

The national accident databases

Collecting accident data: the BAAC

Any road traffic accident involving physical injury known to the police forces is the subject of a BAAC (analysis report of road accidents involving physical injury) completed by the competent police force (using PROCEA software) or the gendarmerie (using PULSAR software) according to the site of the accident.

The real core of the road safety information system, this report, includes all the relevant information organized in four major sections: characteristics and location of the accident, vehicles and users involved. A localizer will complete the details of the accident in an environmental setting. The BAAC includes the number of the code of the issuing unit and the number of the report. The BAAC database is considered anonymous because it contains neither the identities of the persons involved in the accidents nor the full registrations of the vehicles.

Transmission of BAAC databases

After entry, the BAACs are centralized in the gendarmerie and police IT operations centres and then imported into the ONISR “accident” portal within two-to-four months of the accident. The headquarters of the Paris police force (PP) will enter the respective database into the portal.

Quality control of BAAC databases

The main aim of the “accident” portal, operational since 2009 is improving the quality and reliability of BAAC databases. The Centre for Technical Equipment Studies, South-West (CETE, south-west), under the supervision of the ONISR carries out a first level quality control: verification of the formats and completeness of the headings enabling identification of each accident (commune, organism, date of accident, etc.).

The data will then be accessible to the departmental observatories for road safety (ODSR) for a second level of verification and any corrections: blocking anomalies of the databases as detected by the system (for example, that the driver is seated in front of the vehicle or the lighting characteristics are compatible with the time, etc.) and additional information relating to the compulsory variables that not been provided or are incorrect (type road, type of licence, etc.). The ODSR relies on the road authorities management (they are involved in carrying out any modifications if necessary) as well as the police forces when attending the accident.

A final quality control on a national level is carried out before publication of a month final results. The BAAC is compared to the “fast feedback” from headquarters for each county in order to ensure that each file is complete.

Fast feedback relates to the data on accidents from the previous month collected by the headquarters and sent at the beginning of each month to the Ministry of the Interior. This amounts to a provisional statement of injury accidents and how serious they are. These are used, by way of coefficients of extrapolation supported by the BAAC to establish the monthly barometer of the ONISR published within the first fifteen days of the month relating to accidents in the previous month.

All the BAAC databases for a year are validated by the ONISR generally in May of the following year. It is the source of official accident statistics that are communicated to the public and the various partners (particularly for entry into international databases: OMS, CARE and IRTAD databases).

