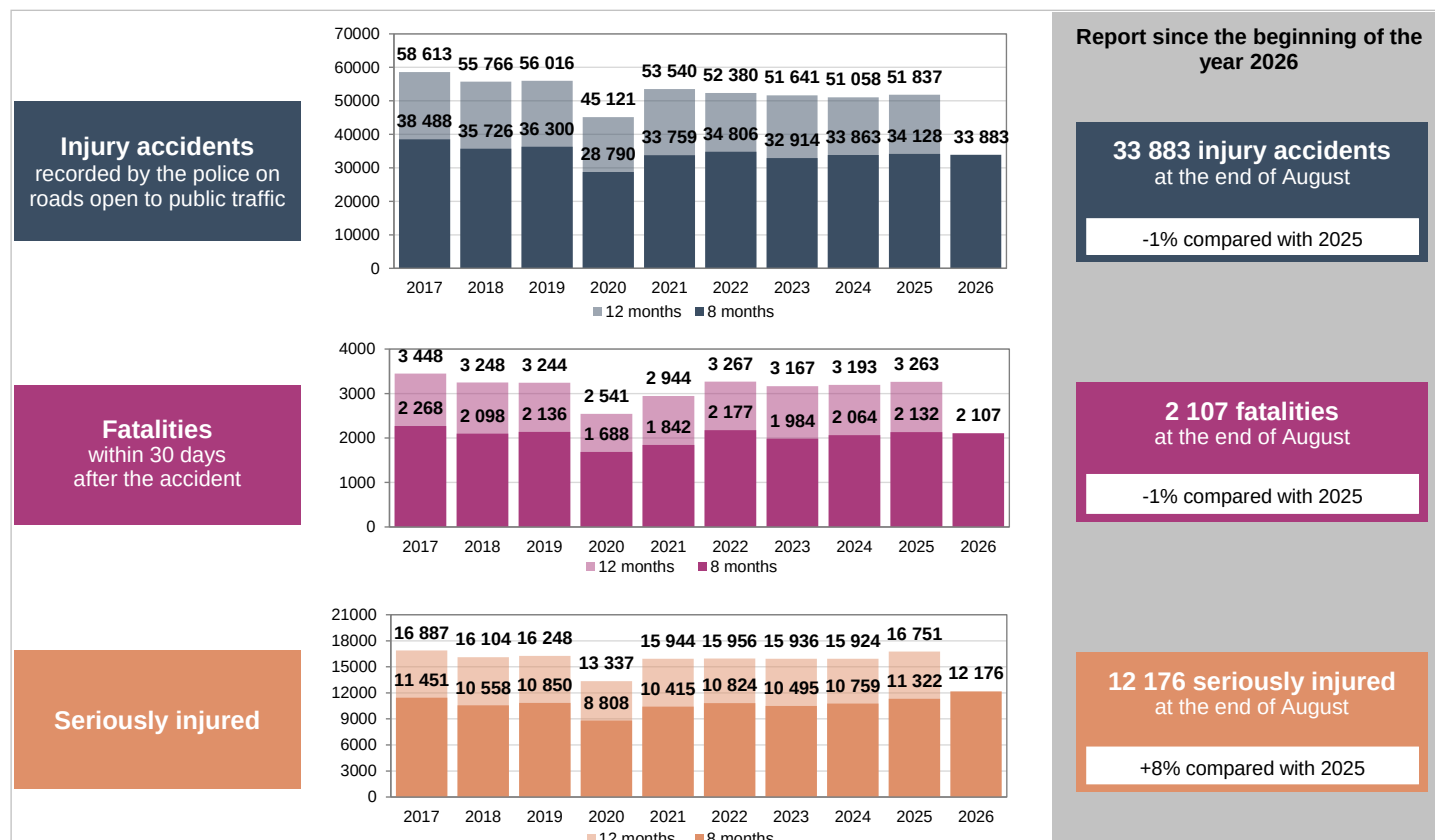


4,006 injury accidents were recorded by the police in August 2026, this result is down by -3% compared with August 2025.

It is estimated that **263 people died on the roads of mainland France in August 2026**, compared with 340 in August 2025, a decrease of 77 fatalities compared with an August that recorded one of the highest death tolls in the last 15 years. The number of fatalities decrease for all road users, and particularly for car users (-56 killed), powered two-wheelers users (-17 killed) and for PMDs motorized users (-5 killed). Mortality have fallen across all age groups: for those aged 25–64 (-27 fatalities), those aged 18-24 (-21 fatalities), those aged 65 or over (-16 fatalities) and those under 18 (-14 fatalities). The number of fatalities is down in rural roads (-80 fatalities) and in urban areas (-3 fatalities), but is up on motorway (+6 fatalities).

1 533 people were seriously injured in August 2026, this result is down compared to August 2025 (according to the estimation method developed by ONISR on the basis of work by Gustave Eiffel University). The number of seriously injured increase for pedestrians (+10%), PMDs motorized users (+6%). It has fallen for car users (-11%) and powered two-wheelers users (-10%).



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series for fatalities (definitives until 2025), ONISR-UGE estimations for seriously injured, 2026 estimate based on data as of 2026/09/08

Summary table of the month of August 2026 compared to the same period last year

	August*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
Fatalities	263	-23%	863	-11%	3 238	-1%
Seriously injured	1 533	-6%	5 104	+1%	17 605	+7%

* August 2026 compared with August 2025

** Cumulative 3 months from June 2026 to August 2026 compared with cumulative 3 months from June 2025 to August 2025

*** Cumulative 12 months from September 2025 to August 2026 compared with cumulative 12 months from September 2024 to August 2025

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

Labelled series for fatalities (definitives until 2025), ONISR-UGE estimations seriously injured, 2026 estimate based on data as of 2026/09/08

The number of fatalities over the **last three months (June–July– August)** is down compared with the same period a year ago (-11%); whilst the trend for the number of seriously injured people is on the rise (+1%).

Information on injury accidents is recorded by law enforcement agencies, which are not systematically informed when the accident is not fatal. Therefore, the estimate of seriously injured people (according to the M.AIS3+ medical definition) is based on the findings of the police forces corrected by the ONISR-Université Gustave Eiffel model (Rhône Register).

Evolution of the number of users fatalities cumulated on a rolling 12 months

Overall, fatalities over the last 12 months have increased by -1% compared to the previous 12 months, and is stable compared to 2019, year taken as a reference for the 2020-2030 decade.

Since the pandemic, **car users** still account for nearly half of all road deaths. Their fatalities over the last 12 months is estimated at 1,510 fatalities, down by -5% on the previous 12 months and down by -7% compared to 2019.

Fatalities among **powered two-wheeler** users, with 664 people were killed in the last 12 months, is down by -4% compared with the previous 12 months, and a 7% decrease compared with 2019.

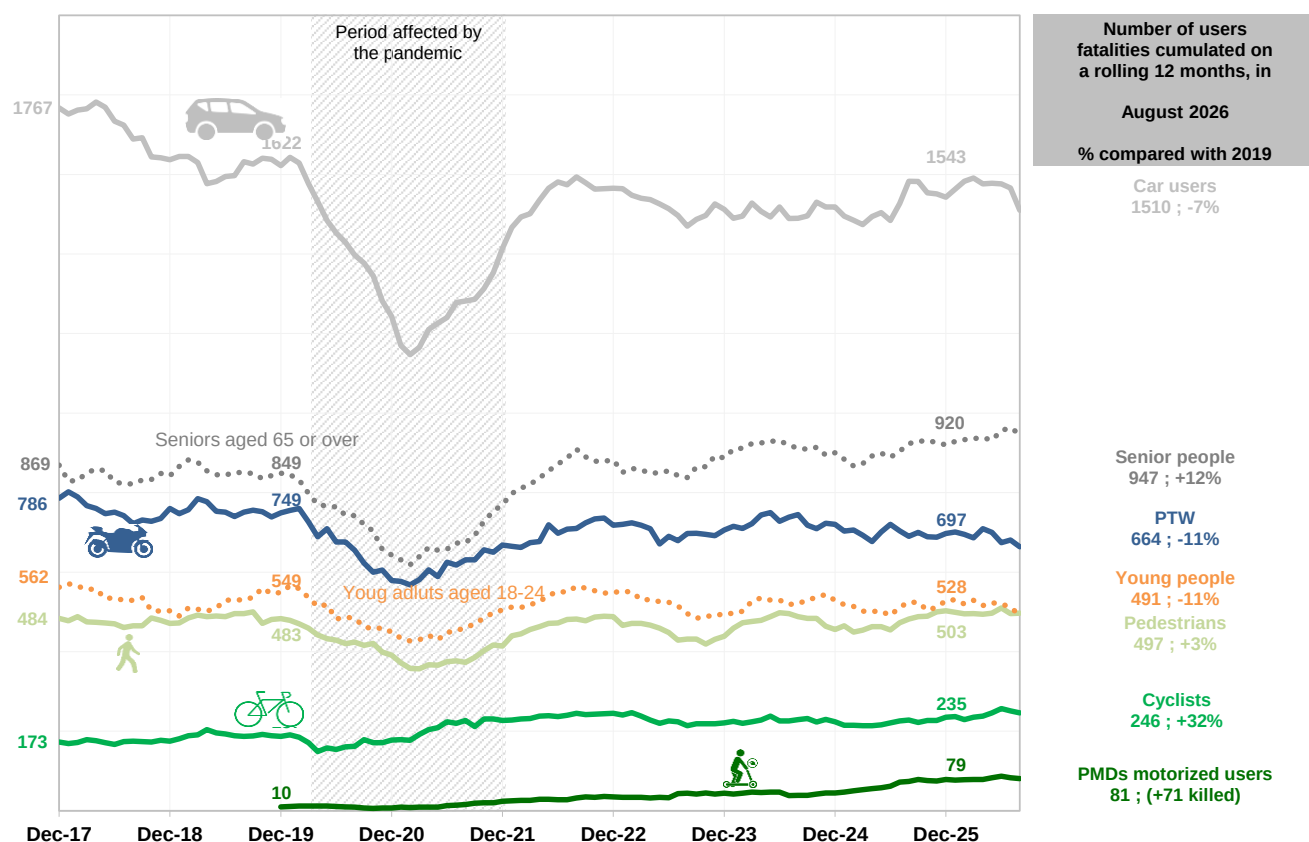
Pedestrian fatalities, with 497 pedestrians killed in the last 12 months, is up by +3% on the previous 12 months, and up by +3% compared to 2019.

Cycling fatalities over the last 12 months, with 246 cyclists were killed, is up by +8% compared to the previous 12 months. However, this result is up in +32% compared to 2019. The French are showing an interest in using individual modes of transport for short journeys in towns and cities, but they also use bicycles for leisure activities in rural areas.

Fatalities among **PMDs motorized** users is up by +9% over the last 12 months : 81 people were killed in the last year.

Fatalities among **young adults aged 18-24**, with 491 young people were killed, is down by -6% compared to the previous 12 months, and down by -11% compared with 2019.

Fatalities among people **aged 65 or over** stands at 947 people killed in the last 12 months, is up by +3% compared with the previous 12 months and up by +12 % compared to 2019.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series for fatalities (definitives until 2025), 2026 estimate based on data as of 2026/09/08

Evolution of the number of users seriously injured cumulated on a rolling 12 months

Overall, the number of seriously injured over the last 12 months is up by +7% compared with the previous 12 months, and is up by +8% compared to 2019, year taken as a reference for the 2020-2030 decade.

Powered two-wheeler represent for a third of seriously injured; over the last 12 months, they are estimated at 5,300 seriously injured. This result is up by +3% compared with the previous 12 months and down by -7% compared to 2019.

Car users account for just under a third of seriously injured; over the last 12 months, they are estimated at 5,300 seriously injured, is up by +7% compared to the previous 12 months and up by +2% compared to 2019.

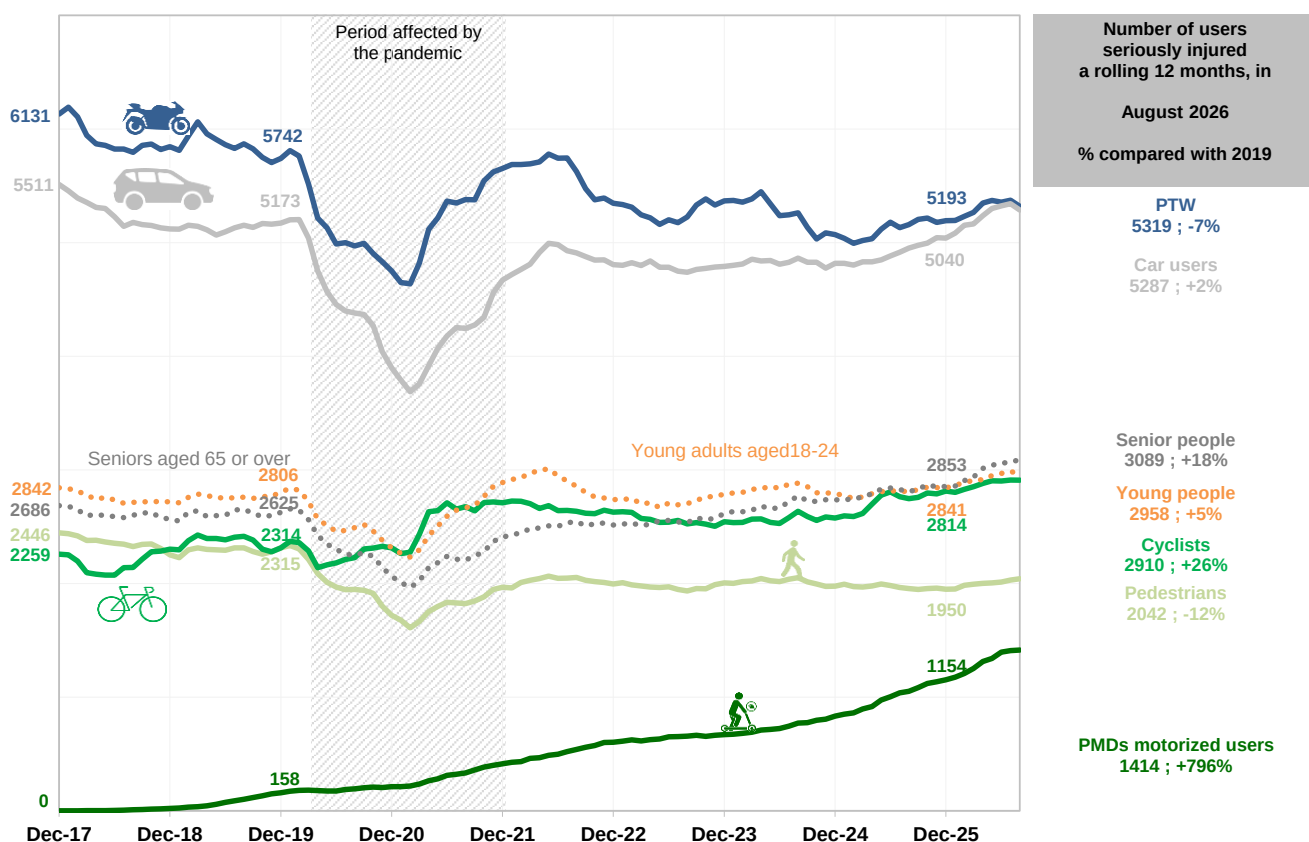
The number of **cyclists** seriously injured over the last 12 months is on the rise: 2,900 cyclists are thought to have been seriously injured over the last 12 months, is up by +6% compared the previous 12 months, and up by +26% compared to 2019. Indeed, the French are showing an interest in using individual modes of transport for short journeys in towns and cities, but they also use bicycles for leisure activities in rural areas.

The number of seriously injured **pedestrians**, with an estimated 2,000 pedestrians have been seriously injured over the past 12 months, is up by +4% compared to the previous 12 months and down by -12% compared to 2019.

The number of seriously injured **PMDs motorized** , with over 1,400 seriously injured in the last 12 months, is up by +34% compared to the previous 12 months.

The number of seriously injured among **young adults aged 18-24**, an age group at high risk of severe road crashes, is estimated in the last 12 months to 3,000 seriously injured, is up by +5% compared with the previous 12 months and is up by +5% compared to 2019.

The number of seriously injured people among people **aged 65 or over** is estimated at 3,100 seriously injured over the last 12 months, is up by +10% compared with the previous 12 months and is up by +18% compared to 2019.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
ONISR-UGE estimations for seriously injured, 2026 estimate based on data as of 2026/09/08

Serious victims in 2026 by mode of travel and road network

Over the last 3 months

Overall, the trend is **up** for road fatalities on motorways (+3%), down on rural roads (-17%) and in urban area (-1%). The trend is **up** for seriously injured on motorways (+5%) and in urban area (+6%), and is **down** in rural road (-4%).

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

In rural roads, the trend is **down or stable** for all users expect for seriously injured in PMDs motorized.

On motorways, the trend is **down** for all users expect for powered two-wheeler users.

Last 3 months (2026 compared with 2025)

	Urban area		Rural		Motorway	
	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation
Pedestrians	↗	↗	↘	↘	↘	
PMDs motorized	→	↗	↘	↗		
Cyclists	↗	↗	↘	↘		
PTW	↘	↘	↘	↘	↗	↗
Car users	↘	↗	↘	→	↘	↘

ns : non-significant variation

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

Labelled series for fatalities (definitives until 2025), ONISR-UGE estimations for seriously injured, 2026 estimate based on data as of 2026/09/08

Over the last 12 months

Overall, the trend for fatalities is **up** on motorways (+4%) and in urban areas (+3%), and is **down** on rural roads (-3%). The trend for the seriously injured is **up** on rural roads (+7%), on motorways (+5%) and in urban areas (+7%).

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

In rural roads, the trend is **up** for all the road users expect for killed in PMDs motorized, in powered two-wheeler and in car.

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

Last 12 months

Cumulative from September 2025 to August 2026, compared to the same period last year

	Urban area		Rural		Motorway	
	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation
Pedestrians	-0%	+2%	+11%	+20%	+5%	
PMDs motorized	+31%	+38%	-34%	+15%		
Cyclists	-5%	-2%	+18%	+17%		
PTW	-9%	+0%	-3%	+4%	+17%	+16%
Car users	+9%	+12%	-7%	+6%	-11%	-1%

ns : non-significant variation

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

Labelled series for fatalities (definitives until 2025), ONISR-UGE estimations for seriously injured, 2026 estimate based on data as of 2026/09/08

Pedestrians contain Personal mobility devices non-motorized (rollerblades, skateboards, classic scooters, etc.), which move in the same spaces as pedestrians on foot and are considered pedestrians in the highway code..

Personal mobility devices (PMDs) motorized contains electric scooters, gyropods, hoverboards, segways, etc.; they move like a bicycle.

Cyclists are users who move around on a bicycle, whether or not it is electrically assisted.

Powered two-wheelers (PTW) include mopeds (less than 50 cc and with a maximum design speed not exceeding 45 km/h, including scooters less than 50 cc) and motorbikes (more than 50 cc, including scooters more than 50 cc).

Car users are light vehicles (LDVs); vans are not included in this category.

The "urban area" road network refers to the lanes between the entrance and exit signs of a municipality.

The "rural" road network refers to non-motorway roads outside the "urban areas" lanes.

The "motorway" network concerns the traffic lanes with motorway status, indicated by blue signs.

Detailed table for August 2026 compared to the same period last year

	August		Last 3 months**				Last 12 months***			
	Fatalities	Seriously injured	Fatalities		Seriously injured		Fatalities		Seriously injured	
	Number	Number	Number	Variation	Number	Variation	Number	Variation	Number	Variation
Total	263	1 533	863	-11%	5 104	+1%	3 238	-1%	17 605	+7%

By mode of travel

Pedestrians	35	124	104	+0%	430	+9%	497	+3%	2 042	+4%
PMDs motorized	8	106	27	-7%	408	+22%	81	+9%	1 414	+34%
Cyclists	23	292	83	+0%	922	+1%	246	+8%	2 910	+6%
PTW	69	511	215	-14%	1 705	-3%	664	-4%	5 319	+3%
Car users	110	454	372	-15%	1 465	-1%	1 510	-5%	5 287	+7%

By age

Under 18 years	15	218	43	-36%	771	+2%	184	+6%	2 712	+11%
Young adults aged 18-24	39	261	127	-20%	894	+1%	491	-6%	2 958	+5%
Seniors aged 65 or over	73	281	258	+6%	868	+6%	947	+3%	3 089	+10%

On the road network

Urban area	88	627	266	-1%	2 145	+6%	1 052	+3%	7 945	+7%
Rural	148	792	526	-17%	2 625	-4%	1 925	-3%	8 547	+7%
Motorway	27	115	71	+3%	334	+5%	261	+4%	1 113	+5%

** Cumulative 3 months from June 2026 to August 2026 compared with cumulative 3 months from June 2025 to August 2025
*** Cumulative 12 months from September 2025 to August 2026 compared with cumulative 12 months from September 2024 to August 2025
Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series for fatalities (definitives until 2025), ONISR-UGE estimations seriously injured, 2026 estimate based on data as of 2026/09/08

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Car users are light vehicles (LDVs); vans are not included in this category.

Persons "under 18 years old" are children and adolescents aged 0 to 17 years old inclusive.
Young people aged between 18 and 24 inclusive are the category most at risk in terms of road safety.

The "urban area" road network refers to the lanes between the entrance and exit signs of a municipality.
The "rural" road network refers to non-motorway roads outside the "urban areas" lanes.
The "motorway" network concerns the traffic lanes with motorway status, indicated by blue signs.

Data processing methods for France mainland

The BAAC file (Bulletin of Analysis of Road Traffic Accidents recorded by the Police Forces) includes injury accidents as defined in the decree of 27 March 2007 on the conditions for compiling statistics. The ONISR, which is responsible for the administration and dissemination of accident statistics under the terms of the decree of 15 May 1975 relating to the CISR, has long specified the methods for taking accidents into account.

Method of adjusting injuries

In order to comply with European statistical standards, the ONISR produces a new series of data on injuries for France mainland. It also integrates the AIS scale of injury severity (light or moderate, serious). These data are determined by a new method established jointly by the Gustave Eiffel University (UGE) and the ONISR. This method is based in particular on recent data relating to injuries recorded by the police, but aims to estimate the actual number of people injured in road accidents who are treated by hospital services: <https://www.onisr.securite-routiere.gouv.fr/etudes-et-recherches/victimes/blessures/methode-de-redressement-du-nombre-de-blesses-de-la-route> (in french).

The monthly barometer

The monthly barometer for a given month concerns accidents occurring up to the end of that month and is compiled and published the following month. Estimates are produced on the basis of accidents recorded in the TRAx information system concerning BAAC data currently being entered, transmitted within 48 hours by the police to the ONISR. **The final results for 2025 have been included in the May 2026 dashboard.** Serious injuries are estimated from the data on injuries recorded in TRAx using the adjustment method mentioned above.

Labelling

The Public Statistics Authority has certified the main accident indicators from the BAAC file (France mainland and french overseas counties) for the quasi-definitive data for year N published at the end of January of year N+1, and the definitive data published from May of year N+1. For the years prior to 2026, the dashboard includes labelled data.

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