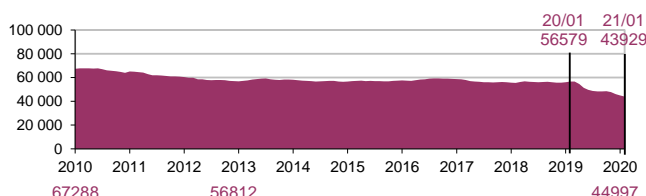


Warning: as the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict travel and activities, since March 2020 the evolution of road accidents reflects the hazards linked to the measures and the way in which the French have adapted their mobility according to the periods. The curfew between 8 pm and 6 am introduced on 14 December 2020 is extended from 6 pm to 6 am from 12 January 2021 for 25 départements, and on Saturday 16 January for the whole of mainland France.

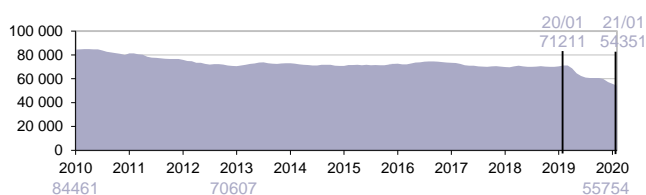
Road accident indicators have shown very atypical trends since March 2020, which are difficult to interpret. Specific insights have been provided during the quarterly dashboards since the June 2020 dashboard.

Cumulative rolling 12 months

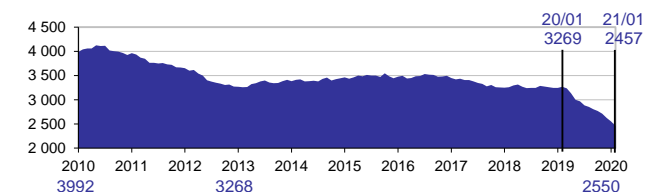
Injury accidents
recorded by police forces
on the scene



Injured
in the injury accidents
recorded by police forces



Fatalities
within 30 days
after the accident



Month report

3 472 injury accidents
in January

-1 068 compared with 2020
- 505 compared with 2019

4 277 injured
in January

-1 403 compared with 2020
- 682 compared with 2019

171 fatalities
in January

- 93 compared with 2020
- 68 compared with 2019

171 fatalities on the roads of France mainland in **January 2021**, a particularly low number compared with the number recorded in January 2020 (almost 100 fewer people killed). **3,472 traffic injury accidents** were recorded by the police, i.e. around 1,000 fewer than in January 2020.

Travel restrictions (curfews) and **reduced commuting to work** (teleworking) are the main reasons for the lower number of road accidents. But this is not the only reason: **January 2020 saw one of the highest accident rates in the last 10 years**, as the mild weather was favourable for travel, especially leisure travel. The number of fatalities between January 2020 and January 2021 was four times higher than the number of fatalities observed between January 2019 and January 2020. The number of injury accidents between January 2020 and January 2021 is only double the number of injury accidents observed between January 2019 and January 2020.

The number of fatalities fell more sharply between January 2020 and January 2021 (-35%) than the number of accidents or injuries (-24% and -25% respectively).

The estimated number of fatalities is the lowest over the last 10 years for **car users** (89 killed, i.e. 71 fewer than in January 2020) and **pedestrians** (26 killed, i.e. 20 fewer than in January 2020).

The number of fatalities for **cyclists** (10 killed) is stable. **Motorcyclists** fatalities are increasing and are tending towards the January 2018 level.

Cumulatively over 12 months, the fall is exceptional, with both the number of accidents and the number of victims being much lower than in the previous year.

	January			Since the beginning of the year				On a rolling 12 months													
	2021	2020	2019	2021-2020		2021-2019		2021	2020	2019	2021-2020		2021-2019								
				Diff.	%	Diff.	%				Diff.	%	Diff.	%							
Accidents	3 472	4 540	3 977	-1 068	-24	- 505	-13	3 472	4 540	3 977	-1 068	-24	- 505	-13	43 929	56 579	55 515	-12 650	-22	-11 586	-21
Fatalities	171	264	239	- 93	-35	- 68	-28	171	264	239	- 93	-35	- 68	-28	2 457	3 269	3 258	- 812	-25	- 801	-25
Injured	4 277	5 680	4 959	-1 403	-25	- 682	-14	4 277	5 680	4 959	-1 403	-25	- 682	-14	54 351	71 211	69 645	-16 860	-24	-15 294	-22

Non-fatal injury accidents recorded by the national police and gendarmerie constitute only a proportion of road traffic accidents, as the police forces are not systematically called in to intervene. However, the indicators contained in this publication provide information on the evolution of road safety.

Data source : ONISR - labelled series (definitive until 2019, quasi-definitive 2020), estimated data 2021
Data on accidents involving injuries recorded by police forces

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

The **health crisis** has profoundly affected travel since March 2020, for all users, but to varying degrees according to the alternation of restrictions and authorized movements.

Car users usually account for half of all road deaths. Their fatalities over the past 12 months are estimated at 1,172 compared with 1,622 for the whole of 2019, a drop of 28% over a little over a year.

Pedestrians fatalities also fell sharply over this period: an estimated 369 pedestrians died in the last 12 months compared with 483 for the whole of 2019, a drop of -24%.

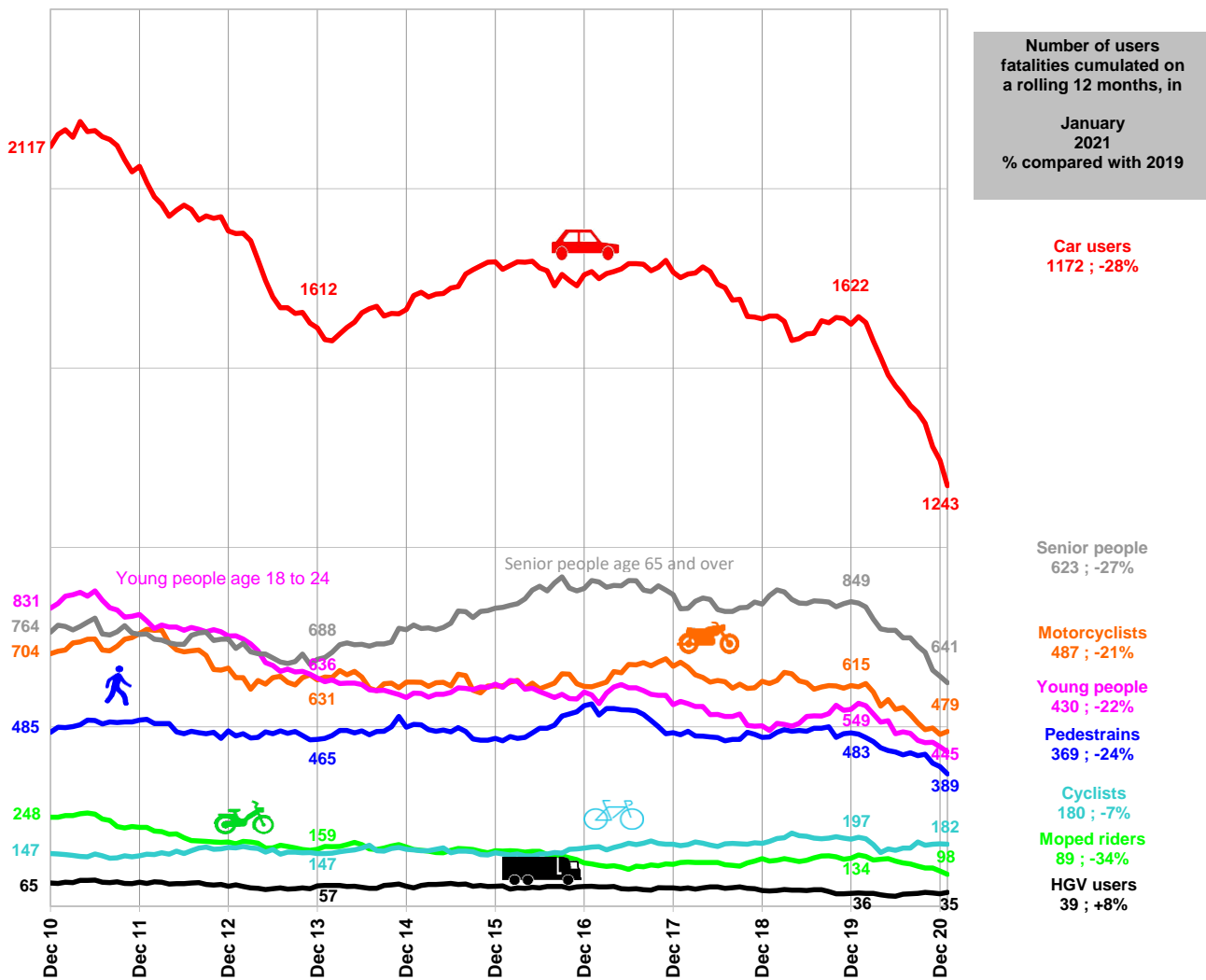
These very sharp declines are to be put in relation with the sharp drop in fatalities among seniors aged 65 or over, particularly those aged 75 or over, who have severely restricted their movements during confinements and curfew periods, but have also probably gone on much less vacations. Seniors account for half of all pedestrian fatalities and more than a quarter of all car users fatalities each year.

The fatalities of **powered two-wheeler** users are also declining: the drop among motorcyclists is -21%, with 487 killed in the last 12 months compared with 615 killed in 2019, with a slight increase in January 2021. On the other hand, the drop in moped fatalities is particularly marked and continues, -34% compared to 2019, with 89 moped fatalities in the last 12 months compared to 134 in 2019; a drop that undoubtedly reflects the measures that have curbed mobility among young people (distance learning, curfews).

Fatalities among **young adults aged 18-24**, at high risk of serious road accidents, have decreased by 22% in the last 12 months compared to 2019 (430 killed compared to 545 in 2019).

Compared to other trends, **cyclists** fatalities have declined slightly: 178 cyclists or users of personal motorized transport devices were killed in the last 12 months, a decrease of 10% compared to 2019. While travel has been limited by measures related to the health crisis, the French have shown a craze for using individual modes of transport on short trips rather than public transport in cities, but have also developed bicycle recreation in rural areas.

Finally, fatalities of **heavy goods vehicle** users are stable, as maintaining their activity remains essential for the daily life of French people and companies. However, it has been reduced by almost half in 10 years.



Data source : ONISR - labelled series (definitive until 2019, quasi-definitive 2020), estimated data 2021
Data on accidents involving injuries recorded by police forces

2021 road fatalities by mode of travel, age, and road network

The introduction of a curfew for the entire month of January 2021 had a major impact on the mobility of the French people. Fatalities in January 2021 appear to be all the more reduced since January 2020 was a very mild month in terms of weather, and therefore had the highest fatalities for a month of January in the last 10 years.

Pedestrians fatalities, often sustained during the winter period due to traveling at night as night falls early, clearly benefited from the 6 p.m. curfew, which forces the French to return to their homes during the day. With 26 estimated pedestrian deaths in January 2021, this is about twenty less than both January 2020 and January 2019.

On the other hand, **motorcycles** fatalities, with 29 killed, are higher than in January 2020 and January 2019, and equivalent to January 2018.

Fatalities in January 2021 for **car users** fell by -44% compared to January 2020: it is estimated that 89 car users were killed compared to 160 in January 2020 and 139 in January 2019, i.e. 71 fewer killed than in January 2020 and 50 fewer than in January 2019.

Fatalities among **18-24 year olds** appear to be declining more sharply than those among **seniors aged 65 or older**; however, they had risen sharply last year and are now back to the January 2019 level. On the other hand, senior fatalities show a real decrease compared to the level of the last two years, a decrease that contributes to both the decrease in car user fatalities and the decrease in pedestrian fatalities.

Fatalities in **rural areas** fell more sharply in January 2021 than in **urban areas** in January 2020 compared to January 2020, but this is partly offset by the sharp increase in fatalities in rural areas in January 2020 compared to January 2019 (an increase not observed in urban areas). On the other hand, fatalities are stable on **motorways**.

	January					Since the beginning of the year							On a rolling 12 months						
	2021	2020	2019	2021-2020	2021-2019	2021	2020	2019	2021-2020		2021-2019		2021	2020	2019	2021-2020		2021-2019	
				Diff.	%				Diff.	%	Diff.	%				Diff.	%		
Pedestrians	26	46	49	-20	-23	26	46	49	-20	-43	-23	-47	369	480	472	-111	-23	-103	-22
PMDs motorized	2	1	0	+1	+2	2	1	0	+1	ns	+2	ns	7	10	nc	-3	ns	+7	ns
Cyclists	10	13	9	-3	+1	10	13	9	-3	-23	+1	+11	173	192	181	-19	-10	-8	-4
Moped riders	4	13	4	-9	+0	4	13	4	-9	ns	+0	ns	89	143	126	-54	-38	-37	-29
Motorcyclists	29	21	24	+8	+5	29	21	24	+8	+38	+5	+21	487	612	621	-125	-20	-134	-22
Car users	89	160	139	-71	-50	89	160	139	-71	-44	-50	-36	1 172	1 643	1 645	-471	-29	-473	-29
HGV users	5	1	0	+4	+5	5	1	0	+4	ns	+5	ns	39	37	43	+2	+5	-4	-9

Under 18 years old	8	22	11	-14	-3	8	22	11	-14	ns	-3	ns	139	164	187	-25	-15	-48	-26
18 to 24 years old	33	48	31	-15	+2	33	48	31	-15	-31	+2	+6	430	566	490	-136	-24	-60	-12
65 years old and over	53	71	75	-18	-22	53	71	75	-18	-25	-22	-29	623	845	866	-222	-26	-243	-28

On the road network

Urban area	63	86	84	-23	-21	88	159	133	-71	-45	-45	-34	1 342	1 811	1 879	-469	-26	-537	-29
Rural	88	159	133	-71	-45	63	86	84	-23	-27	-21	-25	828	1 039	979	-211	-20	-151	-15
Motorway	20	19	22	+1	-2	20	19	22	+1	+5	-2	-9	179	241	245	-62	-26	-66	-27

Pedestrians contain Personal mobility devices non-motorized (rollerblades, skateboards, classic scooters, etc.), which move like a pedestrian.

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.

Mopeds are motorised two-wheeled vehicles with a maximum design speed of less than 50 km/h and with a maximum design speed not exceeding 45 km/h, including scooters of less than 50 cm³.

Motorbikes are motorised two-wheelers over 50 cm³, including scooters over 50 cm³.

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

Heavy Goods Vehicles (HGVs) are vehicles intended for the transport of heavy or bulky loads, with a GVW exceeding 3.5 t.

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.

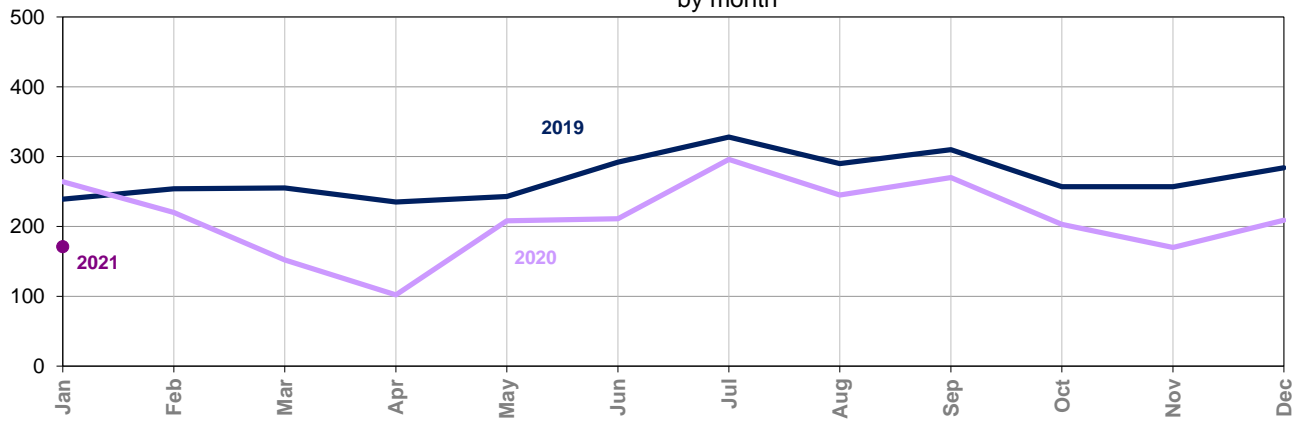
The "rural" road network refers to non-motorway roads outside the "urban areas" lanes.

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

Data source : ONISR - labelled series (definitive until 2019, quasi-definitive 2020), estimated data 2021 ; nc: figures not known; ns: non-significant change

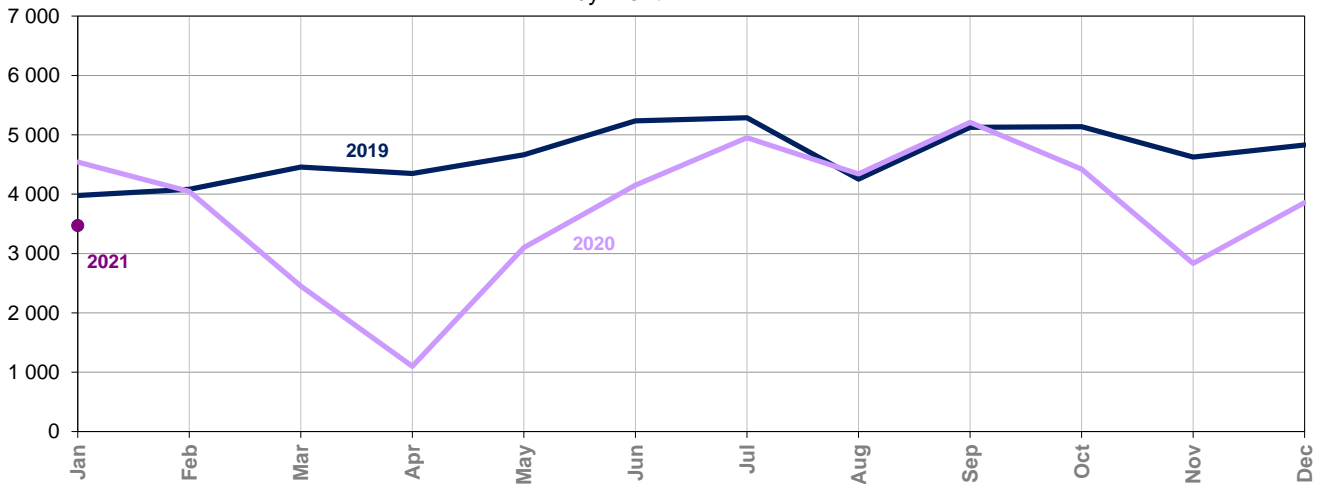
Data on accidents involving injuries recorded by police forces

Fatalities within 30 days by month



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	273	254	300	296	336	329	453	383	357	377	339	295
2011	324	269	301	360	322	336	354	370	347	351	296	333
2012	297	204	276	277	321	322	366	339	341	299	292	319
2013	243	221	200	236	224	293	344	322	312	308	252	313
2014	235	225	261	254	260	311	302	306	317	347	280	286
2015	262	235	219	258	267	299	353	332	257	378	296	305
2016	236	263	255	243	294	285	356	301	334	315	258	337
2017	255	204	267	281	297	324	343	297	297	319	272	292
2018	229	218	235	284	268	290	328	246	322	274	268	286
2019	239	254	255	235	243	292	328	290	310	257	257	284
2020	264	220	152	102	208	211	296	245	270	203	170	209
2021	171											

Injury accidents by month

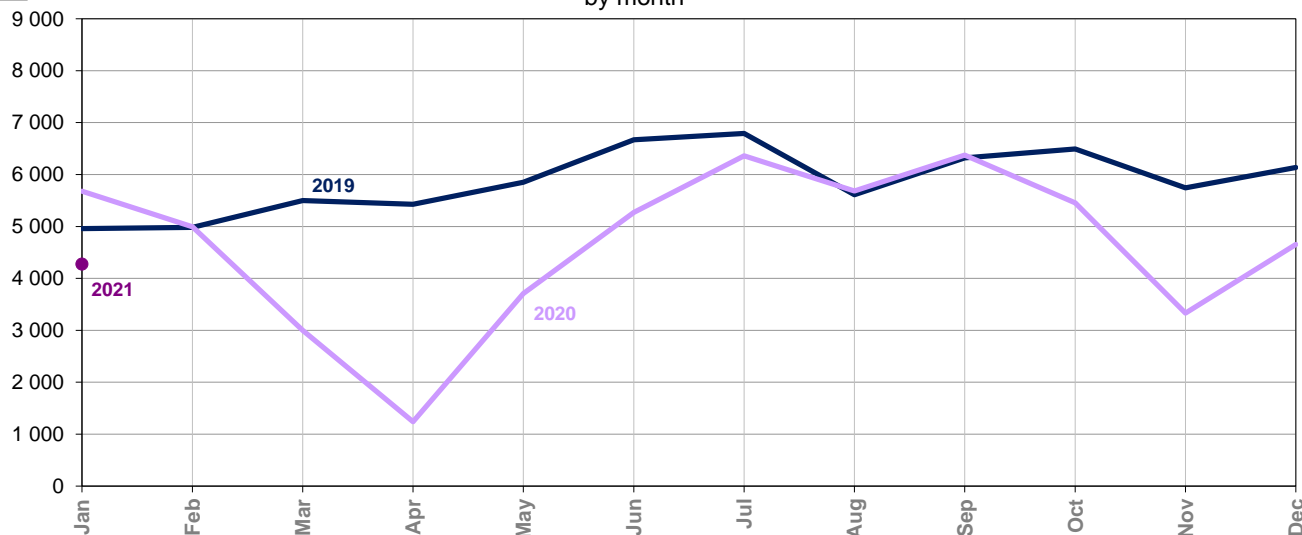


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	4 545	4 299	5 326	5 866	5 904	6 546	6 288	5 147	6 408	6 570	5 929	4 460
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	4 420	4 503	5 376	5 509	4 341	5 493	5 381	4 989	4 899
2014	4 649	4 091	4 609	4 825	4 958	5 435	4 769	4 100	5 324	5 627	5 055	4 749
2015	4 277	3 709	4 273	4 637	4 741	5 528	5 041	4 279	5 200	5 085	4 998	4 835
2016	4 655	3 958	4 414	4 293	4 967	5 182	5 080	4 166	5 255	5 451	5 201	4 900
2017	4 420	3 876	4 946	4 948	5 112	5 747	5 148	4 291	5 088	5 351	4 987	4 699
2018	4 228	3 339	3 974	4 674	4 874	5 420	5 061	4 156	5 370	5 501	4 698	4 471
2019	3 977	4 082	4 455	4 347	4 664	5 235	5 287	4 253	5 127	5 135	4 625	4 829
2020	4 540	4 046	2 450	1 100	3 100	4 150	4 950	4 339	5 210	4 421	2 834	3 857
2021	3 472											

NB : In purple in the table, provisional estimates (Extrapolated data from Quick Reporting).
In blue, quasi definitive data.
In black, final data from the BAAC database.

Data source : ONISR - labelled series (definitive until 2019, quasi-definitive 2020), estimated data 2021
Data on accidents involving injuries recorded by police forces

Injured by month



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	5 715	5 430	6 573	7 338	7 554	8 142	8 034	6 663	7 978	8 072	7 325	5 637
2011	6 025	5 478	6 553	7 256	7 519	7 165	7 036	6 101	7 346	7 474	6 440	6 858
2012	6 095	4 705	6 244	5 602	6 593	6 981	6 792	5 759	7 134	7 355	6 419	6 172
2013	5 178	4 593	4 878	5 481	5 678	6 576	7 017	5 735	6 759	6 602	6 053	6 057
2014	5 720	5 091	5 697	5 953	6 316	6 850	6 146	5 433	6 608	6 933	6 312	5 989
2015	5 260	4 685	5 296	5 771	5 968	6 857	6 545	5 570	6 534	6 285	6 022	6 009
2016	5 915	4 839	5 459	5 354	6 273	6 627	6 622	5 463	6 530	6 855	6 527	6 181
2017	5 419	4 787	6 156	6 233	6 367	7 193	6 795	5 523	6 295	6 497	6 192	5 927
2018	5 201	4 148	5 012	5 884	6 255	6 715	6 532	5 407	6 614	6 688	5 803	5 628
2019	4 959	4 982	5 500	5 427	5 854	6 671	6 792	5 612	6 320	6 493	5 743	6 137
2020	5 680	4 996	3 000	1 240	3 710	5 270	6 360	5 682	6 375	5 455	3 331	4 655
2021	4 277											

NB : In purple in the table, provisional estimates (Extrapolated data from Quick Reporting).
 In blue, quasi definitive data.
 In black, final data from the BAAC database.

Data processing methods

The BAAC file (Bulletin of Analysis of Road Traffic Accidents recorded by the Police Forces).

Injury accidents were defined in the decree of March 27, 2007 on the conditions for compiling statistics. The ONISR, in charge of the administration and dissemination of accident statistics under the terms of the decree of May 15, 1975 relating to the CISR, has long specified the methods for taking accidents into account.

A guide brings together concrete cases and details the nomenclature of the Bulletin d'analyse des accidents corporels de la circulation (BAAC). This guide is regularly updated, with the latest version dating from April 2017. An accident involving at least one vehicle on a road open to public traffic is classified as a traffic accident, regardless of the causal event, excluding intentional acts such as suicide or homicide. The Bulletins of Analysis of Bodily Traffic Accidents (BAAC) are provided by the police forces who fill them out following any bodily traffic accident in which they are called. The file is completed by the departmental road safety observatories. The raw data used for the balance sheet are also collected and made available online.

The monthly road safety dashboard

The monthly dashboard of a given month concerns accidents that occurred until the end of that month, it is established and published the following month. Rapid data transmitted by the services of the Ministry of the Interior, limited to the number of accidents resulting in bodily injury, death, injury and hospitalization of injured persons, make it possible to give a provisional estimate of the accident rate in France for a given month from the first days of the following month. These estimates are compared with the BAAC data currently being entered and transmitted within 48 hours by law enforcement agencies to the ONISR (new data exchange protocol implemented in 2018). They are then extrapolated from the raw data of the rapid ascents and a coefficient calculated from the differences observed in the previous year between the rapid ascents and the final BAAC file, are the subject of a commented monthly barometer, offering various comparisons (from the month to the same month of the previous year, from the first months of the year to the same n months of the previous year) as well as a trend monitoring established on the basis of 12 sliding months. The business cycle series presented in this publication covers accidents causing personal injury and the victims of these accidents recorded by the police and the gendarmerie. These are recorded on the basis of the month of registration. The reclassifications of these accidents, including cancellations, are taken into account up to the date on which the accounts are closed, i.e. at the closing of the official base in May of the following year.

Label

The Public Statistics Authority has labeled the main accidentality indicators (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 years prior to 2021, the dashboard includes the data labeled as follows.

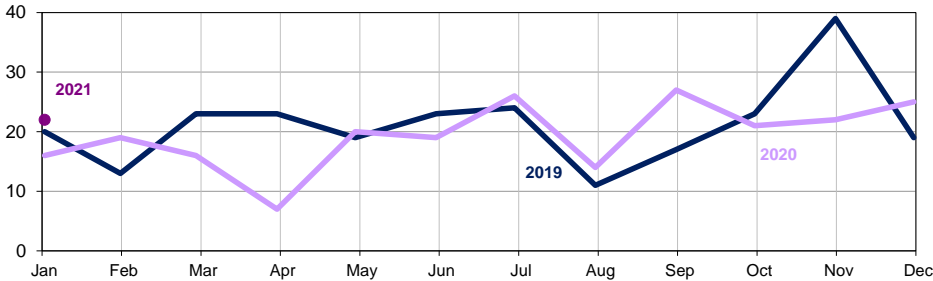
The statistical methods are specified on the ONISR website:
<https://www.onisr.securite-routiere.gouv.fr/en/data-tools>

The French Overseas Territories were marked by a confinement from March 16 to May 11, 2020, several curfews were set up in the various territories during the year 2020, and at the beginning of 2021.

In **January 2021**, the road safety indicators for french overseas were **higher than** those of **January 2020**:

- 249 injury accidents** (200 in the counties and 49 in the local authorities) compared with 216 accidents (172 and 44 respectively);
- 330 injured** (260 in the counties and 70 in the local authorities) compared with 280 injured (216 and 64 respectively);
- 22 fatalities** (14 in the counties and 8 in the local authorities) compared with 16 fatalities (11 and 5 respectively).

Fatalities within 30 days by month



Month report

249 injury accidents
in January

+ 33 compared with 2020
+ 1 compared with 2019

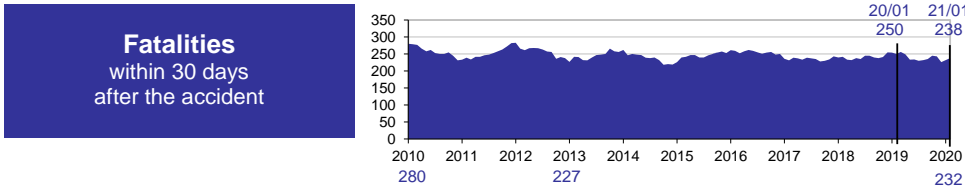
330 injured
in January

+ 50 compared with 2020
+ 27 compared with 2019

22 fatalities
in January

+ 6 compared with 2020
+ 2 compared with 2019

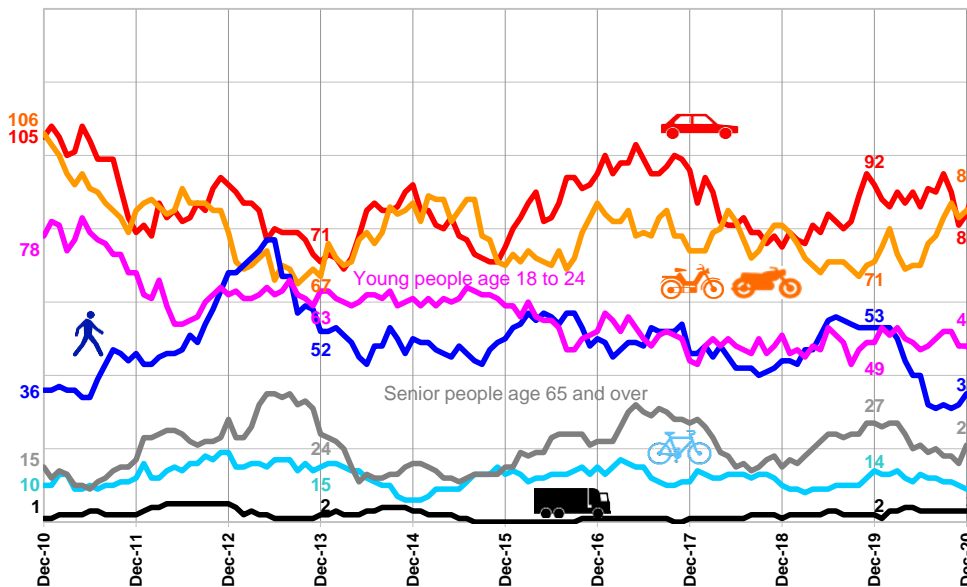
Cumulative fatalities rolling 12 months



Fatalities
within 30 days
after the accident

	January				Since the beginning of the year								On a rolling 12 months								
	2021	2020	2019	2021-2020	2021-2019	2021	2020	2019	2021-2020	2021-2019	2021	2020	2020	2021-2020	2021-2019						
																Diff.	%	Diff.	%	Diff.	%
Accidents	249	216	248	+ 33	+15	+ 1	+0	249	216	248	+ 33	+15	+ 1	+0	2 559	2 792	2 673	- 233	-8	- 114	-4
Fatalities	22	16	20	+ 6	ns	+ 2	ns	22	16	20	+ 6	ns	+ 2	ns	238	250	242	- 12	-5	- 4	-2
Injured	330	280	303	+ 50	+18	+ 27	+9	330	280	303	+ 50	+18	+ 27	+9	3 356	3 652	3 473	- 296	-8	- 117	-3

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



Number users fatalities cumulated on a rolling 12 months, in

January 2021

% compared with 2019

Car users

91 ; -1%

PTW

86 ; +21%

Pedestrians

33 ; -38%

Young people

46 ; -6%

Senior people

21 ; ns

Cyclists

9 ; ns

HGV users

3 ; ns

Data source : ONISR - definitive data until 2019, quasi-definitive 2020, provisional data 2021 ; ns: non-significant change
Data on accidents involving injuries recorded by police forces