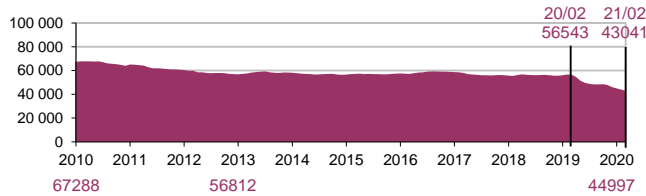


**Warning: as the health crisis** linked to Covid-19 has led the government to take exceptional measures to restrict travel and activities, since March 2020 the evolution of road accidents reflects the hazards linked to the measures and the way in which the French have adapted their mobility according 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.

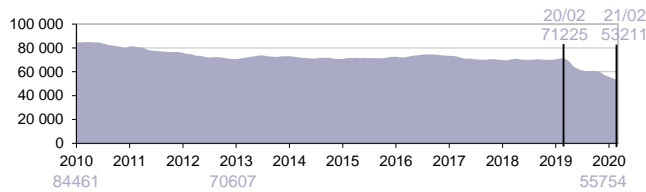
Road accident indicators have shown very atypical trends since March 2020, which are difficult to interpret. Specific insights have been provided during the quarterly dashboards since the June 2020 dashboard.

**Cumulative rolling 12 months**

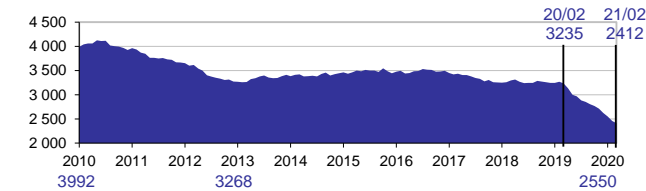
**Injury accidents**  
recorded by police forces  
on the scene



**Injured**  
in the injury accidents  
recorded by police forces



**Fatalities**  
within 30 days  
after the accident



**Month report**

**3 158 injury accidents**  
in February

- 888 compared with 2020  
- 924 compared with 2019

**3 856 injured**  
in February

- 1 140 compared with 2020  
- 1 126 compared with 2019

**175 fatalities**  
in February

- 45 compared with 2020  
- 79 compared with 2019

**175 people were killed** on the roads of mainland France in **February 2021** compared with 220 in February 2020, i.e. 45 fewer people killed (-20%). This result is particularly low compared to February 2020, which was slightly below the average of the last 10 years, but also compared to the best February months (204 people were killed in February 2012 and February 2017).

**Travel restrictions** (curfew) and **reduced home-to-work movements** (teleworking) explain a large part of the lower road accident rate: 2/3 of the fatality gain is estimated to be due to the curfew and 1/3 to the reduction in daytime travel. It seems that the traffic drop in February was less than in January: Cerema (traffic dataviz) estimates the traffic drop to be around -10% at the beginning of February 2021 compared to the beginning of February 2020, whereas the traffic drop in January 2021 was more like -15% compared to January 2020; and at the end of February the traffic drop is less than at the beginning of February. The weather conditions at the beginning of February included some snow episodes, while the end of February saw more pleasant weather conducive to travel.

The number of injury accidents recorded by the police was 3,158 in February 2021, compared to 4,046 in February 2020, i.e. 888 fewer injury accidents. This is a decrease of -22%, slightly higher than for fatalities, whereas the number of injury accidents was stable between 2019 and 2020.

3,856 people were injured in February 2021, compared with 4,996 in February 2020, i.e. 1,140 fewer people, a decrease of -23%.

	February			2021-2020				2021-2019				Since the beginning of the year			2021-2020			2021-2019			On a rolling 12 months			2021-2020		2021-2019			
	2021	2020	2019	Diff.	%	Diff.	%	2021	2020	2019	Diff.	%	Diff.	%	2021	2020	2019	Diff.	%	Diff.	%	2021	2020	2019	Diff.	%	Diff.	%	
																													2021
<b>Accidents</b>	3 158	4 046	4 082	- 888	-22	- 924	-23	6 630	8 586	8 059	-1 956	-23	-1 429	-18	43 041	56 543	56 258	-13 502	-24	-13 217	-23								
<b>Fatalities</b>	175	220	254	- 45	-20	- 79	-31	346	484	493	- 138	-29	- 147	-30	2 412	3 235	3 294	- 823	-25	- 882	-27								
<b>Injured</b>	3 856	4 996	4 982	-1 140	-23	-1 126	-23	8 133	10 676	9 941	-2 543	-24	-1 808	-18	53 211	71 225	70 479	-18 014	-25	-17 268	-25								

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 1,152 compared with 1,622 for the whole of 2019, a drop of -29% over just over a year.

**Pedestrians** fatalities also fell sharply over this period: an estimated 354 pedestrians died in the last 12 months compared with 483 for the whole of 2019, a drop of -27%.

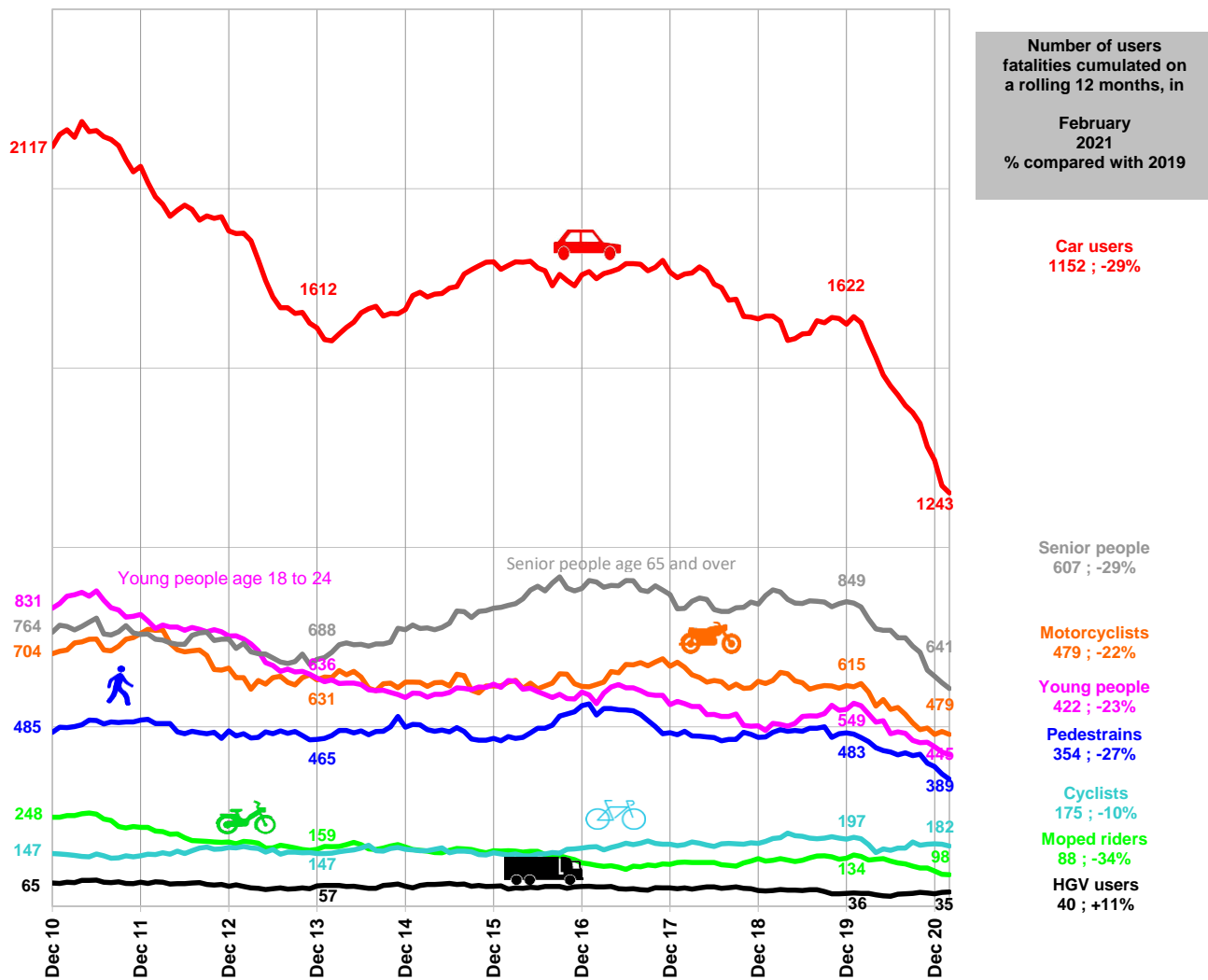
These very sharp declines are to be put in relation with the sharp drop in fatalities among seniors aged 65 or over, particularly those aged 75 or over, who have severely restricted their movements during lockdowns and curfew periods, but have also probably gone on holiday much less. Seniors account 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 -22%, with 479 killed in the last 12 months compared with 615 killed in 2019, but the trend has stabilised since the beginning of 2021. On the other hand, the drop in moped fatalities is particularly marked and continues, -34% compared to 2019, with 88 moped fatalities in the last 12 months compared to 134 in 2019; a drop which no doubt 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 23% in the last 12 months compared to 2019 (422 killed compared to 545 in 2019).

Compared to other trends, **cyclists** fatalities have declined slightly: 175 cyclists or users of personal motorized transport devices were killed in the last 12 months, i.e. -10% compared to 2019. While travel has been limited by measures related to the health crisis, the French have shown a preference for using individual modes of transport on short trips rather than public transport in cities, but have also developed leisure cycling 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 February 2021 had a major impact on the mobility of the French people. Fatalities in February 2021 appear to be all the more reduced as February 2020 already had a relatively low fatality rate for a month of February.

Again this month, pedestrians fatalities, often sustained during the winter period when journeys are made more frequently at night, with night falling earlier, benefited from travel restrictions linked to the curfew at 6pm, which obliges French people to return to their homes during the day. Thus 23 pedestrians were killed in February 2021, 15 fewer than in February 2020 and 25 fewer than in February 2019.

On the other hand, motorcyclist fatalities, with 32 killed, were only slightly down on February 2020 but still higher than the average for the last ten years.

Fatalities in February 2021 for car users decrease by -17% compared to February 2020: it is estimated that 96 car users were killed compared to 116, i.e. 20 fewer fatalities than in February 2020. This result even represents 36 fewer people killed than in February 2019, which was close to the average for the last 10 years.

Fatalities of young people aged 18-24 and of seniors aged 65 or over are still benefiting this month from travel restrictions, with around ten fewer fatalities each compared to their respective averages over the last ten years. The drop in fatalities among young people and the elderly is notably reflected in the drop in car users fatalities, more during the day for the elderly and in the evening for the young.

Road fatalities in urban areas fell in February 2021 compared to February 2020 and previous years, while deaths in rural areas fell only slightly. On the other hand, motorway fatalities, which were particularly low last year, returned to the February 2019 level.

	February					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.	%				Diff.	%	Diff.	%
<b>Pedestrians</b>	23	38	48	-15	-25	49	84	97	-35	-42	-48	-49	354	470	485	-116	-25	-131	-27
<b>PMDs motorized</b>	0	2	0	-2	+0	2	3	0	-1	ns	+2	ns	7	11	nc	-4	ns	+7	ns
<b>Cyclists</b>	8	11	16	-3	-8	18	24	25	-6	-25	-7	-28	168	188	189	-20	-11	-21	-11
<b>Moped riders</b>	4	5	9	-1	-5	8	18	13	-10	ns	-5	ns	88	139	128	-51	-37	-40	-31
<b>Motorcyclists</b>	32	40	31	-8	+1	61	61	55	+0	+0	+6	+11	479	621	629	-142	-23	-150	-24
<b>Car users</b>	96	116	132	-20	-36	185	276	271	-91	-33	-86	-32	1 152	1 627	1 645	-475	-29	-493	-30
<b>HGV users</b>	3	2	3	+1	+0	8	3	3	+5	ns	+5	ns	40	36	44	+4	+11	-4	-9

<b>Under 18 years old</b>	11	5	7	+6	+4	19	27	18	-8	-30	+1	+6	145	162	181	-17	-10	-36	-20
<b>18 to 24 years old</b>	33	41	48	-8	-15	66	89	79	-23	-26	-13	-16	422	559	510	-137	-25	-88	-17
<b>65 years old and over</b>	46	62	73	-16	-27	99	133	148	-34	-26	-49	-33	607	834	882	-227	-27	-275	-31

### On the road network

<b>Urban area</b>	40	85	90	-45	-50	201	280	275	-79	-28	-74	-27	1 309	1 828	1 891	-519	-28	-582	-31
<b>Rural</b>	113	121	142	-8	-29	103	171	174	-68	-40	-71	-41	783	1 034	989	-251	-24	-206	-21
<b>Motorway</b>	22	14	22	+8	+0	42	33	44	+9	+27	-2	-5	185	238	250	-53	-22	-65	-26

*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.*

*Mopeds are motorised two-wheeled vehicles with a maximum design speed of less than 50 cm3 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.*

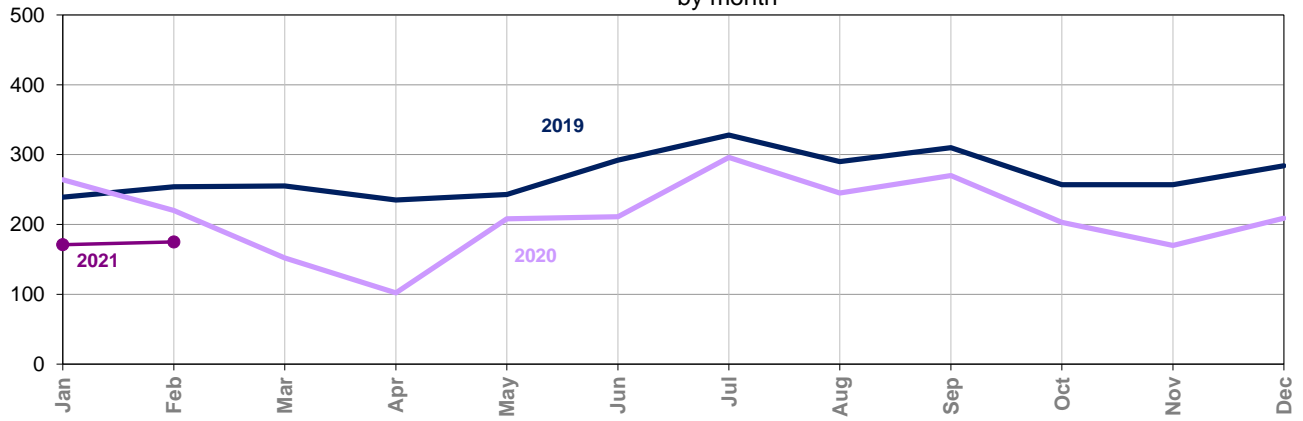
*The "urban area" road network refers to the lanes between the entrance and exit signs of a municipality.*

*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.*

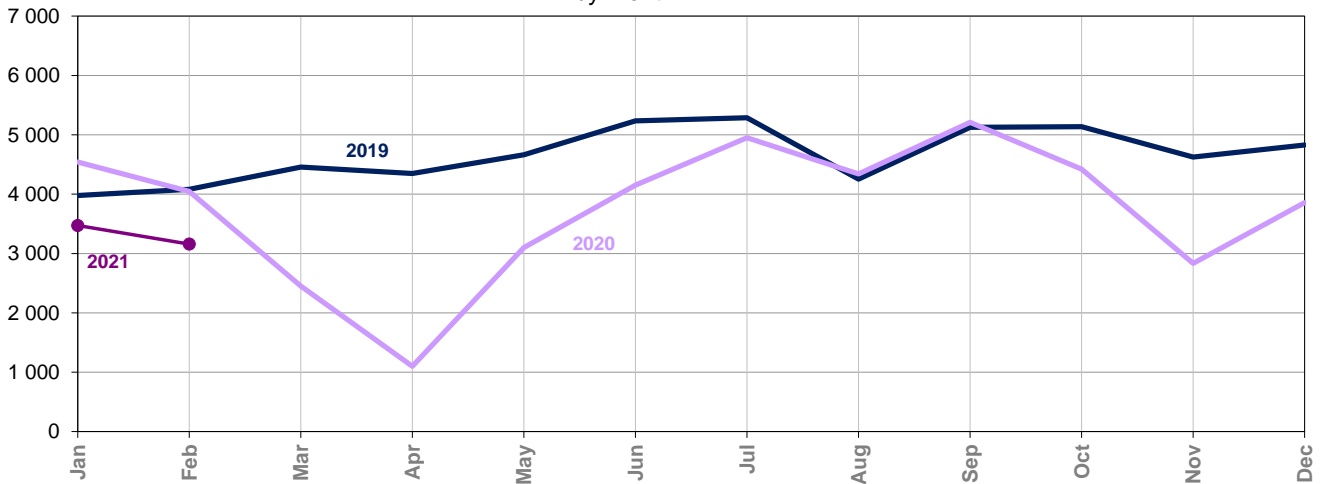
*Data source : ONISR - labelled series (definitive until 2019, quasi-definitive 2020), estimated data 2021 ; nc: figures not known; ns: non-significant change  
Data on accidents involving injuries recorded by police forces*

### 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	175										

### Injury accidents by month

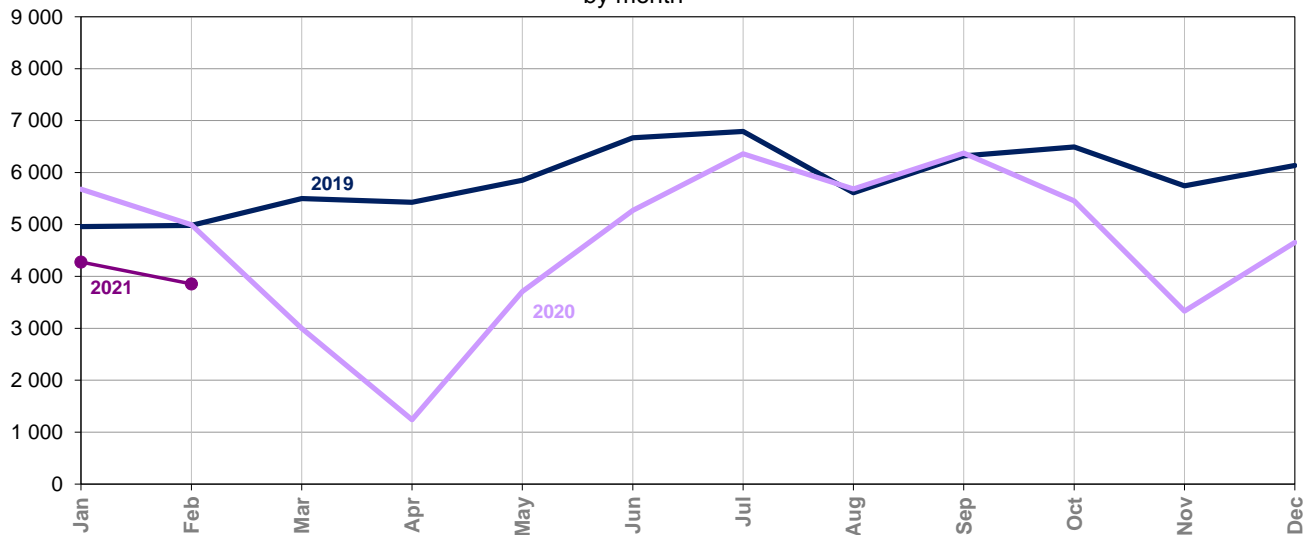


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	4 545	4 299	5 326	5 866	5 904	6 546	6 288	5 147	6 408	6 570	5 929	4 460
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	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	3 158										

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	3 856										

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

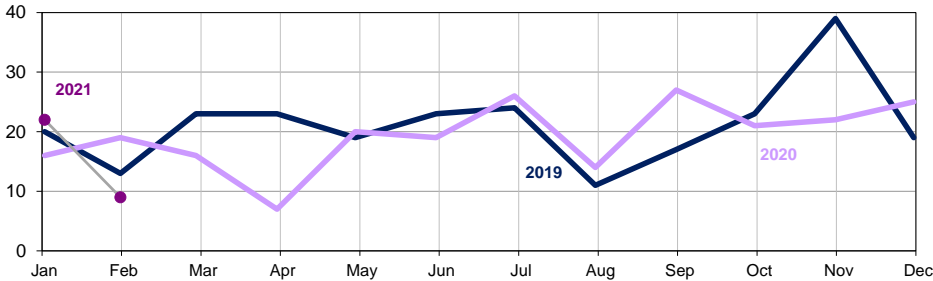
The Public Statistics Authority has labeled the main accidentality indicators (France mainland and French overseas counties) for the quasi-definitive data for year N published at the end of January of year N+1, and the definitive data published from May of year N+1. For years prior to 2021, the dashboard 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.

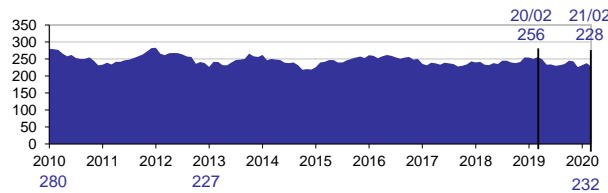
In **February 2021**, the road safety indicators for french overseas were lower than those of **February 2020**:  
**209 injury accidents** (i.e. 182 in the DOM and 27 in the COM-NC) compared to 228 accidents (i.e. 181 and 47 respectively);  
**263 injuries** (228 in the DOM and 35 in the COM-NC) compared to 310 injuries (254 and 56 respectively);  
**9 fatalities** (8 in the DOM and 1 in the COM-NC) compared to 19 fatalities (12 and 7 respectively).

**Fatalities within 30 days by month**



**Cumulative fatalities rolling 12 months**

**Fatalities**  
within 30 days  
after the accident



**Month report**

**209 injury accidents**  
in February

- 19 compared with 2020  
+ 5 compared with 2019

**263 injured**  
in February

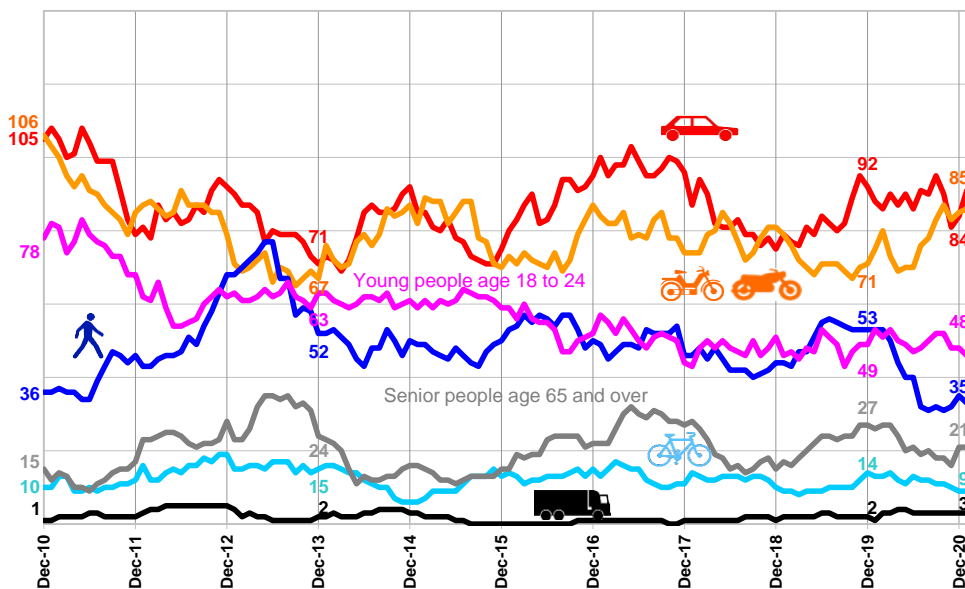
- 47 compared with 2020  
- 4 compared with 2019

**9 fatalities**  
in February

- 10 compared with 2020  
- 4 compared with 2019

	February			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.	%	Diff.	%				Diff.	%		
<b>Accidents</b>	209	228	204	- 19	-8	+ 5	+2	458	444	452	+ 14	+3	+ 6	+1	2 540	2 816	2 711	- 276	-10	- 171	-6
<b>Fatalities</b>	9	19	13	- 10	ns	- 4	ns	31	35	33	- 4	-11	- 2	-6	228	256	233	- 28	-11	- 5	-2
<b>Injured</b>	263	310	267	- 47	-15	- 4	-1	593	590	570	+ 3	+1	+ 23	+4	3 309	3 695	3 560	- 386	-10	- 251	-7

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



**Number users fatalities cumulated on a rolling 12 months, in**

**February 2021**

**% compared with 2019**

**Car users**

91 ; -1%

**PTW**

79 ; +11%

**Pedestrians**

33 ; -38%

**Young people**

43 ; -12%

**Senior people**

21 ; ns

**Cyclists**

9 ; ns

**HGV users**

1 ; 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