of 17-year-old PTW drivers involved in injury or fatal accidents is down (107 fewer drivers compared to 2023). Among 18-year-olds, the number of drivers involved in injury accidents is up for PV-UV drivers (54 more drivers).

Among drivers whose licence age is recorded in the BAAC, 30 people died in 2024 in accidents involving a PV-UV driver who obtained their licence at the age of 17 (15 of these 30 deaths were young drivers): two-thirds by a driver who was still 17, and one-third by a driver who was now 18.

Anger and aggression while driving

There is no precise, universally accepted definition of aggressive driving behaviour in the literature. However, American researchers[1] have defined it as any intentional behaviour fuelled by anger or frustration that endangers other road users psychologically and/or physically.

In the most extreme cases, road rage involves the intention to physically harm others, which can go as far as homicide.

Anger-provoking situations

Type of road	Number	Share
City centre	101	50,8%
National road	35	17,6%
Departemental road	18	9,1%
Motorway	18	9,0%
Country road	15	7,5%
Ring road / bypass	9	4,5%
No response	3	1,5%

Source of the tables : Delhomme, P., & Villieux, A. (2008). Colère au volant, colère générale et situations de conduite génératrices de colère : une étude par carnet de bord. Bulletin de Psychologie, 61(2), 119-120.

Categorisation of driving situations that cause anger

	Number	Share	Intensity of anger*	Duration of anger**
Progress hindered by another user	54	27,5%	3	2,8
Illegal driving	48	24,5%	3,33	3,31
Rudeness	35	17,9%	3,14	2,94
Aggressive driving	31	15,8%	3,19	3,35
Traffic obstruction	20	10,2%	2,75	4,15
Parking difficulties	6	3,1%	1,5	1,5
Presence of police forces	2	1,0%	2,67	4,5

* Intensity of anger from 1 ‘very slight’ to 5 ‘very significant’
**Duration of anger from 1 ‘less than 30 seconds’ to 12 ‘more than 6 hours’

The Driving Anger Scale: a scale for measuring road rage

American researchers[2] have developed a scale for measuring road rage as a personality trait**: the Driving Anger Scale (D.A.S). This scale records the propensity to experience anger while driving in different driving situations.** It consists of 33 indicators divided into six factors (hostile gestures, discourtesy, illegal driving, presence of police forces, slow driving and obstructed traffic).

This scale has been translated into a version adapted to French specificities[3] by the Driving Anger Expression Inventory (DAX). In France, a solution using only three factors and 11 original indicators was deemed more appropriate to the French context.

The links between anger experienced while driving, aggressive driving behaviour and road accidents

Motorists with a high score on the Driving Anger Scale (D.A.S.) have a higher score on the general anger scale. These motorists get angrier in everyday situations. However, **the driving environment is more conducive to expressing anger**, and at more intense levels[4].

According to American studies using the D.A.S., **motorists with high levels of anger, compared to those with lower levels of anger, engage in more aggressive and risky behaviour and are involved in more road accidents**. Such links have also been observed in two French studies[5].

Personality traits such as thrill-seeking, impulsiveness and boredom are good predictors of traffic violations and accidents. Finally, men have higher levels of thrill-seeking behind the wheel than women, but **no difference was found between the sexes in terms of anger[6].**

The effects of aggression on driver attention

The tendency to express anger aggressively – verbally, physically or with one's vehicle – is associated with a lack of concentration on the road. Anger, unrelated to the task at hand, slows down the overall speed at which participants detect elements in a photograph of a road scene (traffic lights, pedestrians, cars, road markings).

When **anger is generated by the task of driving, participants are slower than others to take corrective** action – braking, turning the steering wheel – **enabling them to avoid hazards** such as a pedestrian suddenly crossing the road[7].

Proposed actions

Training initiatives based on the development of self-control and driving situation management strategies could be considered, as could **eco-driving**[8].This type of driving involves anticipating events on the road in order to avoid sudden braking and acceleration as much as possible.

[1] Ellison-Potter et al., 2001.
[2] Deffenbacher, Oetting et Lynch, 1994.
[3] Adapted to French specificities by P. Delhomme et A. Villieux.
[4] Chapman, Evans et Underwood. 2004.
[5] Delhomme, & Villieux, 2008.
[6] Delhomme, Chaurand et Paran, 2012.
[7] Stephens, Sullman, 2014 ; Stephens, Trawley, Madigan, 2013.
[8] Delhomme & Villieux, 2005.

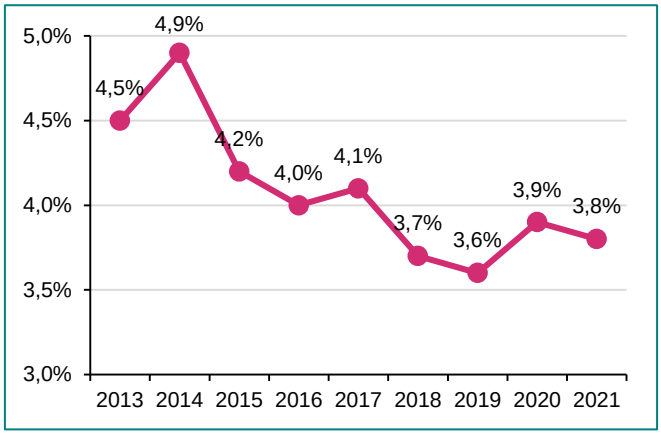
CESIR IV / Tarpon II – influence of medication consumption on the risk of road accidents

Team	INSERM (Emmanuel Lagarde, Benjamin Contrand, Océane Dorémus)
Completion	November 2024
Methodology	AI processing and coding of emergency room records for road accident victims linked to the National Health Data System (SNDS) to obtain medication consumption data.
Scope	Bordeaux CHU, 2013-2021
Keywords	Medication, accident, emergency

Medication classes

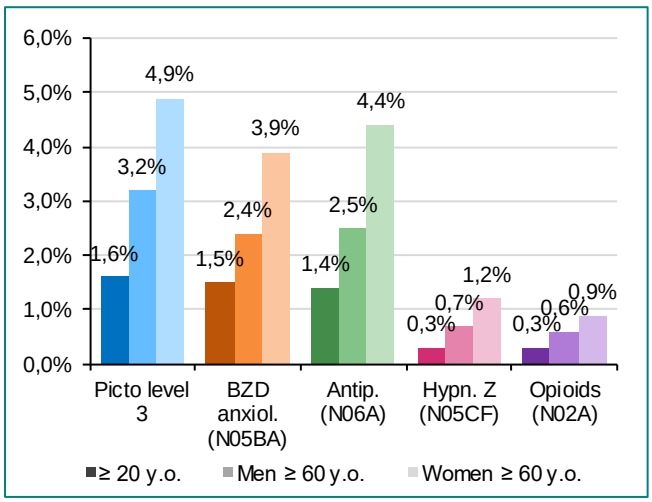
A four-level rating system has been developed by a multidisciplinary group of experts. It divides the risks of impaired driving ability into four levels, from 0 (no risk) to 3 (major risk), represented by pictograms on medication packaging.

Changes in the proportion of accidents attributable to medication use.



Reading: 4.5% of injury accidents were attributable to medication use in 2013.

Comparison of the proportion of accidents attributable to the consumption of level 3 medications among people aged 60 and over and the rest of the population



Characteristics of victims and medication use

Among the 17,296 victims of road traffic accidents (RTA) who arrived at the Bordeaux University Hospital emergency department between 2013 and 2021, men accounted for 56.6% of victims, 18-35 year olds accounted for 45.9% of victims, and cyclists accounted for 25.5%. These rates are closely linked to the urban catchment area of these emergency departments. The severity of the injuries observed was generally high: urgent for 32.8% of victims and very urgent for 14.8% of them. In addition, 25.5% of the study population was affected by a long-term condition, including 4.5% by psychiatric disorders. Thus, 32.9% of victims had taken medication prior to admission, including 5.9% of class 3 medications. Mixed use affects 33.3% of patients taking class 3 medications, 42.4% of those taking class 2 medications, and 25.1% of those taking class 1 medications.

Benzodiazepine derivatives and road accidents

Analyses have estimated that of the 4.1% of road accidents attributable to medications, 1.8% are linked to class 3 medications and 2.3% to class 2 medications. More specifically, a large proportion of this attributable share is linked to benzodiazepine derivatives and certain antidepressants. These treatments also pose the greatest risk to pedestrians. In contrast, although they are the most widely used, class 1 medications present a low risk of accidents. The above results, combined with analyses of the impact of chronic and acute treatments, demonstrate that there is no risk to driving for medications with level 1 pictograms. There has also been a steady decline in medication-related accidents between 2013 and 2021 (see graph opposite), which can be explained by a decrease in the consumption of benzodiazepines.

A higher risk among people aged 60 and over, particularly women

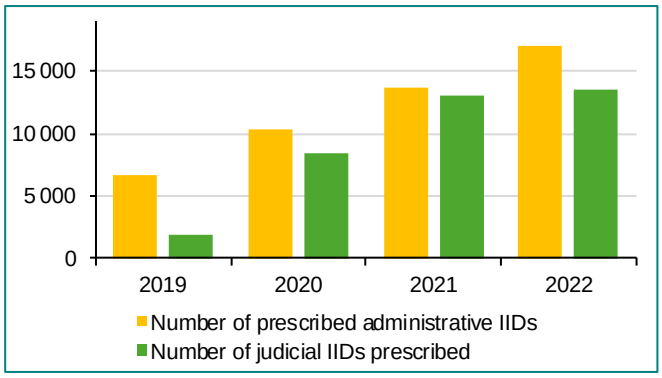
Additional analyses based on data from the French National Agency for Medicines and Health Products Safety (ANSM) revealed that the **risk** associated with the consumption of **level 3** medication was particularly **high** among people **over 60** due to higher consumption. The proportion attributable to the consumption of level 3 medications is 1.6% in the general population, 3.2% in men over 60 and 4.9% in women over 60.

Assessment of the ignition interlock device

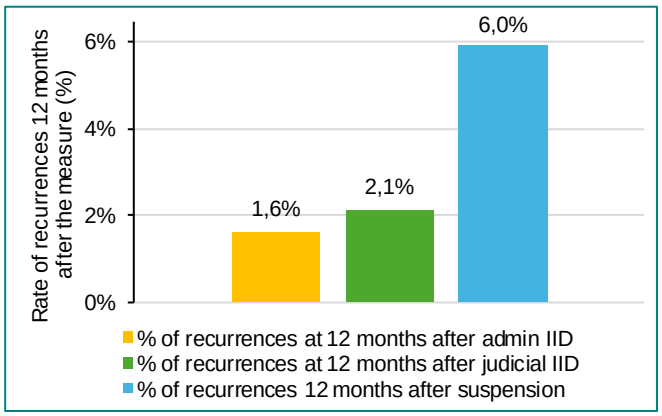
Team	Wavestone (Claire Marchal, Benoit Guignard, Guillaume Lemonnier)
Completion	June 2025
Methodology	Driving licence database (FNPC), online survey of prefectures
Scope	France
Keywords	IID, assessment, alcohol

The **Ignition Interlock Device** (IID) is designed to prevent drivers who have consumed alcohol from getting behind the wheel by blocking the ignition. There are three types of IID:
The judicial IID, imposed by a judge in cases of drink-driving offences (introduced in 2011 and reinforced in 2019);
The administrative IID, an alternative to administrative suspension of a driving licence, prescribed by the prefect (implemented in 2019);
Medical-administrative IID[1], prescribed by the prefect on the basis of the opinion of the departmental medical commission in cases of alcohol dependence (trialed in 2016 and rolled out nationwide in 2019).

Changes in the number of administrative and judicial IIDs prescribed in France (from 2019 to 2022)



Recurrence rates 12 months after the end of the IID measure or suspension in France (2019–2021)



Source: Graphs adapted from the IID assessment report

A growing but mixed use

Since 2019, the **IID system has seen a rise in popularity**, which can be explained by the widespread use of administrative IIDs in 2019 and the entry into force of the Mobility Orientation Law (LOM, end of 2019), which systematises the prescription of IIDs in cases of repeat drink-driving offences (judicial IID). In 2022, **30,546 IIDs were prescribed** by prefectures and judicial authorities. However, driving licence suspension remains the preferred penalty.

The **implementation of the system remains uneven depending on the type of IID and the region**, conditioned by roadside enforcement policy, the prioritisation of penalties, uneven knowledge of the system, more or less restrictive eligibility criteria and the irregular distribution of approved centres. Thus, in 2022, **16 departments prescribed 50% of administrative IIDs** in France.

Proven effectiveness[1]

The **rate of reoffending during the penalty period is lower** among drivers who have been prescribed an IID than among drivers who have had their licences suspended. The effects of the IID are confirmed after the end of the penalty, thus proving to be long-lasting: the average number of repeat offences of driving under the influence of alcohol in the 12 months following the end of the measure is 1.6% for administrative IIDs and 2.1% for judicial IIDs, compared to 6% after an administrative suspension.

This system helps to reduce traffic offences and contributes to a decrease in the number of accidents.

However, the scope of IID goes beyond road safety: it is part of the fight against excessive alcohol consumption and addiction, and helps users maintain their socio-economic ties (professional activity, social ties).

A system that can still be improved

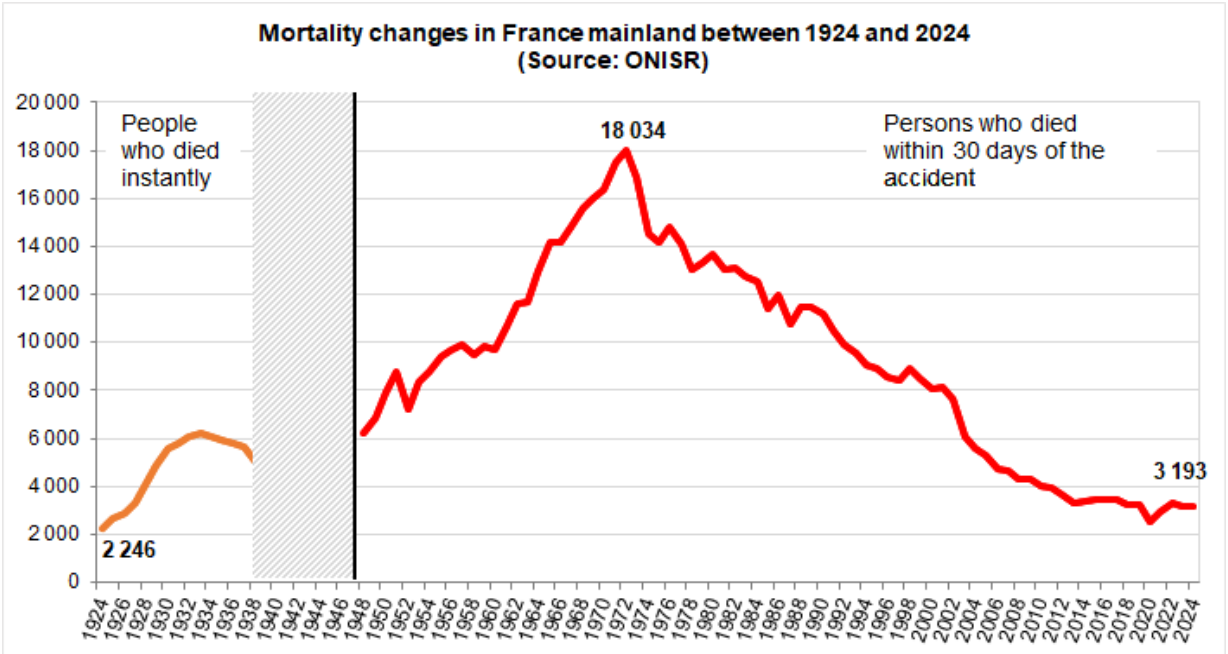
The IID system involves a wide range of public and private stakeholders. Their coordination could be improved to enhance the credibility and clarity of the system. The three types of IIDs, with their different methods of application, involve complex implementation processes that are often difficult for users to understand.

Finally, the IID system is considered **expensive** by all stakeholders, including prefectures, users and approved installers. The cost appears to be an obstacle to widespread deployment. More frequent use of the system should lower this cost.

[1] It is often impossible to distinguish between medical-administrative IID, which are therefore incorporated into administrative IID.

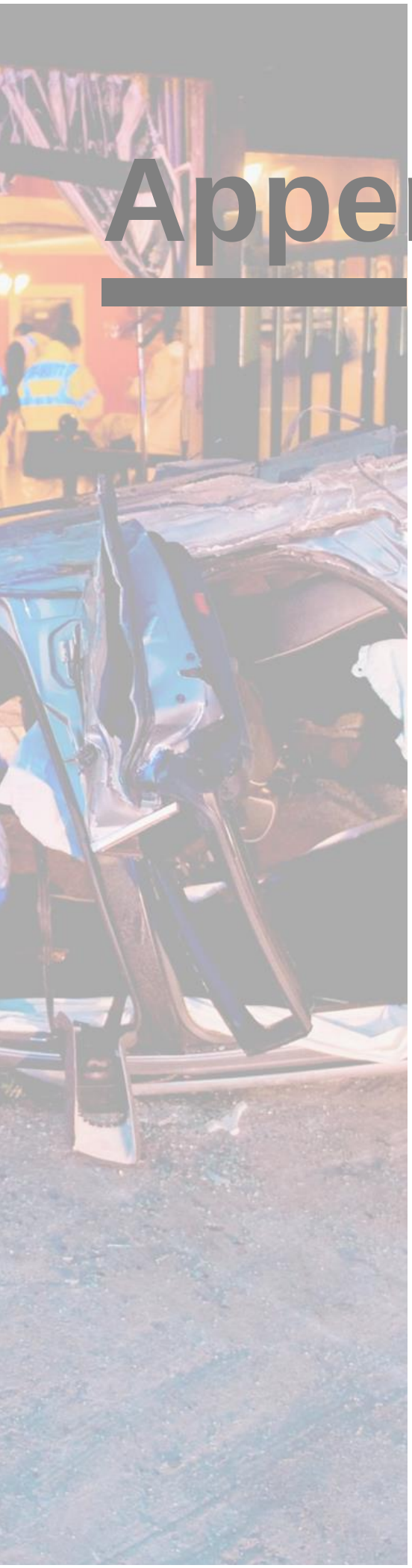
1924–2024: 100 years of road traffic accidents statistics

1954–2024: 70 years of annual reports



Available on the ONISR website:

https://www.onisr.securite-routiere.gouv.fr/etat-insecurite-routiere



Appendices

ROAD TRAFFIC INJURY ACCIDENT - BAAC FORMAT 2017

IDENTIFIER

UNIT CODE (3–9) | REPORT NUMBER (10–14) | N° FILE (15) | CREATED BY (17)

1 - National Gendarmerie
2 - Paris police headquarters
3 - C.R.S
4 - P.A.F
5 - Public Security

1 – CHARACTERISTICS

LIGHT
Full day - 1
Dusk or dawn - 2
Night without public lighting - 3
Night with public lighting : Unlit - 4
Alight - 5

LOCALIZATION
Outside urban areas - 1
In urban areas - 2

DATE (18–25): day | month | year
HOUR (25–29): hour | minute

INSEE CODE PLACE ACCIDENT (30–36): Department | Commune

OUTSIDE INTERSECTION (37)
1 - Out of intersection
At an intersection or immediate vicinity
2 - In X
3 - In T
4 - In Y
5 - Has more than 4 branches
6 - Roundabount
7 - Square
8 - Level crossing
9 - Other

ATMOSPHERIC CONDITIONS (38)
Normal - 1
Light rain - 2
Heavy rain - 3
Snow - hail - 4
Fog - Smoke - 5
Strong wind - storm - 6
Dazzling time - 7
Cloudy weather - 8
Other - 9

TYPE OF COLLISION (39)
Accident involving:
- two vehicles
1 - Frontal
2 - Rear
3 - By the side
- three or more vehicles
4 - In chain
5 - Multiple Collisions
6 - Other Collision
7 - Collision-free

Party eve 1
Celebration day 2

GPS CODING (64–79)
Source indicator
Latitude
Longitude

Postal address - Indicate the number, nature and name of the street (40–63)

2 – LOCATION

ROAD CODE

CATEGORY
1 - Motorway
2 - National (or territorial) road
3 - Departmental (or provincial) road
4 - Communal road
5 - Outside public network
6 - Parking lot open to public traffic
7 - Urban metropolitan road
9 - Other

ROAD INFRASTRUTURE
ROAD : One-way road - 1
Single carriageway road - 2
Dual carriageway road - 3
With variable lane allocation - 4

WAY: Index letter A | no object- 0 | B | Bis - 2 | C | Ter - 3 | etc …
Number or Finato

Number of traffic lanes for all users in all directions (off hard shoulder)

PRIORITY REGIME
1 - Light
2 - Priority right
3 - Stop
4 - Yield
5 - Priority road or one-time priority
6 - Roundabout
7 - Other

SPECIAL ROUTE
1 - Pedal cycle path
2 - Pedal cycle lane
3 - Reserved lane

LONG PROFILE
1 - Thin
2 - Slope
3 - Coast Summit
4 - Bottom of the coast

PLAN TRACE (direction of the 1st vehicle)
Straight part - 1
Left-hand curve - 2
Right-hand curve - 3
In S - 4

KILOMETER POINT OR MARK (find your bearings to the upstream terminal)
Terminal no. | Meters

SURFACE STATE
1 - Normal
2 - Wet
3 - Puddles
4 - Flooded
5 - Snowy
6 - Mud
7 - Icy
8 - Greasy - Oil
9 - Other

PLANNING - INFRASTRUCT
1 - Underground - tunnel
2 - Bridge - Flyover
3 - Interchange ramp or connection
4 - Track
5 - Landscaped crossroads
6 - Pedestrian zone
7 - Toll zone
8 - Worksite
9 - Other

STATUS OF ACCIDENT
1 - On pavement
2 - On emergency lane
3 - Hand shoulder
4 - On sidewalk
5 - On a cycle track or lane
6 - On another special lane
8 - Other

LOCATION FACTOR
S - No factor identified
T - Degraded pavement
U - Ground markings erased
V - Route Setup
W - Speed bumps / baffles
X - Vertical signage
Y - Impediment to visibility
Z - recently redone pavement

SPEED LIMIT

3 - VEHICLES

01 - Pedal cycle
02 - Moped <=50 cm3
03 - Cart
07 - Single P.V.
10 - Single U.V. (1,5T < GVW<= 3,5T
13 - Single HGV (3,5T <GVW<= 7,5T
14 - Single HGV (GVW>7,5T)
15 - HGV (GVW>3,5T) + trailer
16 - Road tractor alone
17 - Truck tractor + semi-trailer

ADMINISTRATIVE CATEGORY
20 - Special gear
21 - Tractor
30 - Scooter <=50 cm3
31 - Motorbike or sidecar >50 <=125 cm3
32 - Scooter >50 <=125 cm3
33 - Motorbike or sidecar >125 cm3
34 - Scooter >125 cm3
35 - Light quad <=50cm3
36 - Heavy quad >50cm3
37 - Bus
38 - Coach
39 - Train
40 - Tram
41 - PTW <=50 cm3
42 - PTW >50 <=125cm3
43 - PTW >125 cm3
50 - Motorized PMD
60 - Non motorized PMD
99 - Other

BELONGING TO
1 - Driver
2 - Stolen vehicle
3 - Consenting owner
4 - Administration
5 - Company
6 - short term rental
7 - self-service rental
9 - Other

VEHICLE SPECIAL
1 - Taxi
2 - Ambulance
3 - Firefighter
4 - Police - Gendarmerie
5 - School transportation
6 - Dangerous Material
7 - Disabled friendly
8 - Vehi. with system
A - Armed forces
B - Manager's vehicle
9 - Other

VEHICLE FACTOR
1 - Mechanical defect
2 - Lighting - signaling
3 - Worn tire
4 - Tire burst
5 - Loading
6 - Vehicle movement
7 - Vehicle fire
8 - Vehi. unfamiliar to the driver
A - Faulty driver assistance
B - Restricted visibility
9 - Other

FIXED OBSTACLE HIT
01 - Stationary vehicle
02 - Tree on shoulder
03 - Metal slide
04 - Concrete slide
05 - Other slide
06 - Building, wall, bridge pier
07 - Vertical signage support or Emergency call station
08 - Pole
09 - Urban furniture
10 - Parapet
11 - Island, refuge, upper limit
12 - sidewalk curb
13 - Ditch, embankment, rock wall
14 - Other obs. fixed on the road
15 - Other obs. fixed on sidewalk
16 - Obstacle-free road exit
17 - nozzle - aqueduct head

MOBILE OBSTACLE HIT
1 - Pedestrian
2 - Vehicle
4 - Rail vehicle
5 - Pet
6 - Wild animal
9 - Other

INITIAL SHOCK POINT
1 - Front
2 - Front right
3 - Front left
4 - Rear
5 - Rear right
6 - Rear lesft
7 - Right side
9 - Multiple shock (roll over)

MAIN MANEUVER BEFORE THE ACCIDENT
CIRCULATING
01 - Without change of direction
02 - Same direction, same line
03 - Between 2 lines
04 - Backwards
05 - Misdirection
06 - Crossing the central reservation
07 - In the bus lane - in the same direction
08 - In the bus lane - in the opposite direction
09 - By inserting
10 - By making 1/2 turn On Pavement
CHANGING LINES
11 - To the left
12 - To the right
DEPORTED
13 - To the left
14 - To the right
TURNING
15 - To the left
16 - To the right
EXCEEDING
17 - To the left
18 - To the right
19 - Crossing the road
20 - Parking maneuver
21 - Avoidance maneuver
22 - Door opening
23 - Stopped (excluding parking)
25 - Driving on sidewalk
26 - Other maneuvers
CNIT code: copy "type" entered on the vehicle registration document

NB OF OCCUPANTS IN THE P.T.

CONVENTIONAL LETTER

ROAD CODE
1 - Veh. on the run not found
2 - Runaway driver not found
4 - Runaway driver found

FLOW DIRECTION
1 - K.P. or addresses increasing
decreasing
3 - lack of landmark

REGISTRATION Depart-ment or country

DATE of registration Month | Year

TYPE OF MOTORIZATION
1 - hydrocarbons
2 - electric hybrid
3 - electric
5 - human
6 - other

INSURANCE
1 - Yes
2 - No
3 - Not shown
4 - Insurance not required

4 - ROAD USERS

CONVENTIONAL LETTER

PLACE IN THE VEHICLE
2 wheels : 1 | 2 | 3
4 - wheels :

4	7	1
5	8	6
3	9	2

1 - Presumed responsible

CATEGORY
1 - Driver
2 - Passenger
3 - Pedestrian

SEVERITY
1 - Unhurt
2 - Killed (30d)
3 - Injured hosp. more than 24 h
4 - Slightly injured

NATIONALITY

SOCIO-PROFESSIONAL CATEGORY
1 - professional driver
2 - farmer
3 - craftsman, merchant, entrepreneur
4 - management and higher intellectual professions
5 - intermediate professions and employee
6 - workman
7 - retired
8 - unemployed
9 - other without activity
A - student, school
B - unknown

GENDER
1 - Masculine
2 - Feminine

USER NUMBER

RESIDENCY DEPARTMENT OR COUNTRY

BIRTH Month | Year

ALCOHOL LEVEL
1 - Impossible
2 - Refused
3 - Positive by blood test
4 - Positive to breathalyzer
6 - Negative

ALCOHOL LEVEL

DRIVER'S LICENSE
1 - Valid and not probative
2 - Expired
3 - Suspended, held
4 - Driving school
5 - Invalid category
6 - Lack of license
7 - Accompanied driving or supervised
8 - Unknown
9 - Lice. cancelled, invalidated
A - Probationary license 2 years
B - Probationary license 3 years

DATE OBTAINMENT THE LICENSE Month | Year

PATH
1 - Home-to-work
2 - Home - school
3 - Shopping - purchase
4 - Professional use.
5 - Recreation - leisure
9 - Other

NUMBER OFFENCE
1st offence | 2nd offence

SECURITY EQUIPMENT

(USE)
Safety belt - 1
Protective helmet - 2
Child restraint - 3
Not determinable - 8

USE (continued)
0 - No equipment
4 - reflective vest
5 - Airbag (2/3RM)
6 - Gloves (P 2W/P 3W)
7 - Gloves + Airbag (2/3 RM)
9 - Other

PEDESTRIAN MANEUVER

PEDESTRIAN LOCATION
ON ROAD
1 - At +50m. of the pedestrian crossing
2 - At - 50m. of the pedestrian crossing
ON PEDESTRIAN CROSSING
3 - Without light signaling
4 - With light signaling
VARIOUS
5 - On sidewalk
6 - On shoulder or BAU
7 - On shelter
8 - On counter aisle
9 - Unknown

ACTION
Moving
1 - Direction vehi. hitting
2 - Reverse vehi. direction
Various
3 - Crossing
4 - Masked
5 - Playing, running
6 - With animal
7 - Exit PT stop
8 - Go to PT stop
9 - Other
A - boarding/descent vehi
B - Unknown
1 - Single
2 - Accompanied
3 - In Group

USER-RELATED FACTOR
A - Alcohol
B - Excessive speed or inappropriate
C - Illegal Drugs
D - Priority
E - Phone and distractors
F - Faintness
G - Drowsiness/Fatigue
H - Inattention
I - Misdirection
J - Dangerous overtaking
K - Lane change
L - no respect safe distances
M - Medications
N - Infirmity
O - Suicide
P - Dazzle
Q - Other
R - Undetermined

I. ILLEGAL DRUGS
1 - Not done
2 - Impossible
3 - Refused
4 - Positive
5 - Negative

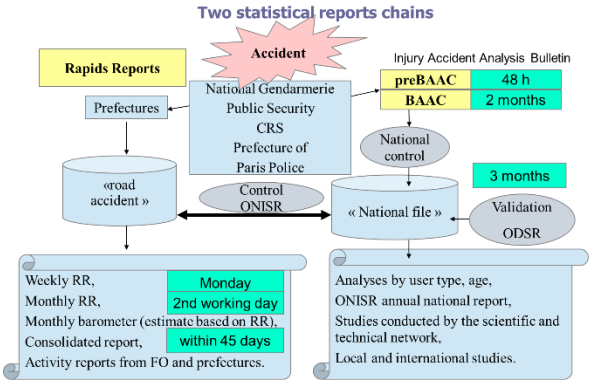
Identified product
B - cannabis alone
C - other product only
D - cannabis + other
E - several products excluding cannabis

The national road accident file

The ONISR is responsible for **administering the national road accident file** recorded by the police forces. Its missions are governed by **Decree No. 75-360 of 15 May 1975** on the Interministerial Committee for Road Safety. It works independently, guaranteeing the statistical quality of the data, some of which is certified by the French Public Statistics Authority. Certified data is marked with this logo. Created on 13 December 2019, a Steering Committee assists the ONISR with statistical collection and analysis methods.

As part of the open data initiative, data that is not confidential in nature is available on the website www.data.gouv.fr.

Organisation of the collection and use of accident data in 2024



The **rapid reports** from the prefectures are aggregated data sent to ONISR every week and at the beginning of each month. They enable verification of the completeness of the TRAxy data feed in pre-BAAC, and verification that a person who has subsequently died is correctly registered as such in the BAAC (up to 30 days).

*Decision 93/704/EC of the Council of the European Union of 30 November 1993 establishing the European statistical database on road accidents (known as "**CARE**" for **Community road accident database**)*

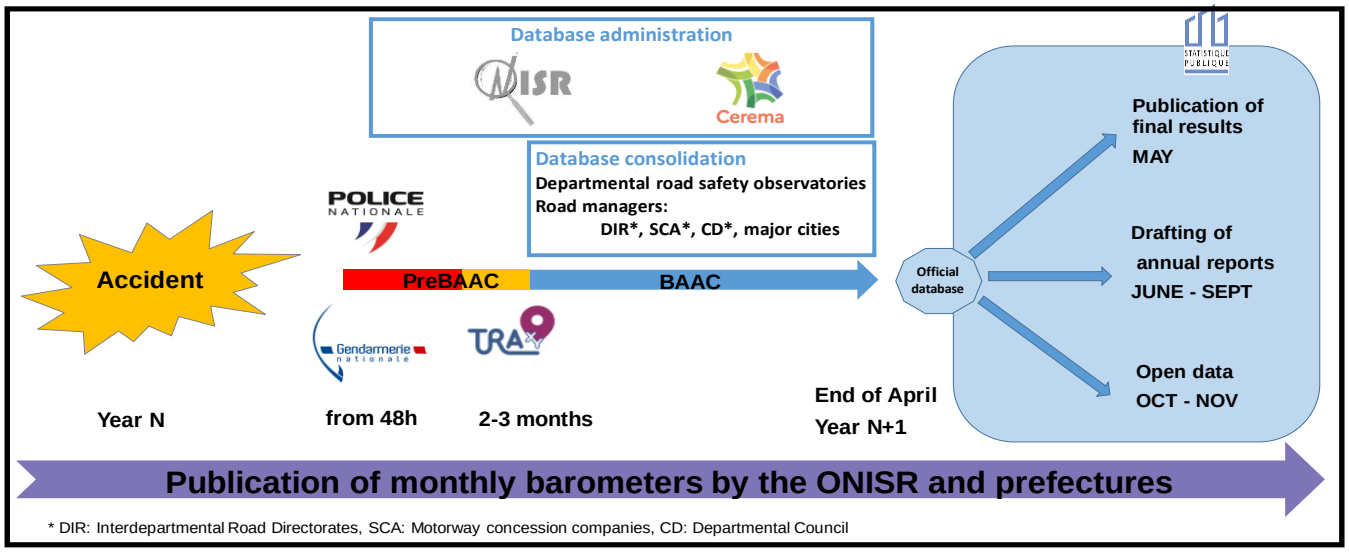
Injury Accident Analysis Bulletin (BAAC) have been in existence since 1952; their definition is set out in the **Act of 9 August 2004** on public health policy and **the Order of 27 March 2007**.

Ministerial instruction INTS1711116J of 18 April 2017 states that all injury road traffic accidents reported to the police must be recorded on a BAAC form. A pre-BAAC (initial BAAC record) must be drawn up within 48 hours of an accident and updated by the police until it becomes a BAAC within two months of the accident. The police record the information in their own information systems, PROCEA Web for the police and PULSAR BAAC for the national gendarmerie. The information systems are synchronised so that pre-BAAC and BAAC forms can be sent daily to **TRAxy** (Traffic Road Accident, xy coordinates), the ONISR information system. The BAAC form describes the accident situation, the vehicles and the users involved. It does not include the identities of the people involved in the accidents, but as the accident is precisely located, particular attention is paid to compliance with the **General Data Protection Regulation.**

The Guide to the production of the national road accident file can be consulted on the website: www.onisr.securite-routiere.gouv.fr/en.

Data consolidation

At national level, Cerema Sud-Ouest carries out a first level of quality control: checking the formats and completeness of the fields used to identify each accident (municipality, organisation, date of accident, etc.). The departmental road safety observatories (ODSR) and certain road managers carry out a second level of verification and correct any data entry errors, missing fields, etc. The national file is validated by ONISR in April of the following year and becomes the source of official accident statistics that are communicated to the public and institutions (feeding into WHO, **CARE** and IRTAD international databases).



The severity of injuries and handicap

Injury severity scale

The AIS (*Abbreviated Injury Scale*, 2005 version) is an international classification used in traumatology. It allows each injury to be coded according to its location and nature and assigned a severity score ranging from 1 (minor injury) to **6 (fatal injury).** This **immediate severity** score, known as the AIS score, takes into account various parameters such as life-threatening risk, speed, complexity and expected duration of care. This classification makes it possible to calculate the maximum AIS (MAIS), which is the score for the most severe injury in a victim with multiple injuries. Individuals considered to be **seriously injured have a score greater than or equal to 3 (MAIS 3+)**[1].

AIS (*Abbreviated Injury Scale*) coding: most frequent injuries by AIS severity level and body region.

AIS	Severity	Head	Face	Neck	Thorax	Abdomen	Spine	Upper limbs	Lower limbs, pelvis	Skin
1	Minor	Head trauma without loss of consciousness	Minor skin wounds	Cervical contusion	Rib contusion	Abdominal wall contusion	Cervical sprain	Contusion	Contusion	Dermabrasions
2	Moderate	Head trauma with loss of consciousness	Maxillary fracture	Hyoid bone fracture	Sternum fracture	Spleen laceration	Lumbar vertebral fractures	Clavicle fracture	Fracture of the fibula	Burns 2nd degree
3	Serious	Subarachnoid haemorrhage Skull base fracture	Lefort III fracture	Minor carotid artery wound	Fractures of 3 or more ribs	Spleen fracture	Lumbar vertebral body fractures	Complex radius fracture	Fracture of the femur	Burns 2nd-3rd degree
4	Severe	Complex skull base fracture	Haemorrhagic Lefort III	Major carotid artery wound	Severe bilateral pulmonary contusion	Liver laceration	Tetraparesis	Arm amputation	Fracture of the pelvis	Burns 3rd degree
5	Critical	Cerebral oedema Axonal lesions		Vertebral artery wound with thrombosis	Bilateral flail chest	Spleen rupture	Paraplegia		Complex fracture of the pelvis	
6	Maximum	Massive destruction of the skull and brain		Larynx fracture	Thoracic aortic rupture	Liver rupture	Complete cervical spinal cord section			Total carbonisation

Handicap severity scale

Based on the 2005 version of the AIS, the Functional Capacity Index (FCI), defined by an iterative process involving a panel of experts, is used to determine the injuries responsible for **probable functional impairments at 1 year**, and the classes according to a level from **1 (total deficit)** to 5 (no deficit). The FCI is based on ten dimensions[2] : feeding, excretion, sexuality, walking, grasping, bending and lifting, vision, hearing, speech and cognition. **Pain is not included**.

FCI (*Functional Capacity Index)* coding: the most common injuries responsible for handicap by FCI impairment level and body region.

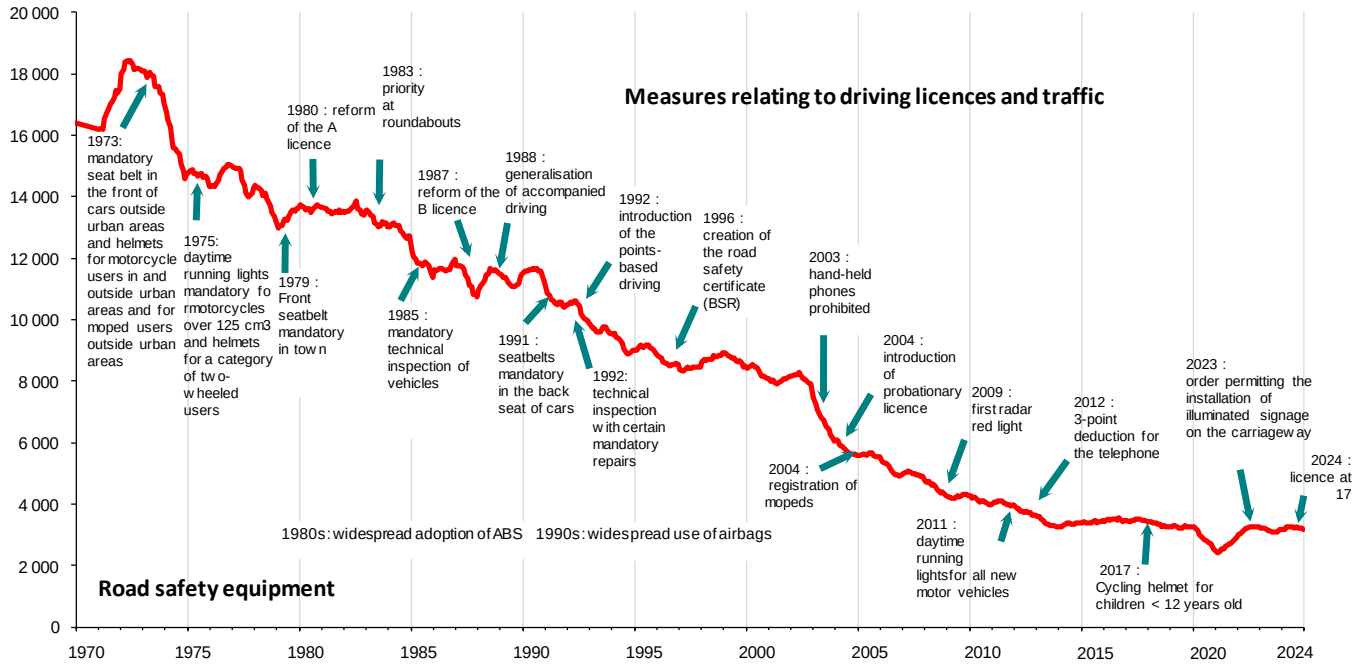
FCI	Functional deficit	Head	Face	Neck	Abdomen	Spine	Upper limbs	Lower limbs/pelvis
1	Severe	Pneumoencephaly			Penis amputation	Quadriplegia	Arm amputation	Sciatic nerve section
2	Serious	Cerebral oedema	Inner ear injury	Vertebral artery injury with neurological deficit	Colon rupture / urethra rupture	Nerve root avulsion	Rupture of several tendons in the hand	Tibial plateau joint fracture
3	Moderate	Multiple cerebral contusions	Ear injury (unspecified)	Vocal cord injuries	Small intestine rupture / kidney injury		Olecranon joint fracture	Acetabulum joint fracture
4	Mild		Inner ear injury with vertigo		Iliac vein rupture	Brachial plexus contusion	Radius joint fracture	External malleolus fracture

Source: Rhône Register

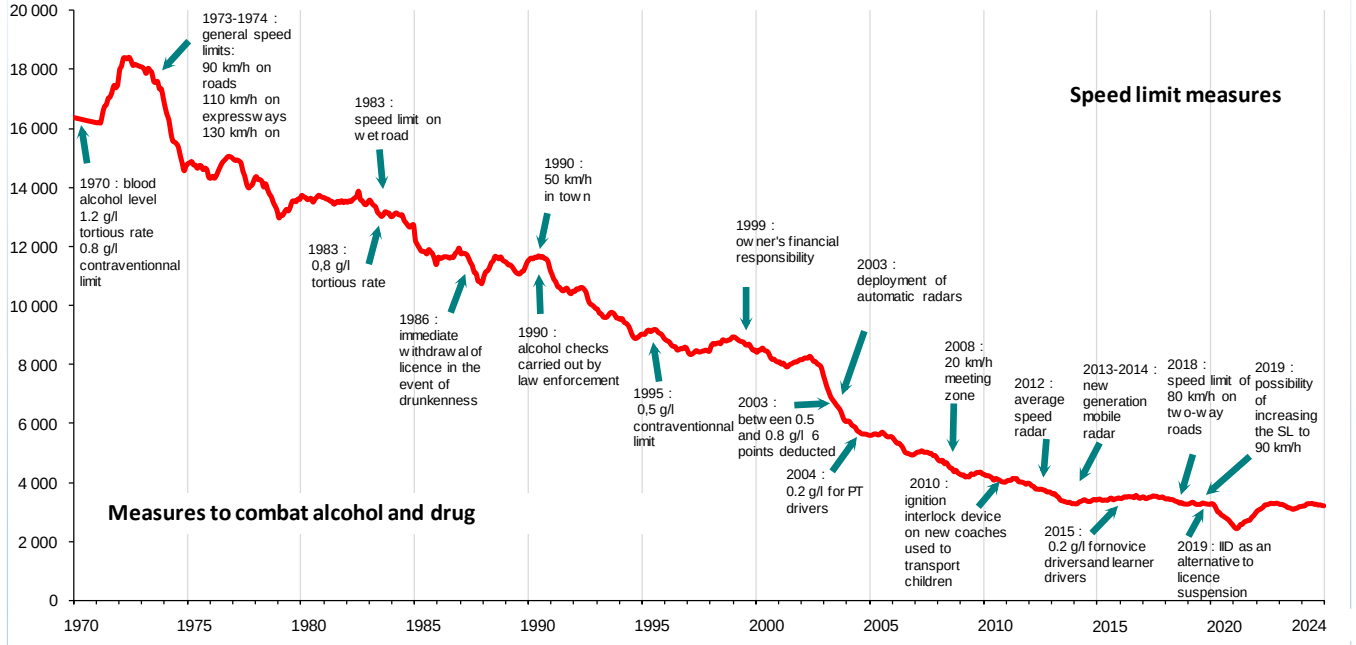
[1] Regarding the 2005 version of the AIS: a number of injuries that were classified as AIS3 in the 1990 version have been reclassified as AIS2, leading to a decrease in the proportion of MAIS3+ injured according to this new definition.
[2] The handicap scale based on the 1990 version of the AIS, the Injury Impairment Scale (IIS), took into account different factors such as cosmetic damage and pain. In particular for road accidents, the most common injury among motorists, whiplash, does not present a functional deficit (FCI=5) even though it causes pain (IIS=1, minor handicap).

Key dates in road safety

Changes in road deaths in France mainland and safety measures taken 1970–2024 (12-month moving average)



Changes in road deaths in France mainland and safety measures taken 1970–2024 (12-month moving average)



1893: Definition of the certificate of competence required to drive vehicles.

1899: Regulation of motor vehicle traffic:
- speed limit (SL) of 30 km/h in the countryside, 20 km/h in urban areas;
- registration certificate (car registration document);
- certificate of competence to drive vehicles.

1917: Creation of the first driving schools.

1921: Introduction of the Highway Code.

1922: The “certificate of competence” becomes a “driving licence”.

1949: Adoption on 19 September of the Geneva International Convention on Road Traffic and Road Signs (entered into force in 1952).

1954: General regulations on traffic police.
• Law authorising the testing of a driver's blood alcohol level in the event of a serious accident.

1959: Introduction of penalties for driving while intoxicated or under the influence of alcohol.

1962: Speed limit of 60 km/h in urban areas, with a possible increase to 80 km/h on certain crossings on major routes.

1965: Law of 18 May authorising the detection by exhaled air of the alcoholic impregnation of drivers in the event of serious offences (alcohol-test).

1968: Adoption on 8 November of the Vienna International Convention on Road Traffic and Road Signs (entered into force in 1977).

1969: SL of 90 km/h for drivers who have held a licence for more than one year.

1970: Interministerial mission on road safety.
• Law of 9 July making alcohol testing mandatory after an offence or accident, with the following thresholds:
– 0.80 g/l of blood for a contravention;
– 1.20 g/l of blood for a criminal offence.
• Mandatory three-point seat belt equipment in the front seats of new vehicles.

1972: Creation of the Interministerial Committee for Road Safety (CISR) and the position of Interministerial Delegate for Road Safety (DISR).

1973: SL set at 110 km/h on major roads and 100 km/h on other roads.
• Helmets become compulsory for motorcyclists in and outside urban areas and for moped riders outside urban areas.
• Seat belts become compulsory outside urban areas in recent motor vehicles (>1970).
• SL set at 120 km/h on motorways and lowered to 90 km/h on all roads outside urban areas.

1974: SL raised to 130 km/h on motorways and 110 km/h on dual carriageways, maintained at 90 km/h on other roads.

1975: Compulsory wearing of helmets on mopeds in urban areas.
• Compulsory wearing of seat belts in the front of vehicles on urban expressways and in urban areas from 10 p.m. to 6 a.m.
• SL of 45 km/h imposed on moped manufacturers.

1976: Helmets become compulsory for moped riders outside urban areas.

1979: Seat belts become compulsory in the front of vehicles (vehicles > 1967).

1980: Helmets become compulsory for moped riders.

1983: SL in rainy or other wet weather: 110 km/h on motorways, 100 km/h on dual carriageways, 80 km/h on other roads.
• Mandatory speed limiters for HGVs > 1 October 1983:
– 100 km/h for vehicles equipped with anti-lock brakes;
– 90 km/h for vehicles weighing between 10 and 19 tonnes;
– 80 km/h for vehicles weighing over 19 tonnes and PT;
• Law of 8 December setting the maximum blood alcohol level for driving at 0.80 g/l or 0.40 mg/l of exhaled air. Offence reduced to 0.80 g/l instead of 1.20 g/l of blood.

1985: Law of 5 July to improve the situation of traffic accident victims and speed up compensation.
• Minimum speed of 80 km/h in the left lane of motorways.

1986: Law of 17 January introducing the possibility of immediate licence withdrawal in the event of drink-driving.

1990: SL in urban areas set at 50 km/h.
• Compulsory wearing of seat belts in the front of utility vehicles under 3.5 tonnes that are equipped with them.

1991: Decree on the use of child restraint systems in cars and extension of seat belt use to rear passengers.

1992: Compulsory technical inspection for PVs and UVs under 3.5 tonnes
• Implementation of the points-based driving licence.
• SL of 50 km/h on all roads if visibility is less than 50 metres.

1993: Creation of the National Interministerial Road Safety Observatory under the DISR.

1994: Specific SL for novice drivers at 80, 100 or 110 km/h depending on the road.

1995: Lowering of the blood alcohol limit for driving from 0.7 g/l to 0.5 g/l.

1996: Access to driving PTW specified by decree:
– Gradual access to motorcycles from the age of 16 to 21.
– Authorisation to drive a 125 cm3 motorcycle if you have held a B licence for at least two years.
– Road safety certificate (young people >14 years old) for mopeds.

1999: Decree of 3 May requiring a pictogram to be displayed warning of the risks associated with the use of certain medications.

2000: Road safety is declared a ‘major national cause’.

2001: Illegal drug testing for drivers involved in fatal accidents.
• Creation of the National Road Safety Council (CNSR).

2002: CISR meeting on 18 February.
• Decree making it compulsory for drivers of light quadricycles to be at least 16 years old and to have a road safety certificate.

2003: CISR meeting on 9 July.
• Law of 3 February requiring drug testing for all drivers involved in traffic accidents.
• Stricter penalties for not wearing a seat belt or helmet.
• Law of 12 June strengthening the fight against road violence: stricter penalties and introduction of a probationary licence.
• 27 October: inauguration of the first automatic radar.
• 31 October: introduction of automated control.

2004: CISR meetings on 13 January and 7 July.
• Implementation of the provisional driving licence.
• Blood alcohol limit for PT drivers set at 0.2 g/l.
• Increased penalties for speeding > 50 km/h and reduced penalties for speeding less than 20 km/h outside urban areas.

2005: CISR meetings on 24 January and 1 July.
• Enforcement of the offence of driving without a licence and without insurance (Perben II Act of 9 March 2004).

2006: CISR meeting on 9 November
• Law of 5 January increasing penalties for speeding offences of 50 km/h and above by strengthening the effectiveness of vehicle confiscation penalties.

2007: Decree on driving licences allowing:
- The gradual acquisition of 12 points during the probationary period of the driving licence;
- The possibility of obtaining a new licence after a six-month period of invalidation;
- The possibility of checking your points balance at any time via secure internet access.

2008: CISR meeting on 13 February.
- Creation of special traffic zones in urban areas (30 km/h zones, etc.);
- Increased caution by drivers towards the most vulnerable road users;
- SL for passenger transport vehicles;
- Obligation for cyclists outside urban areas to wear a reflective vest at night and in conditions of poor visibility.

2009: CISR meeting on 13 January.
- Deployment of the first red light radars.
- Decree introducing supervised driving lessons

2010: CISR meeting on 18 February.
- 25 November: transfer of road safety and education policy to the Minister of the Interior.

2011: CISR meeting on 11 May.
- Law of 14 March on guidelines and planning for Internal Security Performance (LOPPSI 2):
  - Extension of the scope of illegal drug testing;
  - Additional penalty of vehicle confiscation;
  - Immobilisation and impoundment of a vehicle by the Prefect;
  - Possibility for the judicial authority to make the retention of driving privileges for the perpetrator of an alcohol-related offence conditional on the installation of an ignition interlock device (IID) in the vehicle.
- Deployment of the first discriminating radars.

2012: 'Level crossing' and 'average speed' radars.

2013: Removal of the requirement for drivers aged 21 with an A licence to drive a motorcycle < 35 kW for two years.
- First mobile radars enabling traffic control.

2014: Decree of 4 August supplementing the list of restrictive conditions that may appear on driving licences and allowing driving to be restricted for medical reasons.
- Early Learning to Drive from the age of 15 with a practical test at 17 and a half and independent driving at 18.
- First 'double-sided' radars.

2015: CISR meeting on 2 October.
- Lowering of the legal blood alcohol limit to 0.2 g/l for drivers with a provisional licence or learner licence, and a ban on all drivers wearing a device capable of emitting sound in their ear, except in cases of deafness.
- Transposition of the European directive facilitating the cross-border exchange of information on road safety offences.
- Possibility for mayors to lower the speed limit to less than 50 km/h in a large part of their urban area.

2016: Law of 26 January making illegal drug testing possible for all drivers and accompanying persons, even in the absence of an accident.
- Obligation for those over 18 to have held an A2 licence for at least two years and to complete a 7-hour training course to obtain an A licence (motorcycles with a power rating of more than 35 kW).
- Creation of a fixed penalty for offences relating to driving without a licence or insurance.
- Immobilisation of the vehicle and impoundment by the police in the event of excessive speeding.
- Extension of offences that can be detected without interception (radar or video ticketing).

2017: Obligation for company directors to report drivers who commit offences while driving company vehicles, under penalty of a fine.
- Trial of automated number plate recognition to combat uninsured driving.

2018: CISR meeting on 9 January.
- SL reduced to 80 km/h on two-way roads outside urban areas (90 km/h for overtaking lanes).
- Prefect's restriction on driving for repeat drink-driving offenders if they are not equipped with an IID.
- Increase in the number of points deducted from 4 to 6 for failure to comply with the rules of priority for pedestrians.

2019: Law of 24 December on mobility (LOM) allowing local authorities to raise the SL to 90 km/h after consultation with the departmental road safety commission.

2020: Withdrawal of driving licences for drivers holding a mobile phone in their hand and committing another traffic offence at the same time.
- Extension of the maximum period from six months to one year for the right to drive with an alternative IID instead of a licence suspension.
- Drivers who reoffend for drink-driving offences will only be allowed to drive a vehicle equipped with an IID, with medical and psychological monitoring.
- Parking is prohibited within 5 metres of pedestrian crossings: road managers must carry out compliance work before 31 December 2026.

2021: Heavy goods vehicles and public transport vehicles must be equipped with visible stickers indicating the blind spots of heavy vehicles.
- Obligation to sell breathalysers alongside alcoholic beverages sold over the counter or on the internet.
- Launch of a new experiment with lane filtering (CIF) for motorcyclists.
- Montagne Law of 1 November making it compulsory to equip vehicles with winter tyres between 1 November and 1 March in certain mountainous areas. 34 departments concerned.

2022: Decree extending the list of medical conditions that are incompatible, or compatible with or without adjustments or restrictions, with obtaining a driving licence.
- Inclusion in the Highway Code of new road signs reminding drivers of the safety distances to be observed in tunnels
- Decree allowing the condition of 'having a driver' to be met if the automated driving system is compliant.

2023: CISR meeting on 17 July.
- Authorisation for the installation of illuminated road markings to improve the visibility of pedestrian crossings or traffic light lines.
- Raising of the minimum age for driving a mPMD from 12 to 14, tougher penalties for carrying passengers and driving on a prohibited road.

2024: Lowering of the minimum legal age for driving (B licence) from 18 to 17.
- Speeding offences of less than 5 km/h above the SL will no longer result in the loss of a point.
- Removal of the obligation to display the green insurance sticker as of 1 April.
- Mandatory technical inspection every 3 years for all category L vehicles: motorcycles, 2- and 3-wheel scooters, mopeds and motorised quadricycles.

International comparisons – IRTAD table

Speed limit (SL)

Country	Urban area	Roads outside urban area	Motorways
Germany	50 km/h	100 km/h	No limit, but 130 km/h recommended
Argentina	40 – 60 km/h Buenos Aires : 20 – 70 km/h	110 km/h	120 – 130 km/h
Australia	50 km/h (default) 60–80 (main roads) 40 km/h or less if there are many pedestrians	100 or 110 km/h	100 km/h by default, but often increased to 110 km/h (or even 130 km/h in the Northern Territory)
Austria	50 km/h	100 km/h	130 km/h
Belgium	30 – 50 km/h	70 – 90 km/h	120 km/h
Bosnia Herzegovina	50 km/h	80 or 100 km/h	130 km/h
Canada	40 – 70 km/h	80 – 90 km/h	100 – 110 km/h
Chile	50 km/h (or less depending on the road) 30 km/h near schools	90 km/h (coaches in rural areas, HGVs, school transport) 100 km/h (PVs and coaches in interurban)	120 km/h by default, varies up to 100 km/h on certain sections
Colombia	50 km/h	90 km/h	120 km/h
South Korea	50 km/h	60 – 80 km/h	110 km/h (100 km/h in urban areas)
Costa Rica	40 km/h (unless there is a 50 km/h sign)	40–100 (60 if there is no sign)	no motorways
Denmark	50 km/h (sections at 30, 40 or 60 km/h)	80 (sections at 60, 70 or 90)	110 or 130 km/h
Spain	20 (single carriageway streets with pavements), 30 km/h (streets with 1 lane in each direction) or 50 km/h (streets with 2 or more lanes in each direction)	90 km/h	120 km/h
United States	Defined by each state	Defined by each state	55 – 80 mph (88 – 129 km/h) Set by each state
Finland	30 to 60 km/h	80 or 100 km/h	100 or 120 km/h
France	50 by default, 30 (in certain urban areas/streets), 70 (exceptionally under certain conditions)	80 km/h (90 km/h on overtaking lanes); 70 km/h or 90 km/h depending on local decision 110 km/h on dual carriageways	130 km/h (110 km/h in wet weather or for novice drivers)
Greece	50 km/h	90 km/h	130 km/h
Hungary	50 km/h (sections at 30, 40, 60 or 70 km/h)	90 km/h	130 km/h (110 km/h on expressways)
Ireland	<=60 km/h (60 km/h on main roads, 30 km/h in urban areas)	80 km/h or 100 km/h	120 km/h
Iceland	50 km/h	90 km/h on asphalt roads 80 km/h on gravel roads	no motorways
Israel	30 or 50 km/h	80, 90 km/h	100, 110, 120 km/h
Italy	50 km/h	70–90 km/h (110 km/h on certain dual carriageways)	130; 110 in wet weather; 100 for novice drivers; up to 150 if certain conditions are met
Japan	40, 50 or 60 km/h	50 ou 60 km/h	100 km/h
Latvia	50 km/h	90 km/h (80 km/h on gravel roads)	120 km/h (110 km/h in winter)
Luxembourg	50 km/h	90 km/h	130 km/h (110 km/h in rainy weather)
Morocco	60 km/h (30 km/h in residential areas)	70, 80, 90, 100 km/h depending on the type of vehicle	120 km/h maximum, varies depending on vehicle type
Mexico	10 – 80 km/h (20 km/h near schools)	60-110 km/h (60 on secondary roads)	110 km/h (95 for buses, 80 for goods transport on roads and motorways under federal jurisdiction)
Norway	50 km/h (30 km/h on residential streets)	80 km/h (70 on high-risk roads and 90 on roads with very low traffic)	90,100 or 110 km/h
New Zealand	50 km/h (the SL may be lower or higher on certain roads)	100 km/h (the SL may be lower on certain specific roads)	100 km/h (110 km/h on certain sections)
Netherlands	30 – 50 km/h	60 – 80 km/h	100 km/h between 6 a.m. and 7 p.m., 100, 120 or 130 km/h between 7 p.m. and 6 a.
Poland	50 km/h	90, 100 (120 km/h on expressways)	140 km/h (120 on expressways)
Portugal	50 km/h	90 km/h	120 km/h
Czech Republic	50 km/h	90 km/h	130 km/h
United Kingdom	30 mph (48 km/h) 20 mph in Wales	60 or 70 mph (96 or 113 km/h)	70 mph (113 km/h)
Serbia	50 km/h	80 or 100 km/h	130 km/h
Slovenia	50 km/h	90 km/h	130 km/h (110 km/h on expressways)
Sweden	30, 40 or 50 km/h	60, 70, 80, 90 or 100 km/h	110 km/h or 120 km/h
Switzerland	50 km/h	80 km/h	120 km/h (100 km/h on expressways)

Source: IRTAD, *Road Safety Annual Report*, 2024.

Alcohol and driving – Thresholds

Country	Blood alcohol limit - General	Blood alcohol limit - Novice drivers and professional drivers
Germany	0,5 g/l Drivers with a blood alcohol level between 0.3 and 0.5 g/l may have their licence suspended if their ability to drive is impaired.	0,0 g/l for drivers under 21 years of age, novice drivers, professional drivers transporting passengers or hazardous materials
Argentina	0,0 g/l	n.a.
Australia	0,5 g/l	0.0 g/l for novice drivers 0.2 g/l for professional drivers
Austria	0,5 g/l	0.1 g/l for moped riders under the age of 20, novice drivers (less than 3 years' experience), bus drivers (>9 seats) and heavy goods vehicle drivers (>7.5 tonnes)
Belgium	0,5 g/l	0.2 g/l for professional drivers (since January 2015)
Bosnia	0,3 g/l	0.0 g/l for professional drivers and PT, learner drivers and instructors, under 21 years of age, novice drivers or those with less than 3 years' experience
Canada	0,8 g/l	0.4 g/l or 0.5 g/l in most provinces 0.0 g/l for under 21s and novice drivers in most provinces
Chile	0,3 g/l	n.a.
Colombia	0,2 g/l	n.a.
South Korea	0,3 g/l	n.a.
Costa Rica	0,5 g/l	0.2 g/l for novice drivers
Denmark	0,5 g/l	n.a.
Spain	0,5 g/l	0.3 g/l for novice drivers and professional drivers, 0.0 g/l for drivers < 18 years of age
United States	0,8 g/l (except for one state at 0.5 g/l)	0.4 g/l for professional drivers 0.0 to 0.2 g/l for drivers < 21 years of age
Finland	0,5 g/l	n.a.
France	0,5 g/l	0.2 g/l for bus and coach drivers and novice drivers
Greece	0,5 g/l	0.2 g/l for professional drivers, PTW, novice drivers
Hungary	0,0 g/l	n.a.
Ireland	0,5 g/l	0.2 g/l for learner drivers, professional drivers or novice drivers
Iceland	0,5 g/l	n.a.
Israel	0,5 g/l	0.1 g/l for young people < 24, professional drivers or novice drivers
Italy	0,5 g/l	0.0 g/l for young people < 21, professional or novice drivers
Japan	0,3 g/l	n.a.
Latvia	0.5 g/l	0.2 g/l for learner drivers, professional or novice drivers
Lithuania	0,4 g/l	0.0 g/l for novice drivers, professional drivers and PTW
Luxembourg	0,5 g/l	0.2 g/l for novice drivers and professional drivers
Morocco	0,2 g/l	n.a.
Mexico	0,5 g/l	0.0 g/l for professional drivers 0.2 g/l for motorcyclists
Norway	0,2 g/l	n.a.
New Zealand	0,5 g/l	0.0 g/l for drivers under 20 years of age
Netherlands	0,5 g/l (including for cyclists)	0.2 g/l for novice drivers (first 5 years)
Poland	0,2 g/l	n.a.
Portugal	0,5 g/l	0.2 g/l for novice drivers (first 3 years) and professional drivers (since 1 January 2014)
Czech Republic	0,0 g/l	n.a.
United Kingdom	0,8 g/l (except Scotland) and 0.5 g/l in Scotland	n.a.
Serbia	0,2 g/l	0.0 g/l for novice drivers, professional drivers and PTW
Slovenia	0,5 g/l	0.0 g/l for novice drivers (first three years) and professional drivers
Sweden	0,2 g/l	n.a.
Switzerland	0,5 g/l	0.0 g/l for novice drivers (first three years) and professional drivers

Source: IRTAD, *Road Safety Annual Report*, 2024.

Wearing of the seat belt

Country	Front seats		Rear seats	
	Date of application	Rate of port in traffic (2023)	Date of application	Rate of port in traffic (2023)
Germany	1976	99% (driver), 98% (passengers)	1984	95%
Argentina	1995	55% (drivers), 43% (passengers) in tow n (2018 data)	1995	20% (in tow n) (2018 data)
Australia	1970s	97% (2018 data)	1970s	96% (2019 data)
Austria	1984	98% (driver), 98% (passengers)	1990	93%
Belgium	1975	94% (driver), 92% (passengers)	1991	79%
Bosnia Herzegovina	2006	---	2006	---
Canada	1976-1988	97,5% (2017 data)	1976-1988	95% (2015 data)
Chile	1985	86% (driver), 72% (passengers) (2021 data)	2002 (for vehicles manufactured after 2002)	21% (2021 data)
Colombia	2002	67% (driver), 49% (passengers) (2022 data)	2004	---
South Korea	1990	99% (driver), 97% (passengers)	2008 on motorw ays, all netw orks since 09/2018	35%
Costa Rica	2020	71% (driver), 63% (passengers) (2020 data, national roads)	2020	36% (2020 data)
Denmark	1970s	98% (2022 data)	1980s	93% of passengers over 15 years of age (2022 data)
Spain	1974 outside urban areas 1992 in urban areas	87% (drivers), 83% (passengers)	1992	93% (2021 data)
United States	Yes except for 1 state (primary law in 34 states, secondary law in 15 states)	92% (2022 data)	Varies by state	82% (2022 data)
Finland	1975	97% in tow n 98% urban area	1987	91% (2022 data)
France*	1973 outside urban areas 1975 in urban areas at night 1979 at all times	98.7% (outside urban areas) 98.1% (small urban areas) 97.8% (large urban areas)	1991	On motorw ays: 92% (adults) 97% (children) Large urban areas: 85% (adults) 97% (children)
Greece	1979	72% (passengers) (2022 data)	1993	56% (2022 data)
Hungary	1976	92% (driver), 91%(passengers) (2022 data)	1993 outside urban areas, 2001 urban areas	65% (2022 data)
Ireland	1979	95% (driver), 94% (passengers)	1992	95%
Iceland	---	97% (drivers)	---	93%
Israel	1975	93% drivers, 91% (passengers) (2019 data)	1995	71% (2019 data)
Italy	1988	93% (driver), 91% (passengers) (2019 data)	2006	34.5% (2022 data)
Japan	1985	99% (driver), 97% (passengers)	2008	43%
Latvia	1980	85% (driver), 88% (passengers)	1980	90% (2021 data)
Morocco	1977 outside urban areas 2005 in urban areas	85% (driver), 57% (passengers)	2005 outside urban areas	36% (2018 data)
Mexico	2022 (new law)	93% (drivers), 95% (passengers)(2021 data)	2022 (new law)	46% (2017 data)
Norw ay	1975	97% (driver), 96% (passengers)	1985	96% (2014 data)
New Zealand	1972	95%	1979	92% (2014 data)
Netherlands	2005 in urban areas	62% (driver), 57% (passengers)	1992	
Poland	1975	98% (driver), 97% (passengers)	1991	90%
Portugal	1983	96% (drivers et pasagers)	1994	77% (2021 data), 92 for children w ith safety devices (2021 data)
Czech Republic	1966	96% (driver), 95% (passengers)	1975	88%
United Kingdom	1983	98% (driver), 95% (passengers) (Great Britain)	1989 (children); 1991 (adults)	92% (2021 data, Great Britain)
Serbia	1978	98% (drivers)	2009	17%
Slovenia	1982		1998	78% adults (2018 data)
Sw eden	1975	97%	1986, 1988 children's devices	94% (2017 data)
Sw itzerland	1981	96% (driver), 94% (passengers)	1994	85%

Source: IRTAD, *Road Safety Annual Report*, 2024. / *ONISR, Observatory of Behaviours for the Year 2024 (France mainland), 2025

Wearing protective helmets

Country	Powered two-wheelers		Cyclists	
	Legislation on wearing helmets	Rate of port in traffic (2023)	Legislation on wearing helmets	Rate of port in traffic (2023)
Germany	Yes	99% (drivers and passengers)	No	40% (in urban areas, incl. sports cyclists; 34% excluding them)
Argentina	Yes	69% (driver), 42% (front passenger), 21% (additional passengers) (in urban areas)	Yes	8% (2018 data)
Australia	Yes	99% drivers (2018 data)	Yes	---
Austria	Yes	99,8%	Yes for children up to 12 years old	40%; 86% (children)
Belgium	Yes	99.7% (2022 data)	No	25% (2022 data)
Bosnia Herzegovina	Yes	---	Yes	---
Canada	Yes	---	In certain jurisdictions	---
Chile	Yes	95% (drivers), 87% (passengers) (2021 data)	Yes in urban areas	67.3% (2019 data)
Colombia	Yes	79.2% (drivers), 527% (passengers) (in urban areas)	Yes for children up to 18 years old	22.4% (in urban areas) (2022 data)
South Korea	Yes	94% (2022 data)	No	94% (2022 data)
Costa Rica	Yes	97% (drivers), 90% (passengers) (2020 data)	No	---
Denmark	Yes	96.6% (mopeds in urban areas) 100% (motorcycles)	No	51% in urban areas 60% (electric bikes in urban areas) 81% (children on their way to school) 64.5% (cyclists in urban areas)
Spain	Yes	99.4% (drivers), 96.2% (passengers), 99.3% in urban areas, 100% in rural areas)	Yes, outside urban areas for everyone. Mandatory for children under 6 in urban areas	33% in urban areas, 90% outside urban areas
United States	No national law. Yes for all PTWs in 18 states, Yes for certain PTWs in 29 states, No in 3 states	65%	Yes for certain ages in 21 states and the District of Columbia	---
Finland	Yes	99.7% (2019 data)	No	55%
France*	Yes (motorcycles 1961 outside urban areas and 1973 in urban areas, mopeds 1976 outside urban areas and 1980 in urban areas)	98.4% outside urban areas 99.7% in urban areas	Yes, for children < 12 since 22 March 2017	Large urban areas: 50% on weekdays, 44% at weekends
Greece	Yes since 1977	80,3% drivers 65,5% passengers	No	---
Hungary	Yes (motorcycles in 1965, mopeds in 1997 outside urban areas and 1998 in urban areas)	100% (motorcycle drivers and passengers), 96% moped drivers and passengers	No	18% (Budapest), 4.5% outside urban areas (2019 data)
Ireland	Yes since 1978	98%	No	49%
Iceland	Yes	n.a.	Yes, for children up to 14 years old	84%
Israel	Yes	n.a.	Yes, for children up to 18 years old, and for all outside urban areas	21% (2015 data)
Italy	Yes since 2000 for all (1986 for motorcyclists and mopeds under 18)	96,5%	No	---
Japan	Yes	100% (2021 data)	Yes, since 2023	17% (2024 data)
Latvia	Yes	100% (2021 data)	Yes, for children up to 16 years old	18% (2021 data)
Luxembourg	Yes, since 1976	Estimated at 100% (2021 data	No	11% (2017 data)
Morocco	Yes, since 1976	57% drivers, 31% passengers	No	3% conventional bicycles, 8% e-pedelec
Mexico	Yes	89% drivers, 82% passengers (2021 data)	Yes on federal roads since 2012	
Norway	Yes	Nearly 100% (2021 data)	No	66.4% (all ages), 62.7% (>12 years old), 78.3% (<12 years old) (2024 data)
New Zealand	Yes (1956 at speeds >30mph, 1973 otherwise)	Nearly 100% (2021 data)	Yes since 1994	94% (2015 data)
Netherlands	Yes (1972 motorcycles, 1975 mopeds) No for mopeds (max. speed 25 km/h) until 2022, Yes since 01/01/2023	Moped riders: 99%	No	94% (2015 data)
Poland	Yes, since 1997	Nearly 100%	No	25%
Portugal	Yes	100%	No	48% in urban areas
Czech Republic	Yes	Nearly 100% (2023 data)	Yes, for children up to 18 years old	48%, 89% (for children)
United Kingdom	Yes, motorcyclists since 1973, moped riders since 1977	---	No	---
Serbia	Yes	Mopeds: 69-71%, Motorcycles: 88-80% (drivers-passengers)	No	6%
Slovenia	Yes	Motorcyclists: 99.8% drivers, 99.2% passengers Mopeds: 67% drivers, 96% passengers	Yes for children up to 18 years old	Under 14: 90%, 14 to 18: 44% 18 to 60: 45%, Over 60: 36%
Sweden	Yes	98% (mopeds) (2021 data)	Yes for children up to 15 years old (since 2015)	46% (all), 64% (children), 42% (adults)
Switzerland	Yes, motorcyclists since 1981, moped riders since 1990	Nearly 100% (motorcyclists), 97% moped riders	No for 'ordinary' bicycles Yes for electric bicycles > 25 km/h	47% (cyclists), 64% (electric bikes <25 km/h), 96% (>25 km/h)

BAAC long series[1]

People killed in France mainland (1954–2024, raw data)

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total	Change in %	
1954	516	407	560	606	601	712	775	874	705	736	649	398	7 539	-	Persons who died instantly or within 3 days of the accident
1955	557	386	447	580	689	667	755	832	850	791	749	755	8 058	+6,9	
1956	606	308	630	641	690	740	945	886	871	751	644	571	8 283	+2,8	
1957	486	455	618	638	638	765	870	896	862	805	756	728	8 517	+2,8	
1958	553	461	508	572	668	698	804	843	784	772	738	725	8 126	-4,6	
1959	526	485	597	555	603	709	865	880	816	821	787	765	8 409	+3,5	
1960	535	501	523	603	643	693	779	807	773	850	802	786	8 295	-1,4	
1961	621	539	660	646	664	773	900	886	894	906	771	880	9 140	+10,2	
1962	722	569	570	738	697	858	970	1 110	1 018	938	843	895	9 928	+8,6	
1963	520	496	628	699	706	902	1 072	1 028	1 015	1 058	1 044	859	10 027	+1,0	
1964	646	618	725	793	934	918	1 193	1 170	1 068	1 074	1 040	926	11 105	+10,8	
1965	834	646	760	863	951	1 036	1 210	1 187	1 137	1 205	1 109	1 212	12 150	+9,4	
1966	804	814	801	928	961	1 062	1 218	1 055	1 026	1 268	1 036	1 185	12 158	+0,1	
1967	911	871	940	936	1 101	1 096	1 403	1 370	1 214	1 380	1 192	1 171	13 585	-	Persons who died instantly or within 6 days of the accident
1968	901	851	926	1 033	1 067	1 402	1 494	1 386	1 327	1 344	1 265	1 278	14 274	+5,1	
1969	981	757	958	1 050	1 231	1 316	1 490	1 523	1 366	1 398	1 502	1 102	14 674	+2,8	
1970	1 117	930	1 017	915	1 152	1 273	1 550	1 540	1 315	1 426	1 498	1 303	15 036	+2,5	
1971	950	945	1 001	1 201	1 369	1 338	1 745	1 587	1 466	1 628	1 426	1 405	16 061	+6,8	
1972	1 256	1 066	1 249	1 198	1 366	1 371	1 647	1 438	1 483	1 615	1 403	1 453	16 545	+3,0	
1973	1 224	1 003	1 111	1 354	1 305	1 303	1 369	1 386	1 518	1 372	1 363	1 161	15 469	-6,5	
1974	955	757	935	958	1 034	1 215	1 326	1 286	1 253	1 150	1 151	1 307	13 327	-13,8	
1975	1 009	791	985	871	996	1 162	1 390	1 275	1 142	1 187	1 103	1 085	12 996	-2,5	
1976	995	845	912	954	1 161	1 308	1 503	1 341	1 170	1 247	1 100	1 041	13 577	+4,5	
1977	936	800	917	918	1 096	1 045	1 370	1 098	1 084	1 321	1 175	1 201	12 961	-4,5	
1978	1 013	717	917	865	925	1 134	1 175	966	1 002	1 144	1 037	1 061	11 956	-7,8	
1979	784	805	905	964	1 024	1 079	1 290	1 124	930	1 107	1 117	1 068	12 197	+2,0	
1980	891	774	884	900	1 036	1 109	1 183	1 326	1 103	1 180	1 090	1 038	12 514	+2,6	
1981	862	703	849	823	968	971	1 205	1 250	1 020	1 227	1 030	1 045	11 953	-4,5	
1982	836	751	849	892	1 048	1 040	1 373	1 003	979	1 120	996	1 143	12 030	+0,6	
1983	890	665	778	853	895	1 009	1 302	1 052	1 095	1 092	1 008	1 036	11 675	-3,0	
1984	924	742	820	806	881	1 008	1 154	971	1 016	1 059	1 061	1 083	11 525	-1,3	
1985	600	611	721	706	871	991	1 092	1 102	953	993	905	902	10 447	-9,4	
1986	826	576	737	743	870	985	1 056	1 140	938	1 116	960	1 012	10 959	+4,9	
1987	654	588	728	713	761	847	949	938	902	885	944	946	9 855	-10,1	
1988	854	747	769	808	911	910	1 088	908	857	944	843	909	10 548	+7,0	
1989	807	681	787	772	800	859	1 044	914	940	966	982	976	10 528	-0,2	
1990	881	729	762	824	789	912	997	942	881	944	889	739	10 289	-2,3	
1991	737	572	683	678	762	835	966	1 006	895	828	839	816	9 617	-6,5	
1992	732	650	671	729	762	776	876	790	765	788	791	753	9 083	-5,6	
1993	725	546	668	656	768	816	980	881	783	755	707	767	9 052	-0,3	
1994	682	573	555	622	710	707	811	768	740	784	753	828	8 533	-5,7	
1995	686	571	652	657	662	745	843	749	663	752	702	730	8 412	-1,4	
1996	626	535	615	562	623	732	742	760	702	738	755	690	8 080	-3,9	
1997	482	483	634	610	680	703	725	785	713	765	735	674	7 989	-1,1	
1998	659	555	611	641	688	684	843	765	698	795	749	749	8 437	+5,6	
1999	668	523	556	601	666	668	762	750	725	691	665	754	8 029	-4,8	
2000	593	590	563	663	595	645	717	616	637	699	604	721	7 643	-4,8	
2001	596	518	596	580	553	704	753	644	677	698	645	756	7 720	+1,0	
2002	592	568	603	576	612	631	661	634	601	666	572	526	7 242	-6,2	
2003	393	363	449	413	519	551	570	560	517	510	419	467	5 731	-20,9	
2004	404	331	349	368	468	441	529	504	493	505	401	439	5 232	-8,7	
2005	405	345	396	370	450	480	608	478	441	472	413	460	5 318	+1,6	Persons who died instantly or within 30 days of the accident
2006	346	266	314	369	382	392	471	420	425	439	405	480	4 709	-11,5	
2007	395	286	318	411	346	385	478	399	428	368	396	410	4 620	-1,9	
2008	327	292	362	312	399	306	416	392	334	440	333	362	4 275	-7,5	
2009	288	299	294	327	386	403	396	412	384	429	349	306	4 273	-0,0	
2010	273	254	300	296	336	329	453	383	357	377	339	295	3 992	-6,6	
2011	324	269	301	360	322	336	354	370	347	351	296	333	3 963	-0,7	
2012	297	204	276	277	321	322	366	339	341	299	292	319	3 653	-7,8	
2013	243	221	200	236	224	293	344	322	312	308	252	313	3 268	-10,5	
2014	235	225	261	254	260	311	302	306	317	347	280	286	3 384	+3,5	
2015	262	235	219	258	267	299	353	332	257	378	296	305	3 461	+2,3	
2016	236	263	255	243	294	285	356	301	334	315	258	337	3 477	+0,5	
2017	255	204	267	281	297	324	343	297	297	319	272	292	3 448	-0,8	
2018	229	218	235	284	268	290	328	246	322	274	268	286	3 248	-5,8	
2019	239	254	255	235	243	292	328	290	310	257	257	284	3 244	-0,1	
2020	263	218	152	102	207	211	293	242	266	203	173	211	2 541	-21,7	
2021	179	178	189	202	216	289	316	273	276	298	230	298	2 944	+15,9	
2022	258	215	226	253	289	295	338	303	267	297	242	284	3 267	+11,0	
2023	229	218	196	223	241	286	306	285	296	309	288	290	3 167	-3,1	
2024	246	226	256	236	242	293	275	290	266	318	266	279	3 193	+0,8	

[1] Source: National database of injury accidents recorded by law enforcement, ONISR and Cerema Nord-Picardie archives

People killed by age group, France mainland (1967-2024, raw data)

Year	Age ind	0-13 y.o.	14-17 y.o.	18-24 y.o.	25-44 y.o.	45-64 y.o.	65-74 y.o.	75-84 y.o.	85 y.o. or +	Total	
1967		1 218	675	2 426	3 568	3 499	1 394	668	134	13 582	Persons who died instantly or within 6 days of the accident
1968		1 115	809	2 518	3 860	3 677	1 490	665	134	14 268	
1969		1 095	853	2 796	3 876	3 690	1 530	716	108	14 664	
1970		1 153	865	2 877	3 823	3 841	1 586	765	126	15 036	
1971	54	1 205	956	3 346	4 109	3 871	1 612	768	140	16 061	
1972	42	1 138	1 025	3 640	4 378	3 759	1 633	796	134	16 545	
1973	47	1 124	980	3 446	4 072	3 394	1 490	783	133	15 469	
1974	24	905	934	2 906	3 495	2 905	1 330	698	130	13 327	
1975	24	889	857	2 964	3 246	2 888	1 322	686	120	12 996	
1976	34	824	972	3 147	3 427	2 884	1 399	758	132	13 577	
1977	114	838	848	3 089	3 331	2 685	1 241	641	174	12 961	
1978	135	761	796	2 858	2 930	2 473	1 211	647	145	11 956	
1979	96	778	801	3 084	3 162	2 381	1 117	650	128	12 197	
1980	109	770	865	3 154	3 222	2 446	1 115	699	134	12 514	
1981	84	701	694	3 014	3 260	2 384	1 002	684	130	11 953	
1982	63	683	687	3 008	3 336	2 437	908	744	164	12 030	
1983	60	642	589	2 932	3 373	2 403	857	675	144	11 675	
1984	61	616	561	2 852	3 459	2 355	764	725	132	11 525	
1985	45	555	547	2 494	3 211	2 055	717	726	97	10 447	
1986	34	561	536	2 723	3 375	2 104	791	727	108	10 959	
1987	41	508	484	2 337	3 085	1 888	719	666	127	9 855	
1988	33	495	488	2 551	3 302	1 886	817	797	179	10 548	
1989	30	477	504	2 536	3 460	1 897	704	756	164	10 528	
1990	26	448	486	2 520	3 466	1 840	694	658	151	10 289	
1991	24	439	393	2 377	3 337	1 620	658	610	159	9 617	
1992	20	373	345	2 315	3 030	1 626	721	511	142	9 083	
1993	10	372	410	2 173	3 001	1 636	714	565	171	9 052	
1994	11	369	377	1 971	2 743	1 564	804	494	200	8 533	
1995	8	356	429	1 857	2 794	1 562	743	471	192	8 412	
1996	9	331	421	1 666	2 685	1 502	751	505	210	8 080	
1997	11	322	447	1 673	2 668	1 461	703	525	179	7 989	
1998	8	313	377	1 825	2 902	1 512	722	536	242	8 437	
1999	52	290	420	1 746	2 667	1 490	636	530	198	8 029	
2000	133	280	394	1 633	2 522	1 411	590	508	172	7 643	
2001	82	240	395	1 726	2 579	1 410	603	523	162	7 720	
2002	85	215	324	1 562	2 435	1 356	601	538	126	7 242	
2003	82	172	296	1 218	1 858	1 065	460	467	113	5 731	
2004	13	147	248	1 227	1 718	981	369	434	95	5 232	
2005	20	112	291	1 222	1 645	1 034	384	490	120	5 318	Persons who died instantly or within 30 days of the accident
2006	65	106	250	1 037	1 404	946	343	431	127	4 709	
2007	8	139	225	981	1 491	892	356	392	136	4 620	
2008		104	193	958	1 342	867	282	388	141	4 275	
2009		98	213	901	1 366	899	288	353	155	4 273	
2010	1	111	180	831	1 249	856	264	366	134	3 992	
2011	1	105	167	813	1 272	847	280	330	148	3 963	
2012		99	147	753	1 082	827	264	341	140	3 653	
2013		91	108	636	1 005	740	254	293	141	3 268	
2014	1	97	131	582	1 041	761	283	310	178	3 384	
2015		85	141	619	1 024	761	312	319	200	3 461	
2016		96	108	597	994	796	320	366	200	3 477	
2017		93	112	562	1 008	804	342	343	184	3 448	
2018		76	116	503	921	790	332	301	209	3 248	
2019		61	92	549	899	794	317	317	215	3 244	
2020		62	89	449	679	619	291	229	123	2 541	
2021		85	101	505	764	719	321	274	175	2 944	
2022		59	98	549	886	793	386	316	180	3 267	
2023		49	116	497	830	788	370	338	179	3 167	
2024		46	94	529	841	783	365	346	189	3 193	
Var 2024/2023		**-6,1%**	**-19,0%**	**+6,4%**	**+1,3%**	**-0,6%**	**-1,4%**	**+2,4%**	**+5,6%**	**+0,8%**	

People killed by travel mode, France mainland (1954-2024, raw data)

Year	Walking	Pedal cycle	mPMD*	Moped	Motorbike	PV	UV	HGV	PT	Other	All	
1954	1 544	1 322		648	1 888	1 970	ND	ND	ND	167	7 539	Persons who died instantly or within 3 days of the accident
1955	1 790	1 363		862	1 970	1 951	ND	ND	ND	122	8 058	
1956	1 768	1 165		1 143	1 932	2 168	ND	ND	ND	107	8 283	
1957	1 829	1 046		1 384	1 982	1 772	176	161	23	144	8 517	
1958	1 802	827		1 444	1 542	2 072	156	122	28	133	8 126	
1959	1 892	856		1 601	1 291	2 302	178	140	16	133	8 409	
1960	1 889	848		1 625	1 004	2 540	118	110	27	134	8 295	
1961	2 088	905		1 887	770	3 011	185	172	8	114	9 140	
1962	2 372	853		2 020	574	3 567	217	162	25	138	9 928	
1963	2 272	819		1 978	389	4 081	224	135	15	114	10 027	
1964	2 577	843		2 259	279	4 604	238	133	52	120	11 105	
1965	2 874	828		2 362	254	5 329	211	150	11	131	12 150	
1966	2 748	753		2 387	190	5 538	244	169	18	111	12 158	
1967	3 120	838		2 497	184	6 438	200	175	7	126	13 585	Persons who died instantly or within 6 days of the accident
1968	3 062	822		2 602	188	7 046	202	207	24	121	14 274	
1969	3 117	820		2 598	236	7 285	233	232	16	127	14 664	
1970	3 202	795		2 638	306	7 523	189	226	28	129	15 036	
1971	3 341	738		2 666	549	8 100	246	253	52	116	16 061	
1972	3 180	728		2 647	700	8 627	242	274	32	115	16 545	
1973	2 914	665		2 526	739	7 916	224	260	72	153	15 469	
1974	2 690	574		2 319	721	6 373	243	269	17	121	13 327	
1975	2 517	565		2 131	698	6 431	275	201	47	131	12 996	
1976	2 463	643		2 079	770	7 014	235	251	7	115	13 577	
1977	2 371	577		1 735	842	6 780	277	229	26	124	12 961	
1978	2 125	571		1 618	782	6 233	260	214	35	118	11 956	
1979	2 092	589		1 381	970	6 547	263	202	38	115	12 197	
1980	2 201	659		1 273	1 057	6 701	267	209	34	113	12 514	
1981	1 952	555		1 058	813	6 970	234	215	25	131	11 953	
1982	1 910	501		1 113	807	7 111	214	183	64	127	12 030	
1983	1 879	536		955	846	6 956	152	198	27	126	11 675	
1984	1 760	465		864	820	7 121	193	159	18	125	11 525	
1985	1 557	426		797	810	6 419	161	148	15	114	10 447	
1986	1 639	438		714	790	6 867	171	207	14	119	10 959	
1987	1 479	419		675	793	6 002	174	177	9	127	9 855	
1988	1 592	401		717	862	6 439	216	192	19	110	10 548	
1989	1 472	407		688	930	6 514	217	180	15	105	10 528	
1990	1 407	401		657	946	6 295	238	194	32	119	10 289	
1991	1 327	364		504	980	5 992	188	154	29	79	9 617	
1992	1 165	348		504	945	5 725	187	123	6	80	9 083	
1993	1 131	329		490	861	5 835	159	136	23	88	9 052	
1994	1 126	321		472	816	5 423	154	122	18	81	8 533	
1995	1 027	374		471	780	5 389	126	128	41	76	8 412	
1996	987	300		478	741	5 240	139	113	8	74	8 080	
1997	929	329		471	831	5 069	122	110	34	94	7 989	
1998	988	301		418	901	5 491	143	108	13	74	8 437	
1999	882	307		466	901	5 161	136	104	8	64	8 029	
2000	793	255		431	886	5 006	75	116	19	62	7 643	
2001	778	242		426	1 011	4 998	75	135	13	42	7 720	
2002	819	211		366	973	4 602	76	125	10	60	7 242	
2003	592	190		372	813	3 481	75	107	44	57	5 731	
2004	550	167		321	814	3 186	58	80	20	36	5 232	
2005	635	180		356	881	3 065	56	90	14	41	5 318	Persons who died instantly or within 30 days of the accident
2006	535	181		317	769	2 626	120	87	6	68	4 709	
2007	561	142		325	830	2 464	131	68	35	64	4 620	
2008	548	148		291	795	2 205	135	76	19	58	4 275	
2009	496	162		299	888	2 160	145	54	5	64	4 273	
2010	485	147		248	704	2 117	146	65	4	76	3 992	
2011	519	141		220	760	2 062	134	67	0	60	3 963	
2012	489	164		179	664	1 882	145	56	6	68	3 653	
2013	465	147		159	631	1 612	133	57	7	57	3 268	
2014	499	159		165	625	1 663	143	56	9	65	3 384	
2015	468	149		155	614	1 796	120	56	43	60	3 461	
2016	559	162		121	613	1 760	130	55	12	65	3 477	
2017	484	173		117	669	1 767	99	51	14	74	3 448	
2018	470	175		133	627	1 637	92	44	3	67	3 248	
2019	483	187	10	134	615	1 622	98	36	4	55	3 244	
2020	391	178	7	100	479	1 243	59	33	3	48	2 541	
2021	414	227	24	96	572	1 414	103	44	4	46	2 944	
2022	488	245	35	124	594	1 565	104	48	1	63	3 267	
2023	439	221	44	95	611	1 512	125	45	5	70	3 167	
2024	456	224	45	123	597	1 518	120	30	7	73	3 193	
Var 2024/2023	**+3,9%**	**+1,4%**	**+2,3%**	**+29,5%**	**-2,3%**	**+0,4%**	**-4,0%**	**-33,3%**	**-**	**+4,3%**	**+0,8%**	

** Since 2019, the BAAC file distinguishes motorised Personal Mobility Devices.*

Accident rates in overseas departments and regions

Deaths by travel mode, 2010–2024

Year	Walking	Pedal cycle	mPMD	Moped	Motorbike	PV	UV	HGV	PT	Other	All
2010	28	6		36	46	50	11	0	0	3	180
2011	34	8		34	33	37	1	0	0	1	148
2012	47	17		18	45	50	4	3	2	3	189
2013	40	14		18	32	43	8	1	1	2	159
2014	44	4		27	39	51	6	1	0	1	173
2015	37	10		22	39	42	3	0	0	2	155
2016	42	12		31	35	53	3	1	1	0	178
2017	35	8		20	33	54	0	0	0	2	152
2018	38	8		17	37	35	4	1	0	4	144
2019	43	9		18	32	51	7	0	0	2	162
2020	30	5		25	43	50	5	3	0	4	165
2021	37	10	1	25	47	54	6	0	0	3	183
2022	32	11	0	17	52	53	5	0	0	2	172
2023	29	11	1	13	30	46	2	2	0	1	135
2024	34	8	1	15	39	56	3	2	1	1	160
Var 2024/2023	17,2%	NS	-	15,4%	30,0%	21,7%	NS	NS	-	NS	18,5%

Deaths by age group, 2010–2024

Year	0-13 y.o.	14-17 y.o.	18-24 y.o.	25-44 y.o.	45-64 y.o.	65-74 y.o.	75-84 y.o.	85 y.o. or +	Total	Change in %
2010	5	17	53	61	31	8	2	3	180	-
2011	6	9	37	53	30	11	1	1	148	+21,6
2012	6	6	33	79	42	11	10	2	189	+27,7
2013	4	4	46	47	39	10	8	1	159	-15,9
2014	3	5	39	77	34	9	4	2	173	+8,8
2015	7	9	38	53	36	5	4	3	155	-10,4
2016	7	14	36	67	35	11	6	2	178	+14,8
2017	7	12	25	59	32	13	3	1	152	+17,1
2018	9	3	28	62	32	7	2	1	144	-5,3
2019	8	4	32	54	42	10	11	1	162	+12,5
2020	4	6	34	59	43	8	9	2	165	+1,9
2021	4	11	36	70	32	17	11	2	183	+10,9
2022	6	4	37	62	40	11	10	2	172	-6,0
2023	6	3	9	59	34	10	12	2	135	-21,5
2024	4	0	26	62	45	14	6	3	160	+18,5
Var 2024/2023	NS	NS	+188,9%	+5,1%	+32,4%	+40,0%	-50,0%	NS	+18,5%	

Accident rates in overseas territories excluding DROM*

Deaths* by travel mode, 2010–2024

Year	Walking	Pedal cycle	mPMD	Moped	Motorbike	PV	UV	HGV	PT	Other	All
2010	8	4		10	14	55	7	1	0	1	100
2011	12	4		8	10	42	6	2	0	1	85
2012	21	2		9	7	42	9	2	1	1	94
2013	12	1		8	9	28	8	1	1	0	68
2014	6	2		7	14	41	16	2	0	1	89
2015	13	3		4	5	33	12	0	0	1	71
2016	8	3		6	15	42	6	0	0	3	83
2017	11	3		6	15	42	6	1	0	0	84
2018	11	2		11	16	40	15	0	0	1	96
2019	10	5		8	13	44	9	2	0	1	92
2020	6	4		9	10	36	7	0	0	2	74
2021	11	4		11	15	35	16	0	0	0	92
2022	17	2	1	11	19	48	12	0	0	1	111
2023	10	4	0	9	20	38	11	0	3	1	96
2024	11	1	0	14	15	30	7	0	0	1	79
Var 2024/2023	10,0%	NS	NS	55,6%	-25,0%	-21,1%	-36,4%	-	-	NS	-17,7%

Deaths* by age group, 2010–2024

Year	0-13 y.o.	14-17 y.o.	18-24 y.o.	25-44 y.o.	45-64 y.o.	65-74 y.o.	75-84 y.o.	85 y.o. or +	Total	Change in %
2010	7	6	25	41	18	2	0	1	100	-
2011	3	3	31	31	13	2	1	1	85	-15,0
2012	4	4	29	38	13	4	2	0	94	+10,6
2013	6	1	17	27	11	4	2	0	68	-27,7
2014	3	8	22	37	15	2	1	1	89	+30,9
2015	2	5	21	29	11	3	0	0	71	-20,2
2016	2	6	16	40	16	2	1	0	83	+16,9
2017	3	2	19	32	18	8	2	0	84	+1,2
2018	3	5	23	46	14	3	0	2	96	+14,3
2019	5	6	17	32	26	4	1	1	92	-8,0
2020	7	4	16	26	18	1	2	0	74	-19,6
2021	7	4	22	34	17	4	3	1	92	+24,3
2022	6	4	21	53	18	6	3	0	111	+20,7
2023	2	3	25	29	23	8	5	1	96	-13,5
2024	4	5	21	26	14	6	3	0	79	-17,7
Var 2024/2023	NS	NS	-16,0%	-10,3%	-39,1%	NS	NS	-	-17,7%	

* Saint Pierre and Miquelon since 2016, Saint Barthélemy, Saint Martin, Wallis and Futuna, French Polynesia and New Caledonia – data outside the scope of certification by the Public Statistics Authority

Estimated data on the number of injured, France mainland

The injury data presented in these tables are initially derived from modelling work carried out by Gustave Eiffel University until 2016 based on data from the BAAC and the Rhône Register. The annual data[1] for **serious injured** (**MAIS3+**) and **minor or moderate injured** (**MAIS1-2**) are estimated by ONISR for 2017 and subsequent years, using a simplified methodology based on adjustment coefficients calculated from Gustave Eiffel University's 2012-2016 modelling (for more details on the methodology used, see the ONISR website[2] and, for the AIS (Abbreviated Injury Scale) of injuries, see page 180).

The injured according to travel mode

	MAIS1-2							MAIS3+						
	Walking	Pedal cycle	mPMD	PTW	Car	Other	Total	Walking	Pedal cycle	mPMD	PTW	Car	Other	Total
2010	22 514	37 638		85 539	123 946	7 976	**277 613**	2 738	2 129		7 789	5 854	682	**19 193**
2011	22 036	39 750		80 971	115 827	6 995	**265 578**	2 748	2 262		7 443	5 649	580	**18 682**
2012	21 010	30 718		71 208	109 270	7 278	**239 485**	2 529	1 828		6 538	5 215	654	**16 764**
2013	20 189	30 722		63 087	101 708	6 660	**222 365**	2 520	1 864		5 925	4 882	650	**15 841**
2014	20 735	35 805		65 910	105 428	6 138	**234 017**	2 603	2 107		6 138	5 067	580	**16 496**
2015	19 518	31 939		61 883	103 890	6 179	**223 409**	2 602	2 095		6 009	5 080	569	**16 355**
2016	19 336	34 333		59 780	112 962	6 286	**232 698**	2 565	2 166		6 013	5 481	547	**16 773**
2017p	19 001	33 546		59 757	110 151	6 218	**228 672**	2 446	2 259		6 131	5 511	539	**16 887**
2018p	17 655	34 157	459	57 533	101 268	6 968	**218 041**	2 253	2 302	20	5 844	5 120	565	**16 104**
2019p	17 705	35 411	4 261	56 231	102 190	6 999	**222 797**	2 315	2 314	158	5 742	5 173	547	**16 248**
2020p	12 842	35 986	5 785	45 336	78 672	5 463	**184 084**	1 720	2 314	211	4 751	3 898	443	**13 337**
2021p	15 184	41 439	10 843	54 154	96 236	6 186	**224 042**	1 967	2 709	413	5 653	4 670	531	**15 944**
2022p	15 059	39 886	15 281	50 056	93 895	6 701	**220 878**	1 996	2 628	604	5 346	4 807	576	**15 956**
2023p	15 064	38 569	16 837	49 327	92 687	6 418	**218 900**	2 006	2 543	671	5 367	4 791	558	**15 936**
2024p	14 786	37 923	20 234	46 481	93 062	7 200	**219 687**	1 977	2 577	833	5 071	4 817	649	**15 924**

The injured according to age

	MAIS1-2									MAIS3+								
	0-13	14-17	18-24	25-34	35-44	45-54	55-64	65-74	75 +	0-13	14-17	18-24	25-34	35-44	45-54	55-64	65-74	75 +
2017p	15 368	20 839	49 547	46 273	31 700	28 469	18 570	10 199	7 707	*886*	1 622	2 842	2 689	2 121	2 241	1 800	1 362	1 323
2018p	14 045	19 655	47 209	44 160	30 347	27 266	18 275	9 999	7 084	*792*	1 506	2 717	2 596	1 990	2 142	1 794	1 351	1 215
2019p	14 173	19 883	49 639	45 428	30 334	27 503	18 402	10 078	7 358	*788*	1 501	2 806	2 615	1 959	2 163	1 791	1 367	1 259
2020p	11 527	16 614	41 294	38 364	25 223	22 150	15 486	7 931	5 496	*624*	1 235	2 315	2 206	1 622	1 734	1 540	1 104	959
2021p	14 738	21 736	52 753	46 110	29 698	25 984	17 230	9 455	6 337	*810*	1 637	2 889	2 580	1 925	1 991	1 704	1 332	1 076
2022p	14 492	21 121	50 274	44 943	29 359	25 870	18 444	9 567	6 809	*794*	1 581	2 739	2 546	1 909	2 015	1 857	1 353	1 162
2023p	13 414	21 324	50 699	43 201	29 789	25 549	18 162	9 690	7 073	*742*	1 591	2 787	2 458	1 930	2 004	1 807	1 385	1 232
2024p	13 546	22 252	50 461	43 087	29 640	25 156	17 865	9 960	7 721	*726*	1 585	2 790	2 443	1 908	1 956	1 781	1 416	1 318

The injured according to their road environment

MAIS1-2	Walking			Pedal cycle		mPMD		PTW			Car			Other			Total		
	M	ROUA	RIUA	ROUA	RIUA	ROUA	RIUA	M	ROUA	RIUA	M	ROUA	RIUA	M	ROUA	RIUA	M	ROUA	RIUA
2017p	76	895	18 030	6 993	26 553			4 059	15 501	40 196	17 379	50 966	41 806	1 110	2 675	2 433	22 624	77 030	129 018
2018p	68	749	16 839	7 062	27 095	17	442	4 176	14 154	39 203	16 330	45 959	38 980	1 494	2 649	2 825	22 068	70 589	125 384
2019p	92	736	16 877	6 753	28 658	72	4 189	4 091	13 779	38 362	17 677	46 015	38 498	1 320	2 532	3 146	23 180	69 887	129 730
2020p	52	540	12 249	7 096	28 891	134	5 651	3 085	12 000	30 251	12 959	35 282	30 431	934	2 226	2 303	17 030	57 278	109 776
2021p	63	711	14 410	8 429	33 009	288	10 555	3 799	14 508	35 847	16 324	42 851	37 062	1 077	2 602	2 507	21 262	69 390	133 390
2022p	94	677	14 287	7 847	32 039	711	14 570	3 616	14 279	32 162	15 447	44 025	34 423	1 214	2 843	2 644	20 372	70 381	130 125
2023p	91	751	14 221	7 434	31 134	648	16 189	4 049	14 571	30 707	15 046	44 343	33 297	1 042	2 879	2 497	20 228	70 627	128 045
2024p	85	715	13 986	7 337	30 586	902	19 332	4 105	13 694	28 682	15 161	43 920	33 981	1 262	3 244	2 693	20 613	69 812	129 261

MAIS3+	Walking			Pedal cycle		mPMD		PTW			Car			Other			Total		
	M	ROUA	RIUA	ROUA	RIUA	ROUA	RIUA	M	ROUA	RIUA	M	ROUA	RIUA	M	ROUA	RIUA	M	ROUA	RIUA
2017p	99	316	2 031	1 001	1 257			333	2 832	2 966	625	3 763	1 124	86	326	127	1 143	8 238	7 506
2018p	86	300	1 867	950	1 352	1	19	373	2 734	2 737	563	3 459	1 098	124	321	120	1 146	7 766	7 193
2019p	118	275	1 922	897	1 417	11	147	304	2 600	2 838	614	3 455	1 103	108	308	131	1 144	7 545	7 558
2020p	67	231	1 421	962	1 352	32	179	279	2 197	2 275	434	2 588	876	77	243	123	857	6 254	6 226
2021p	82	228	1 657	1 163	1 546	23	390	356	2 760	2 538	552	3 020	1 098	90	323	119	1 080	7 516	7 348
2022p	125	290	1 581	1 078	1 549	118	485	256	2 683	2 407	596	3 125	1 086	102	360	114	1 079	7 655	7 222
2023p	94	259	1 653	1 055	1 488	109	562	334	2 684	2 349	558	3 161	1 072	95	354	108	1 081	7 622	7 233
2024p	97	248	1 632	1 007	1 570	170	662	360	2 520	2 190	522	3 223	1 072	95	408	146	1 074	7 578	7 272

M: Motorway; ROUA: Roads outside urban areas (excluding motorways); RIUA: Roads in urban areas (excluding motorways)

[1] The values are presented here as calculated, but should be rounded when used.

[2] https://www.onisr.securite-routiere.gouv.fr/etudes-recherches/victimes/blessures/methode-de-redressement-du-nombre-de-blesses-de-la-route

The injured according to the presence of an outside person involved (third party)

MAIS1-2	Pedestrian	Pedal cycle		mPMD		PTW		PV		Other		Total	
	With 3rd	With 3rd	W/o 3rd	With 3rd	W/o 3rd	With 3rd	W/o 3rd	With 3rd	W/o 3rd	With 3rd	W/o 3rd	With 3rd	W/o 3rd
2010	22 514	9 405	28 233			36 676	48 863	79 859	44 087	3 952	4 024	152 405	125 208
2011	22 036	10 097	29 653			34 982	45 989	73 377	42 450	3 853	3 142	144 345	121 233
2012	21 010	9 214	21 504			30 956	40 252	70 655	38 615	3 783	3 495	135 619	103 866
2013	20 189	9 026	21 697			27 405	35 682	66 210	35 498	3 744	2 915	126 573	95 792
2014	20 735	9 444	26 361			28 452	37 458	69 646	35 781	3 595	2 543	131 873	102 144
2015	19 518	9 233	22 705			26 660	35 223	66 915	36 976	3 589	2 591	125 914	97 495
2016	19 336	9 302	25 031			25 777	34 003	73 750	39 212	3 703	2 584	131 868	100 830
2017p	19 001	9 401	24 144			25 327	34 430	71 188	38 963	3 590	2 628	128 507	100 165
2018p	17 655	9 583	24 574	133	327	24 491	33 043	65 323	35 945	4 117	2 850	121 302	96 739
2019p	17 705	9 965	25 447	1 239	3 022	23 938	32 294	65 859	36 330	4 188	2 810	122 894	99 903
2020p	12 842	10 135	25 852	1 687	4 099	19 126	26 210	50 841	27 831	3 223	2 239	97 854	86 230
2021p	15 184	11 647	29 792	3 142	7 701	22 802	31 352	62 425	33 810	3 588	2 598	118 789	105 253
2022p	15 059	11 218	28 668	4 415	10 866	20 962	29 094	60 327	33 569	3 879	2 822	115 859	105 019
2023p	15 064	10 858	27 710	4 864	11 973	20 526	28 801	59 514	33 172	3 711	2 707	114 537	104 363
2024p	14 786	10 662	27 261	5 825	14 409	19 349	27 133	59 734	33 328	4 139	3 061	114 495	105 192

MAIS3+	Pedestrian	Pedal cycle		mPMD		PTW		PV		Other		Total	
	With 3rd	With 3rd	W/o 3rd	With 3rd	W/o 3rd	With 3rd	W/o 3rd	With 3rd	W/o 3rd	With 3rd	W/o 3rd	With 3rd	W/o 3rd
2010	2 738	712	1 418			4 546	3 243	3 061	2 794	276	406	11 333	7 860
2011	2 748	758	1 504			4 366	3 077	2 876	2 773	248	332	10 996	7 686
2012	2 529	723	1 105			3 849	2 689	2 749	2 466	256	398	10 106	6 658
2013	2 520	718	1 146			3 490	2 435	2 618	2 264	268	383	9 614	6 227
2014	2 603	737	1 370			3 597	2 541	2 746	2 321	263	317	9 947	6 549
2015	2 602	784	1 311			3 526	2 482	2 663	2 417	250	319	9 825	6 529
2016	2 565	762	1 404			3 514	2 499	2 972	2 509	238	308	10 052	6 720
2017p	2 446	825	1 433			3 537	2 594	2 933	2 579	232	308	9 973	6 914
2018p	2 253	842	1 460	8	13	3 381	2 462	2 721	2 399	246	319	9 451	6 653
2019p	2 315	850	1 464	62	96	3 323	2 419	2 749	2 424	239	307	9 537	6 710
2020p	1 720	851	1 463	83	128	2 729	2 022	2 075	1 823	192	250	7 651	5 686
2021p	1 967	994	1 715	161	252	3 244	2 409	2 492	2 179	229	303	9 086	6 858
2022p	1 996	964	1 663	233	370	3 057	2 289	2 550	2 257	247	328	9 048	6 908
2023p	2 006	934	1 609	259	412	3 055	2 312	2 540	2 251	239	318	9 034	6 902
2024p	1 977	945	1 632	319	513	2 888	2 183	2 555	2 263	278	371	8 961	6 963

The injured according to gender and age

MAIS1-2	00-13		14-17		18-24		25-34		35-44		45-54		55-64		65-74		75+		Total	
	W	M	W	M	W	M	W	M	W	M	W	M	W	M	W	M	W	M	W	M
2017p	5 677	9 691	5 645	15 194	18 166	31 380	16 852	29 420	11 803	19 898	10 853	17 616	7 565	11 005	4 648	5 551	3 952	3 755	77 597	143 510
2018p	5 289	8 756	5 360	14 296	16 940	30 269	15 810	28 350	11 178	19 170	10 263	17 003	7 302	10 973	4 472	5 526	3 602	3 482	72 913	137 825
2019p	5 222	8 951	5 399	14 484	18 063	31 576	16 168	29 260	11 141	19 193	10 338	17 165	7 339	11 063	4 486	5 591	3 719	3 639	74 537	140 921
2020p	3 902	7 625	4 338	12 275	14 836	26 458	13 494	24 870	9 096	16 127	8 188	13 962	5 935	9 551	3 400	4 531	2 732	2 764	59 987	118 163
2021p	4 984	9 754	5 630	16 106	18 983	33 770	16 329	29 781	10 721	18 976	9 636	16 349	6 609	10 621	4 051	5 404	3 118	3 220	73 453	143 980
2022p	4 925	9 566	5 516	15 605	18 246	32 028	15 876	29 066	10 686	18 673	9 582	16 288	7 076	11 369	4 092	5 475	3 395	3 414	72 319	141 484
2023p	4 656	8 758	5 452	15 872	18 377	32 322	15 333	27 867	10 804	18 985	9 486	16 062	7 072	11 089	4 142	5 548	3 489	3 584	71 740	140 088
2024p	4 669	8 877	5 891	16 362	18 120	32 341	15 391	27 695	10 708	18 933	9 452	15 704	6 951	10 914	4 192	5 768	3 790	3 930	79 163	140 524

MAIS3+	00-13		14-17		18-24		25-34		35-44		45-54		55-64		65-74		75+		Total	
2017p	259	627	283	1 339	638	2 203	565	2 125	464	1 657	535	1 706	499	1 301	494	869	604	720	4 340	12 546
2018p	235	557	265	1 241	597	2 120	539	2 057	436	1 554	506	1 635	484	1 311	477	874	548	667	4 088	12 016
2019p	232	557	261	1 239	634	2 172	541	2 074	433	1 525	513	1 650	487	1 304	485	882	564	694	4 151	12 097
2020p	168	456	207	1 028	506	1 809	446	1 760	351	1 271	402	1 332	393	1 147	370	733	422	537	3 266	10 071
2021p	218	592	272	1 365	633	2 256	527	2 053	411	1 514	459	1 532	429	1 275	446	886	464	612	3 859	12 085
2022p	217	576	265	1 316	616	2 123	523	2 023	417	1 492	468	1 547	473	1 384	454	899	511	651	3 943	12 013
2023p	207	535	261	1 330	624	2 164	508	1 949	419	1 511	467	1 537	469	1 339	465	920	531	701	3 950	11 986
2024p	203	524	271	1 314	614	2 177	512	1 931	416	1 492	466	1 490	460	1 321	456	960	567	751	3 964	11 960

W: Women, M: Men

Reading: it is estimated that nearly 2,000 men aged 25 to 34 were seriously injured (MAIS3+) in 2024.

BAAC raw results

Accident rates by department or territory

		Injury accidents				Deaths			
		GN	SP	CRS	PPP	GN	SP	CRS	PPP
1	Ain	369	100	11		40	2	2	
2	Aisne	158	49			27	3		
3	Allier	157	76			24	3		
4	Alpes-de-Haute-Provence	119	65			10	1		
5	Hautes-Alpes	104	67			13	0		
6	Alpes-Maritimes	327	456			24	31		
7	Ardèche	252	86			21	3		
8	Ardennes	72	28			10	3		
9	Ariège	83	39			12	3		
10	Aube	107	220			33	3		
11	Aude	159	197			36	6		
12	Aveyron	144	63			18	5		
13	Bouches-du-Rhône	365	1 201	554		42	63	10	
14	Calvados	337	209			22	10		
15	Cantal	85	89			13			
16	Charente	117	36			21	4		
17	Charente-Maritime	214	149			36	5		
18	Cher	105	55			21	4		
19	Corrèze	100	125			13	3		
2A	Corse-du-Sud	109	171			15	4		
2B	Haute-Corse	151	141			21	1		
21	Côte-d'Or	185	21			19	1		
22	Côtes-d'Armor	258	140			30	4		
23	Creuse	55	18			9	0		
24	Dordogne	156	19			34	4		
25	Doubs	154	205			22	5		
26	Drôme	219	84			31	9		
27	Eure	222	212			36	6		
28	Eure-et-Loir	166	96			36	2		
29	Finistère	382	339			32	5		
30	Gard	297	144			52	11		
31	Haute-Garonne	277	284			38	14		
32	Gers	98	49			14	2		
33	Gironde	347	568	286		57	16	9	
34	Hérault	342	456			44	14		
35	Ille-et-Vilaine	234	387			44	7		
36	Indre	103	55			15	1		
37	Indre-et-Loire	170	353			24	5		
38	Isère	424	221			52	7	1	
39	Jura	145	20			33	2		
40	Landes	177	37			30	3		
41	Loir-et-Cher	103	72			17	2		
42	Loire	246	176	27		19	8	8	
43	Haute-Loire	116	85			10	1		
44	Loire-Atlantique	307	505			39	11		
45	Loiret	164	277			31	12		
46	Lot	81	31			16	1		
47	Lot-et-Garonne	133	114			21	2		
48	Lozère	63	9			2	1		
49	Maine-et-Loire	206	416			34	7		
50	Manche	235	165			32	3		
51	Marne	220	415			23	11		
52	Haute-Marne	82	26			17	4		
53	Mayenne	99	14			16	1		
54	Meurthe-et-Moselle	120	437	19		14	7	3	
55	Meuse	95	22			19	1		
56	Morbihan	253	347			47	2		
57	Moselle	172	119	38		29	10	7	
58	Nièvre	104	49			19			
59	Nord	270	635	118		23	35	13	
60	Oise	337	102			27	8		
61	Orne	168	74			24	3		
62	Pas-de-Calais	246	390	32		27	18	3	
63	Puy-de-Dôme	313	259			28	9		
64	Pyrénées-Atlantiques	166	714			24	7		
65	Hautes-Pyrénées	151	64			9	2		
66	Pyrénées-Orientales	183	168			24	7		
67	Bas-Rhin	189	309	46		34	13		
68	Haut-Rhin	288	63			22	5		
69	Rhône	311	1 195	120		28	14	9	
70	Haute-Saône	79	24			8	4		
71	Saône-et-Loire	268	188			31	8		
72	Sarthe	190	266			21	5		
73	Savoie	203	117			23	1		
74	Haute-Savoie	317	190			40	6		
75	Paris			32	4 159	0	0	1	30
76	Seine-Maritime	249	503			39	20		
77	Seine-et-Marne	261	585	222		24	36	11	
78	Yvelines	107	325	296		13	12	6	
79	Deux-Sèvres	119	48			25	4		
80	Somme	184	183			27	12		
81	Tarn	132	107			27	6		
82	Tarn-et-Garonne	108	65			17	8		
83	Var	337	410	119		45	15	2	
84	Vaucluse	252	356			33	8		
85	Vendée	284	73			47	3		
86	Vienne	145	72			26	4		
87	Haute-Vienne	94	262			15	3		
88	Vosges	127	66			25	3		
89	Yonne	142	46			21	1		
90	Territoire de Belfort	38	23			1	0		
91	Essonne	105	748	495		10	7	8	
92	Hauts-de-Seine			463	2 022			5	18
93	Seine-Saint-Denis			669	1 971			8	21
94	Val-de-Marne			465	1 498			8	15
95	Val-d'Oise	122	402	419		9	19	2	
	France mainland	**17 329**	**19 641**	**4 431**	**9 650**	**2 326**	**665**	**116**	**84**
971	Guadeloupe	196	420	0	0	45	9	0	0
972	Martinique	127	424	0	0	11	13	0	0
973	French Guiana	141	490	0	0	30	4	0	0
974	Réunion	247	687	0	0	25	15	0	0
976	Mayotte	45	74	0	0	8	0	0	0
	Total DROM	**756**	**2 095**	**0**	**0**	**119**	**41**	**0**	**0**
975	Saint Pierre and Miquelon*	*2*		*0*	*0*	*0*		*0*	*0*
977	Saint Barthélemy*	*22*		*0*	*0*	*3*		*0*	*0*
978	Saint Martin*	*37*		*0*	*0*	*2*		*0*	*0*
986	Wallis and Futuna*	*6*		*0*	*0*	*3*		*0*	*0*
987	French Polynesia*	*161*	*109*	*0*	*0*	*36*	*2*	*0*	*0*
988	New Caledonia*	*93*	*63*	*0*	*0*	*30*	*3*	*0*	*0*
	Total COM - NC*	***321***	***172***	***0***	***0***	***74***	***5***	***0***	***0***
	Total Overseas*	***1 077***	***2 267***	***0***	***0***	***193***	***46***	***0***	***0***
	Total entire France*	***18 406***	***21 908***	***4 431***	***9 650***	***2 519***	***711***	***116***	***84***

GN: National Gendarmerie; SP: Public Security; CRS: Republican Security Companies; PPP: Paris Police Headquarters

* * Data not certified for overseas territories and New Caledonia.
Source: ONISR - National file of injury accidents recorded by the police forces - *BAAC 2024*.

Raw data on traffic accident victims

Victims by travel mode

		France mainland		DROM		COM-NC *	
		Deaths	Injured	Deaths	Injured	Deaths	Injured
Walking	Walking	454	8 154	33	364	*11*	*63*
	PMD without motor	2	237	1	7	*0*	*0*
	Overall	**456**	**8 391**	**34**	**371**	***11***	***63***
Pedal cycles (mechanical or muscle-powered)	Drivers	192	4 243	8	161	*1*	*17*
	Passengers	0	37	0	5	*0*	*1*
	Overall	**192**	**4 280**	**8**	**166**	***1***	***18***
Electric-assisted pedal cycles (e-bike)	Drivers	31	661	0	12	*0*	*0*
	Passengers	1	11	0	0	*0*	*0*
	Overall	**32**	**672**	**0**	**12**	***0***	***0***
Motorised Personal Mobility Devices (mPMD)	Drivers	45	2 361	1	134	*0*	*3*
	Passengers	0	101	0	21	*0*	*0*
	Overall	**45**	**2 462**	**1**	**155**	***0***	***3***
Mopeds, including scooters <=50 cm3	Drivers	115	3 883	14	486	*12*	*108*
	Passengers	8	382	1	127	*2*	*23*
	Overall	**123**	**4 265**	**15**	**613**	***14***	***131***
Motorbikes, including scooters >50 cm3	Drivers	570	10 041	36	584	*15*	*131*
	Passengers	27	972	3	88	*0*	*20*
	Overall	**597**	**11 013**	**39**	**672**	***15***	***151***
Passenger vehicles	Drivers	1 178	19 123	37	970	*18*	*74*
	Passengers	340	9 863	19	530	*12*	*110*
	Overall	**1 518**	**28 986**	**56**	**1 500**	***30***	***184***
Utility vehicles	Drivers	94	1 760	3	55	*3*	*23*
	Passengers	26	731	0	34	*4*	*37*
	Overall	**120**	**2 491**	**3**	**89**	***7***	***60***
Trucks + road tractors alone	Drivers	15	280	2	9	*0*	*1*
	Passengers	2	40	0	3	*0*	*0*
	Overall	**17**	**320**	**2**	**12**	***0***	***1***
Road tractors with semi-trailers	Drivers	10	96	0	0	*0*	*0*
	Passengers	3	6	0	0	*0*	*0*
	Overall	**13**	**102**	**0**	**0**	***0***	***0***
Buses	Drivers	0	95	0	3	*0*	*0*
	Passengers	1	368	0	20	*0*	*0*
	Overall	**1**	**463**	**0**	**23**	***0***	***0***
Coaches	Drivers	2	40	1	0	*0*	*0*
	Passengers	4	212	0	5	*0*	*0*
	Overall	**6**	**252**	**1**	**5**	***0***	***0***
Agricultural tractors	Drivers	10	53	0	0	*0*	*0*
	Passengers	2	14	0	0	*0*	*0*
	Overall	**12**	**67**	**0**	**0**	***0***	***0***
Carts	Drivers	31	244	0	7	*0*	*0*
	Passengers	3	94	0	6	*0*	*0*
	Overall	**34**	**338**	**0**	**13**	***0***	***0***
Quads (heavy or light)	Drivers	16	126	1	8	0	*5*
	Passengers	3	38	0	2	1	*2*
	Overall	**19**	**164**	**1**	**10**	**1**	**7**
Others (special vehicles, trams, etc.)	Drivers	5	178	0	26	*0*	*9*
	Passengers	3	91	0	5	*0*	*1*
	Overall	**8**	**269**	**0**	**31**	***0***	***10***
Total	**Pedestrians**	**456**	**8 391**	**34**	**371**	***11***	***63***
	Drivers	**2 314**	**43 184**	**103**	**2 455**	***49***	***371***
	Passengers	**423**	**12 960**	**23**	**846**	***19***	***194***
	Overall	**3 193**	**64 535**	**160**	**3 672**	***79***	***628***

Gustave Eiffel University has shown that the number of injury accidents recorded by law enforcement agencies and therefore included in the BAAC file corresponds to approximately a quarter of the injury accidents that actually occurred. The BAAC file serves as a basis for accident studies and, when cross-referenced with the register of road accident victims in the Rhône department, it can be used to produce estimates of the number of injured mainland France mainland, but it is not possible to break these down by department or territory (see pages 16-18, 180, and 192-193).

* Unlabeled data

Source: ONISR, National file of road traffic injury accidents recorded by the police forces -, *BAAC 2024.*

Victims by age and gender

	France mainland				DROM				COM-NC *			
	Men		Women		Men		Women		Men		Women	
	Deaths	Injured	Deaths	Injured	Deaths	Injured	Deaths	Injured	Deaths	Injured	Deaths	Injured
0-4 y.o.	13	571	5	393	1	44	1	25	*1*	*5*	*0*	*10*
5-9 y.o.	4	715	7	514	1	67	1	56	*1*	*4*	*1*	*7*
10-14 y.o.	11	1 376	11	897	0	82	0	62	*2*	*13*	*0*	*3*
15-17 y.o.	77	2 781	12	1 166	0	127	0	62	*2*	*42*	*2*	*12*
18-19 y.o.	134	2 544	31	1 228	9	137	2	69	*5*	*28*	*0*	*13*
20-24 y.o.	307	6 258	57	3 015	14	369	1	174	*13*	*71*	*3*	*24*
25-29 y.o.	212	4 623	35	2 220	18	276	1	141	*8*	*67*	*4*	*25*
30-34 y.o.	157	3 783	37	1 703	16	269	3	132	*4*	*55*	*1*	*15*
35-39 y.o.	185	3 296	39	1 484	14	189	2	121	*3*	*42*	*0*	*13*
40-44 y.o.	152	2 970	24	1 375	6	175	2	98	*6*	*24*	*0*	*8*
45-49 y.o.	144	2 601	30	1 305	10	150	0	74	*4*	*31*	*0*	*14*
50-54 y.o.	172	2 772	44	1 393	7	133	5	72	*1*	*22*	*0*	*8*
55-59 y.o.	181	2 259	34	1 255	12	111	2	58	*4*	*14*	*1*	*5*
60-64 y.o.	136	1 703	42	999	8	99	1	58	*3*	*12*	*1*	*8*
65-69 y.o.	138	1 170	57	889	8	57	1	34	*2*	*8*	*0*	*3*
70-74 y.o.	113	997	57	785	4	46	1	31	*2*	*8*	*2*	*4*
75-79 y.o.	114	801	63	749	2	27	0	14	*1*	*1*	*0*	*3*
80-84 y.o.	101	537	68	482	3	8	1	10	*1*	*4*	*1*	*1*
85-89 y.o.	79	355	51	300	1	5	0	5	*0*	*1*	*0*	*0*
90-94 y.o.	28	113	19	121	0	2	1	1	*0*	*0*	*0*	*0*
95 y.o. or +	7	16	5	15	1	1	0	0	*0*	*0*	*0*	*0*
Undert. Age	0	6	0	0	0	1	0	0	*0*	*0*	*0*	*0*
Total	**2 465**	**42 247**	**728**	**22 288**	**135**	**2 375**	**25**	**1 297**	***63***	***452***	***16***	***176***

Victims all travel modes, including walking (excluding COM-NC)

	All travel modes				Including walking							
					Walking				PMD without motor			
	France mainland		DROM		France mainland		DROM		France mainland		DROM	
	Deaths	Injured	Deaths	Injured	Deaths	Injured	Deaths	Injured	Deaths	Injured	Deaths	Injured
0-4 y.o.	18	964	2	69	4	300	2	14	0	7	0	1
5-9 y.o.	11	1 229	2	123	3	440	2	34	1	18	0	2
10-14 y.o.	22	2 273	0	144	6	701	0	39	0	39	0	2
15-17 y.o.	89	3 947	0	189	3	428	0	22	1	18	0	0
18-19 y.o.	165	3 772	11	206	8	219	0	15	0	19	1	0
20-24 y.o.	364	9 273	15	543	24	533	2	22	0	25	0	1
25-29 y.o.	247	6 843	19	417	32	425	1	12	0	30	0	0
30-34 y.o.	194	5 486	19	401	19	400	3	23	0	15	0	0
35-39 y.o.	224	4 780	16	310	19	396	2	18	0	16	0	0
40-44 y.o.	176	4 345	8	273	26	418	1	21	0	13	0	0
45-49 y.o.	174	3 906	10	224	19	439	2	17	0	12	0	0
50-54 y.o.	216	4 165	12	205	31	452	2	20	0	14	0	0
55-59 y.o.	215	3 514	14	169	19	446	7	16	0	3	0	1
60-64 y.o.	178	2 702	9	157	20	409	3	33	0	3	0	0
65-69 y.o.	195	2 059	9	91	29	435	2	22	0	1	0	0
70-74 y.o.	170	1 782	5	77	32	427	1	14	0	2	0	0
75-79 y.o.	177	1 550	2	41	47	504	0	14	0	0	0	0
80-84 y.o.	169	1 019	4	18	46	395	1	4	0	1	0	0
85-89 y.o.	130	655	1	10	42	267	1	3	0	0	0	0
90-94 y.o.	47	234	1	3	16	100	0	0	0	1	0	0
95 y.o. or +	12	31	1	1	9	20	1	1	0	0	0	0
Undert. Age	0	6	0	1	0	0	0	0	0	0	0	0
Total	**3 193**	**64 535**	**160**	**3 672**	**454**	**8 154**	**33**	**364**	**2**	**237**	**1**	**7**

* Unlabeled data.
Source: ONISR, - National file of injury accidents recorded by the police forces, *BAAC 2024.*

Victims on pedal cycles, e-bikes, or mPMD (excluding COM-NC)

	Pedal cycles				E-bikes				Motorised PMD			
	France mainland		DROM		France mainland		DROM		France mainland		DROM	
	Deaths	Injured	Deaths	Injured	Deaths	Injured	Deaths	Injured	Deaths	Injured	Deaths	Injured
0-4 y.o.	0	24	0	1	1	1	0	0	0	1	0	1
5-9 y.o.	0	64	0	5	0	1	0	0	1	20	0	8
10-14 y.o.	2	176	0	25	0	11	0	0	1	215	0	22
15-17 y.o.	2	202	0	13	0	28	0	2	3	299	0	24
18-19 y.o.	3	148	0	11	0	25	0	0	3	227	0	16
20-24 y.o.	4	364	0	11	4	64	0	2	7	424	0	24
25-29 y.o.	5	430	0	11	0	67	0	2	5	292	0	13
30-34 y.o.	7	406	2	14	0	82	0	0	2	244	1	13
35-39 y.o.	8	309	0	10	3	60	0	1	9	232	0	15
40-44 y.o.	4	291	0	9	0	53	0	0	2	163	0	3
45-49 y.o.	5	284	0	10	0	36	0	0	4	113	0	9
50-54 y.o.	15	346	3	9	3	52	0	1	3	109	0	2
55-59 y.o.	15	299	0	12	1	54	0	0	1	63	0	5
60-64 y.o.	24	276	2	10	3	45	0	3	2	30	0	0
65-69 y.o.	26	202	1	6	5	32	0	1	2	19	0	0
70-74 y.o.	24	207	0	7	5	26	0	0	0	4	0	0
75-79 y.o.	29	138	0	1	3	18	0	0	0	1	0	0
80-84 y.o.	15	71	0	0	2	11	0	0	0	4	0	0
85-89 y.o.	4	38	0	1	1	3	0	0	0	2	0	0
90-94 y.o.	0	5	0	0	1	3	0	0	0	0	0	0
95 y.o. or +	0	0	0	0	0	0	0	0	0	0	0	0
Undert. Age	0	0	0	0	0	0	0	0	0	0	0	0
Total	**192**	**4 280**	**8**	**166**	**32**	**672**	**0**	**12**	**45**	**2 462**	**1**	**155**

Victims in powered two-wheelers or passenger vehicles (excluding COM-NC)

	Moped				Motorbike				Passenger vehicle			
	France mainland		DROM		France mainland		DROM		France mainland		DROM	
	Deaths	Injured	Deaths	Injured	Deaths	Injured	Deaths	Injured	Deaths	Injured	Deaths	Injured
0-4 y.o.	0	0	0	9	0	3	0	3	13	584	0	40
5-9 y.o.	0	7	0	16	0	16	0	6	5	604	0	50
10-14 y.o.	2	248	0	8	0	67	0	4	9	635	0	41
15-17 y.o.	38	1 475	0	65	10	292	0	17	24	1 007	0	40
18-19 y.o.	14	427	1	53	21	459	0	29	109	2 103	9	70
20-24 y.o.	19	553	1	95	84	1 843	6	100	207	4 928	6	266
25-29 y.o.	5	360	1	72	61	1 587	11	109	123	3 176	6	172
30-34 y.o.	6	307	0	63	48	1 206	4	114	98	2 458	7	159
35-39 y.o.	3	243	3	66	48	958	9	64	110	2 124	2	117
40-44 y.o.	7	172	2	51	53	897	1	72	66	1 957	2	105
45-49 y.o.	10	142	3	31	53	847	3	54	67	1 703	1	89
50-54 y.o.	7	131	1	32	70	975	1	49	71	1 708	4	78
55-59 y.o.	5	82	2	20	67	764	1	22	84	1 489	4	81
60-64 y.o.	2	54	0	11	37	570	1	18	63	1 065	3	67
65-69 y.o.	3	27	1	5	27	304	1	10	89	892	4	43
70-74 y.o.	1	22	0	10	12	145	1	1	87	852	3	41
75-79 y.o.	0	12	0	4	3	65	0	0	87	754	1	20
80-84 y.o.	0	2	0	1	3	11	0	0	96	492	3	12
85-89 y.o.	1	1	0	1	0	3	0	0	77	324	0	5
90-94 y.o.	0	0	0	0	0	1	0	0	30	115	1	3
95 y.o. or +	0	0	0	0	0	0	0	0	3	11	0	0
Undert. Age	0	0	0	0	0	0	0	0	0	5	0	1
Total	**123**	**4 265**	**15**	**613**	**597**	**11 013**	**39**	**672**	**1 518**	**28 986**	**56**	**1 500**

Source: ONISR, - National file of injury accidents recorded by the police forces, *BAAC 2024.*

Raw data on drivers involved in traffic injury accidents, France mainland

Drivers presumed responsible in passenger vehicles

Fatal accidents

Accidents with a PV driver presumed responsible*	Number of fatal accidents	Deaths among these drivers presumed responsible*	Other deaths in the accident by travel mode (including drivers not presumed responsible)															Total deaths
			Urban area							Outside urban area or on highway								
			Walking	Pedal cycles / mPMD	Mopeds	Motorbikes	PV	UV	HGV	Others	Walking	Pedal cycles / mPMD	Mopeds	Motorbikes	PV	UV	HGV	Others	
0-13 y.o.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14-17 y.o.	15	7	0	2	0	0	3	0	0	0	0	0	0	0	4	0	0	0	16
18-24 y.o.	415	209	28	10	2	11	32	0	0	0	12	7	8	21	123	5	0	3	471
25-34 y.o.	318	163	30	6	5	8	21	0	0	0	13	1	8	20	69	4	1	0	349
35-44 y.o.	241	134	23	5	0	3	7	1	0	0	14	6	4	15	49	0	0	1	262
45-54 y.o.	180	99	21	6	0	3	3	0	0	0	6	1	6	12	35	1	0	0	193
55-64 y.o.	157	100	14	4	1	4	2	0	0	0	6	6	3	3	23	0	0	0	166
65-74 y.o.	163	119	8	3	0	1	2	0	0	0	2	3	2	13	20	0	1	0	174
75-84 y.o.	197	128	22	2	0	3	4	0	0	0	0	5	0	16	35	0	0	0	215
85 y.o. or +	99	84	5	0	1	0	1	0	0	0	1	3	0	2	4	0	0	0	101
Undetermined(1)	14	0	0	0	0	0	0	0	0	0	6	2	2	2	2	0	0	0	14
All ages	1 778	1 043	155	40	11	34	74	1	0	0	53	32	31	102	343	10	2	4	1 935

Injury accidents

Accidents with a PV driver presumed responsible*	Number of injury accidents	Injured among these drivers presumed responsible*	Other injured in the accident by travel mode (including drivers not presumed responsible)															Total injured
			Urban area							Outside urban area or on highway								
			Walking	Pedal cycles / mPMD	Mopeds	Motorbikes	PV	UV	HGV	Others	Walking	Pedal cycles / mPMD	Mopeds	Motorbikes	PV	UV	HGV	Others	
0-13 y.o.	2	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
14-17 y.o.	265	133	23	11	6	9	97	0	0	4	2	2	3	5	156	4	0	4	459
18-24 y.o.	6 671	3 008	666	348	193	466	1 966	55	4	68	44	53	35	233	2 668	122	13	15	9 957
25-34 y.o.	5 855	2 366	724	399	201	476	1 299	47	12	46	45	44	51	266	2 064	113	12	58	8 223
35-44 y.o.	4 697	1 635	652	454	187	434	1 094	37	1	40	48	49	33	217	1 448	88	15	15	6 447
45-54 y.o.	3 788	1 276	637	402	164	370	672	24	3	25	38	48	29	194	965	48	9	17	4 921
55-64 y.o.	2 949	941	536	357	144	265	417	25	2	28	32	43	20	145	745	33	4	9	3 746
65-74 y.o.	2 193	708	489	224	93	184	247	14	1	22	30	44	28	91	510	33	7	4	2 729
75-84 y.o.	1 775	576	401	166	59	138	207	9	0	13	18	31	19	80	404	23	5	7	2 156
85 y.o. et +	703	254	185	56	12	30	105	0	1	5	8	19	4	27	131	2	1	2	842
Undetermined(1)	1 416	4	0	0	0	0	0	0	0	0	328	276	121	211	704	34	2	38	1 718
All ages	29 926	10 903	4 624	2 665	1 166	2 512	6 347	236	26	281	275	360	235	1 324	8 855	472	66	139	40 486

Share of drivers presumed responsible by age (all vehicles)

Age group	Fatal accidents			Injury accidents		
	*Presumed responsible**	Total drivers	*%presumed responsible *	*Presumed responsible**	Total drivers	*%presumed responsible *
0-14 y.o.	*5*	*15*	*33%*	*473*	751	*63%*
15-19 y.o.	*231*	295	*78%*	*4 568*	6 676	*68%*
20-24 y.o.	*432*	577	*75%*	*7 712*	11 924	*65%*
25-29 y.o.	*255*	400	*64%*	*5 520*	9 495	*58%*
30-34 y.o.	*248*	378	*66%*	*4 742*	8 439	*56%*
35-39 y.o.	*257*	383	*67%*	*4 186*	7 863	*53%*
40-44 y.o.	*193*	342	*56%*	*3 770*	7 216	*52%*
45-49 y.o.	*165*	337	*49%*	*3 291*	6 390	*52%*
50-54 y.o.	*218*	397	*55%*	*3 295*	6 506	*51%*
55-59 y.o.	*188*	348	*54%*	*2 802*	5 547	*51%*
60-64 y.o.	*165*	282	*59%*	*2 225*	4 249	*52%*
65-69 y.o.	*142*	223	*64%*	*1 566*	2 813	*56%*
70-74 y.o.	*115*	182	*63%*	*1 434*	2 349	*61%*
75-79 y.o.	*134*	179	*75%*	*1 249*	1 901	*66%*
80-84 y.o.	*114*	140	*81%*	*821*	1 143	*72%*
85-89 y.o.	*72*	77	*94%*	*554*	681	*81%*
90-94 y.o.	*31*	36	*86%*	*184*	222	*83%*
95 y.o. et +	*3*	*3*	*100%*	*18*	20	*90%*
Undetermined(1)	*31*	34	*91%*	*2 268*	2 407	*94%*
All ages	***2 999***	***4 628***	**65%**	***50 678***	**86 592**	***59%***

(1) Undetermined ages correspond to users who fled the scene and were not found.
* Unlabeled data.
Source : ONISR, - National file of injury accidents recorded by the police forces, *BAAC 2024*.

Number of pedestrians and vehicles involved, by environment and type of accident

	Urban area				Outside urban area				Motorways			Entire network				
	PMD NM single with/without pedest.	Single vehicle	A single veh. and a pedest.	At least 2 veh.	PMD NM single with/without pedest.	Single vehicle	A single veh. and a pedest.	At least 2 veh.	Single vehicle	A single veh. and a pedest.	At least 2 veh.	PMD NM single with/without pedest.	Single vehicle	A single veh. and a pedest.	At least 2 veh.	Total pedest. and veh.
PEDESTRIANS																
Pedestrian on foot	5	-	8 100	211	0	-	451	53	-	61	33	5	-	8 612	297	8 914
PMD without motor	45	-	200	1	2	-	5	0	-	0	0	47	-	205	1	253
All pedestrians	50	-	8 300	212	2	-	456	53	-	61	33	52	-	8 817	298	9 167
BICYCLES																
Pedal cycles	-	388	274	3 333	-	153	6	697	0	0	1	-	541	280	4 031	4 852
E-bikes	-	98	60	526	-	22	3	58	0	0	0	-	120	63	584	767
MOTORISED PMD																
motorised PMD	-	352	236	2 016	-	26	3	70	0	0	5	-	378	239	2 091	2 708
MOPEDS																
Mopeds except scooters	-	341	69	1 525	-	221	2	450	3	0	6	-	565	71	1 981	2 617
Scooters ≤ 50 cm³	-	295	150	1 201	-	43	1	97	2	0	8	-	340	151	1 306	1 797
3-wheelers ≤ 50 cm³	-	7	2	9	-	0	0	1	0	0	0	-	7	2	10	19
MOTORBIKES																
motorbikes ≤ 125 cm³ except scooters	-	162	70	808	-	122	1	186	28	0	91	-	312	71	1 085	1 468
Scooters > 50 and ≤ 125 cm³	-	146	105	984	-	51	2	113	28	0	102	-	225	107	1 199	1 531
3-wheelers > 50 and ≤ 125 cm³	-	2	2	7	-	0	0	0	0	0	4	-	2	2	11	15
motorbikes > 125 cm³ except scooters	-	552	206	2 923	-	997	7	1 656	194	1	801	-	1 743	214	5 380	7 337
Scooters > 125 cm³	-	50	57	427	-	21	1	73	20	1	67	-	91	59	567	717
3-wheelers > 125 cm³	-	47	36	298	-	21	1	55	20	0	78	-	88	37	431	556
PASSENGER VEHICLES																
Passenger vehicles	-	2 127	5 097	21 484	-	3 169	299	11 730	814	34	5 975	-	6 110	5 430	39 189	50 729
UTILITY VEHICLES																
Utility vehicles	-	140	811	2 769	-	252	53	1 569	67	6	982	-	459	870	5 320	6 649
HEAVY GOODS VEHICLES																
HGV 3,5 t < GVW ≤ 7,5 t	-	8	41	158	-	10	2	97	5	0	42	-	23	43	297	363
HGV > 7,5 t	-	6	53	221	-	20	4	195	5	1	115	-	31	58	531	620
HGV with trailers	-	3	30	145	-	25	6	366	31	9	307	-	59	45	818	922
Tractor trucks	-	0	0	5	-	3	1	8	0	0	9	-	3	1	22	26
Tractors with semi-trailers	-	2	12	65	-	15	5	158	29	5	201	-	46	22	424	492
PUBLIC TRANSPORTS																
Buses	-	20	181	417	-	7	1	34	2	0	15	-	29	182	466	677
Coaches	-	4	35	77	-	13	3	67	1	0	25	-	18	38	169	225
OTHERS																
Agricultural tractors	-	13	7	35	-	38	6	170	0	0	0	-	51	13	205	269
Carts	-	57	57	196	-	38	2	98	1	0	3	-	96	59	297	452
Quads ≤ 50 cm³	-	4	0	2	-	0	0	5	0	0	0	-	4	0	7	11
Quads > 50 cm³	-	41	0	18	-	72	0	20	0	0	0	-	113	0	38	151
Special vehicles	-	4	4	15	-	4	0	13	0	0	4	-	8	4	32	44
Trains	-	0	12	12	-	0	1	6	0	0	0	-	0	13	18	31
Trams	-	0	55	67	-	0	0	2	0	0	0	-	0	55	69	124
Other	-	17	19	145	-	7	2	62	2	0	15	-	26	21	222	269
Undetermined	-	5	70	108	-	0	9	34	0	1	21	-	5	80	163	248
All vehicles	**-**	**4 891**	**7 751**	**39 996**	**-**	**5 350**	**421**	**18 090**	**1 252**	**58**	**8 877**	**-**	**11 493**	**8 230**	**66 963**	**86 686**

Alcohol in fatal accidents by travel mode and age

Drivers involved in fatal accidents	Pedal cycles		Mopeds		Motorbikes		Passenger vehicles		Heavy goods vehicles		Other vehicles		All drivers		Pedestrians	
	Nb*	% with alcohol**	Nb*	% with alcohol**	Nb*	% with alcohol**	Nb*	% with alcohol**	Nb*	% with alcohol**	Nb*	% with alcohol**	Nb*	% with alcohol**	Nb*	% with alcohol**
0-13 y.o.	8	0%	0	0%	0	0%	0	0%	0	0%	2	0%	10	0%	20	0%
14-17 y.o.	2	0%	43	10%	9	0%	18	27%	0	0%	18	25%	90	16%	4	0%
18-24 y.o.	13	13%	34	24%	114	25%	534	25%	27	0%	65	12%	787	23%	35	42%
25-34 y.o.	12	0%	10	71%	118	27%	470	30%	69	0%	99	18%	778	25%	57	38%
35-44 y.o.	16	13%	11	44%	105	33%	382	24%	82	0%	129	20%	725	22%	50	38%
45-54 y.o.	28	6%	17	50%	133	26%	325	17%	117	0%	114	13%	734	15%	55	26%
55-64 y.o.	50	8%	7	33%	113	16%	290	15%	71	0%	99	13%	630	13%	44	14%
65-74 y.o.	64	0%	4	0%	38	7%	251	6%	11	0%	37	14%	405	6%	61	12%
75 y.o. or +	55	0%	1	0%	6	0%	353	4%	0	0%	20	6%	435	4%	166	3%
N/A (on the run)	0	0%	0	0%	1	0%	15	0%	7	0%	11	0%	34	0%	0	0%
Total	**248**	**4%**	**127**	**29%**	**637**	**24%**	**2638**	**20%**	**384**	**0%**	**594**	**15%**	**4628**	**17%**	**492**	**19%**

* Nb: total number of drivers (or pedestrians) involved in a fatal accident.
** % with alcohol: proportion of drivers (or pedestrians) with an alcohol level above 0.5 g/l among drivers (or pedestrians) tested who were involved in a fatal accident.
Source : ONISR, National file of injury accidents recorded by the police forces, *BAAC 2024.*

Glossary and acronyms

Glossary

BAAC injured: minor injured or injured requiring hospitalisation for more than 24 hours, as recorded by the police.

Bicycle: mechanical pedal cycle, without electric assistance.

Electrically assisted bicycle (e-bike): electric bicycle (France): bicycle equipped with a motor and a rechargeable battery. The motor starts automatically when the user pedals and stops when they stop pedalling or when the speed exceeds 25 km/h. An electric bicycle without pedals is considered a moped.

Fatal accident: accident in which at least one person is killed.

Fatality: person who died in the accident or within 30 days of the accident.

Heavy goods vehicle (HGV): motor vehicle intended for the transport of heavy or bulky loads with a gross vehicle weight rating of over 3.5 tonnes.

Injured according to the Abbreviated Injury Scale (AIS):

- Minor or moderate injured MAIS1-2: injury in which all bodily injuries are rated below 3 on the AIS scale (known as MAIS1-2 injury, see page 180);

- Seriously injured MAIS3+: injured persons with at least one bodily injury rated as greater than or equal to 3 on the AIS scale (known as MAIS 3+, see page 180).

Injured with handicap: a person likely to suffer major sequelae of any kind after one year, i.e. a person for whom the bodily injury with the highest expected sequelae has a value between 1 and 3 on the Functional Capacity Index (FCI, see page 180) scale.

Injury accident: accident in which at least one person is injured or killed.

Legal alcohol limit: < 0.5 g/L of blood for all users except novice drivers and public transport drivers (< 0.2 g/L). The criminal limit is ≥ 0.8 g/L of blood

Micro-car: a small, low-pollution car with a maximum engine capacity of 50 cm3 and a maximum speed of 45 km/h. It can be driven with an AM licence, like a moped, from the age of 14.

Moped: motorised two-wheeled vehicle with an engine capacity of less than 50 cm3 and a maximum design speed not exceeding 45 km/h, including scooters.

Motorcycle: powered two-wheeled vehicle with an engine capacity of more than 50 cm3, including scooters.

Motorist: driver of a passenger vehicle.

Novice driver: driver who has held a licence for less than 2 years.

Occupant of a passenger vehicle: user of a passenger vehicle, driver or passenger.

Passenger vehicle (PV): motor vehicle designed and built for the transport of people, with at least four wheels and no more than eight seats in addition to the driver's seat.

Pedal cycle: a bike or EAB.

Personal mobility device (PMD): may be non-motorised (roller skates, skateboards, scooters) and is considered a pedestrian; or motorised (electric scooters, Segways, etc.). In 2018, a transition year for the BAAC database, it is in the ‘other’ category.

Powered two-wheelers (PTW): moped or motorcycle, including 3-wheelers, including scooters.

Presumed responsible: person whose responsibility in a road accident is presumed by the police, regardless of any subsequent court decision.

Scooter: Scooter: a registered motorcycle with two wheels, fairing, open frame and flat floor.

Senior: a person aged 65 or over, unless otherwise specified.

Soft modes: active modes (walking, cycling, semi-motorized PMD) and motorized PMD.

Utility vehicle (VU): utility vehicle or van intended for the transport of goods with a maximum authorised laden weight (PTAC) of less than 3.5 tonnes.

Vulnerable road user: a road user without a vehicle (pedestrian, user of an electric mobility scooter or electric mobility bike, cyclist, user of a two-wheeled motor vehicle).

Acronyms

AC: Automated control
ADEME: Environment and Energy Management Agency
ANSM: National Agency for the Safety of Medicines and Health Products
ASFA: Association of French Motorways and Toll Structures Companies
BAAC: Traffic Accident Analysis Bulletins
BEA-TT: Land Transportation Accident Investigation Bureau
CARE: *Community database on Accidents on the Roads of Europe*
CCFA: Committee of French Automobile Manufacturers
CEESAR: European Centre for Security Studies and Risk Analysis
CEREMA: Centre for Studies and Expertise on Risks, the Environment, Mobility and Urban Planning
CISR: Interministerial Road Safety Committee
CNAMTS: National Health Insurance Fund for Salaried Workers
CNSR: National Road Safety Council
COM-NC: Overseas Collectivities and New Caledonia
DARES: Directorate for Research, Studies and Statistics – Ministry of Labour
DGO: General Orientation Document – Road Safety Issues at Departmental Level
DIR: Interdepartmental Directorate for Roads
DISR: Interministerial Delegate for Road Safety
DITTT: Directorate of Infrastructure, Topography and Land Transport, New Caledonia
DREES: Directorate for Research, Studies, Evaluation and Statistics - Ministry of Health
DROM: Overseas departments and regions
DSR: Road Safety Delegation (known as DSCR before April 2017)
FSR: Road Safety Foundation
INSEE: National Institute of Statistics and Economic Studies
INSERM: National Institute of Health and Medical Research
INSERR: National Institute for Road Safety and Research
IRTAD : *International Traffic Safety Data and Analysis group*
ITF: *International transport forum* – OECD organisation
LAB: Accidentology and Biomechanics Laboratory
LESCOT: Ergonomics and Cognitive Sciences Laboratory for Transport
MAIS: *Maximum Abbreviated Injury Scale* – level of severity of the most serious injury
OCDE: Organisation for Economic Co-operation and Development
OFDT: French observatory for drugs and drug addiction
ONISR: National Interministerial Observatory for Road Safety
PDASR: Departmental Road Safety Action Plan
PIARC: *Permanent International Association of Road Congresses*
REAGIR: Respond with serious accident investigations and remediation initiatives
SDES: Department of Data and Statistical Studies of the Ministry of Transport
SIS: Fire and Rescue Service
SIV: Vehicle Registration System
SL: Speed limit
STRMTG: Technical Service for Ski Lifts and Guided Transport
UCLIR: Coordination Unit for Combating Road Safety Issues
UGE: Gustave Eiffel University, formerly IFSTTAR
UMRESTTE: Joint Unit for Epidemiological Research and Surveillance of Transport, Work and Environment
UTAC: Technical Union of Automobile, Motorcycle and Cycle
WHO: World Health Organisation

Useful links and sources

Bureau d'Enquêtes sur les Accidents de Transport Terrestre – BEA-TT
http://www.bea-tt.developpement-durable.gouv.fr/

Centre d'études et d'expertise sur les risques, l'environnement, la mobilité et l'aménagement – Cerema
https://www.cerema.fr/fr

- Memento des maires : https://publications.cerema.fr/webdcdc/les-essentiels/securite-routiere/
- Savoirs de base en sécurité routière : https://www.cerema.fr/fr/actualites/savoirs-base-securite-routiere-serie-fiches-pedagogiques-du
- Cartographie de diagnostic des passages à niveau : https://diagnostic-pn.cerema.fr/
- Envisager autrement les espaces publics : https://publications.cerema.fr/webdcdc/espaces-publics/
- Chiffres clés : Trottinettes électriques : un vélo pour les jeunes ? : https://www.cerema.fr/fr/actualites/chiffres-cles-trottinettes-electriques-velo-jeunes

Certimoov : Tests sur casques vélo et 2RM
https://www.certimoov.com/

Conseil national de la sécurité routière – CNSR
https://conseilnational-securiteroutiere.fr/

Délégation à la sécurité routière – DSR
https://www.securite-routiere.gouv.fr/

European Road Safety Decision Support System – Safety cube DSS
https://www.roadsafety-dss.eu/

European Road Safety Observatory – ERSO
https://road-safety.transport.ec.europa.eu/statistics-and-analysis_en

European Transport Safety Council – ETSC : PIN *The Road Safety Performance Index*
https://etsc.eu/projects/pin/

Établissement public de sécurité ferroviaire – EPSF
https://securite-ferroviaire.fr/

Institut national de la statistique et des études économiques – INSEE
https://www.insee.fr/fr/accueil

Ministère de la transition écologique, de la biodiversité, de la forêt, de la mer et de la pêche – MTE
https://www.ecologie.gouv.fr/

- Les passages à niveau : https://www.ecologie.gouv.fr/politiques-publiques/passages-niveau
- Statistiques sur les transports : https://www.statistiques.developpement-durable.gouv.fr/transports
- Rapports annuels sur le parc, le trafic et les événements d'exploitation des systèmes de tramways https://www.strmtg.developpement-durable.gouv.fr/rapports-annuels-sur-le-parc-le-trafic-et-les-a556.html

Ministère des sports, de la Jeunesse et de la vie associative- Bilan des JOP 2024
https://www.sports.gouv.fr/premier-bilan-des-jeux-olympiques-et-paralympiques-de-paris-2024-3020

National Technical University of Athens – NTUA : *Road safety observatory :*
https://www.nrso.ntua.gr/

Observatoire national interministériel de la sécurité routière – ONISR :
https://www.onisr.securite-routiere.gouv.fr

Organisation de coopération et de développement économique – OCDE *: International transport forum* – ITF
https://www.itf-oecd.org/

Organisation mondiale de la santé – OMS : *Road traffic injuries*
https://www.who.int/health-topics/road-safety#tab=tab_1

Registre des Victimes d'Accidents de la Route dans le Rhône
https://www.revarrhone.org/

Réseau vélo et marche – RVM : Schéma national des véloroutes
https://www.velo-territoires.org/schemas-itineraires/schema-national/

SNCF Réseaux : Prévention ferroviaire
https://www.sncf-reseau.com/fr/securite-ferroviaire/prevenir-les-prises-de-risque-sur-le-domaine-ferroviaire

Université Gustave Eiffel – UGE
https://www.univ-gustave-eiffel.fr/

- Projet « Sécurité des usagers de la route et conduite automatisée » – SURCA
https://surca.univ-gustave-eiffel.fr/
- Département Transport Santé Sécurité - TS2
https://ts2.univ-gustave-eiffel.fr/ts2

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Constitution of the national road accident file (known as the BAAC file):

- Directorate-General of the National Gendarmerie (DGGN)
- Directorate-General of the National Police (DGPN)
  for the field collection of data on injury traffic accidents
- Departmental prefectures, for the collection and transmission to ONISR of quick feedback on statistics concerning accidents and law enforcement activity
- ONISR and Cerema Sud-Ouest for the centralisation and quality control of the national BAAC file
- Departmental road safety observatories, local authority observatories and road managers for the consolidation of BAAC data
- Project team for the information system TRAxy: Assistance to the project owner Sopra-Steria and Cerema, Project Management Digital Department of the Interior Ministry (DNUM), Project Management Assistance Cap Gemini.

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- Statistical Service of the Ministry of Justice;
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- Vélo et Marche Network ;
- Kantar TNS
- Motorway concession companies (Asfa, Sanef) ;
- Technical Union of Automobile, Motorcycle and Cycle - Central Technical Organization (Utac-OTC).

FRENCH
ROAD SAFETY OBSERVATORY

The French Road Safety Observatory (ONISR), interministerial since 1993 and placed with the Interministerial Delegate for Road Safety, ensures under its statistical missions the collection, formatting, the interpretation and dissemination at national or international level of French statistical data relating to road safety. In addition, ONISR steers the study program founded by the Road Safety Directorate: it directs research and monitors studies, of road accidents as well as the evaluation of the road safety measures taken or envisaged. It ensures the valuation of the results. Each year, the publication of the annual report of accidents in France is a highlight of its activity. The report is aimed at a wide audience, including specialists.

This annual report, produced with the support of Cerema, aims to raise awareness of accident rates, understand their components and highlight the major challenges of road safety. The changes observed in 2024 are compared with those of 2023 and 2019, the reference year for the decade 2020-2030.

This edition, the methodologies used by the observatory, certain study and research reports mentioned, as well as tables extracted from the national file, particularly those relating to indicators certified by the Public Statistics Authority, can be viewed and downloaded online from the observatory's website:

https://www.onisr.securite-routiere.gouv.fr/en

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