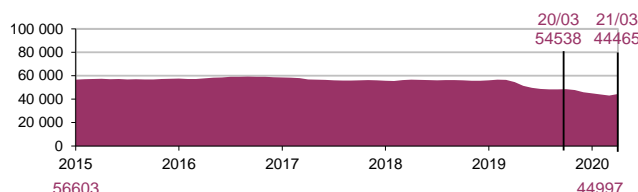


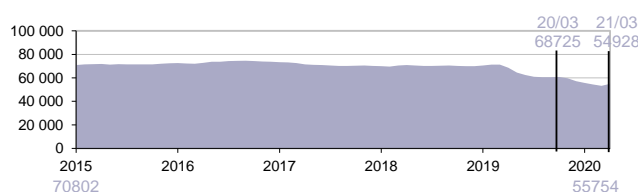
**Warning:** as the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict travel and activities, since March 2020 the evolution of road accidents reflects the hazards linked to the measures and the way in which the French have adapted their mobility according to the periods. A curfew is in place in mainland France for the whole of the first quarter of 2021 and teleworking is strongly recommended. In addition, from 20 March, in 16 and then 19 French counties, travel will be limited to 10 km (30 km for shopping) around the place of residence. 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

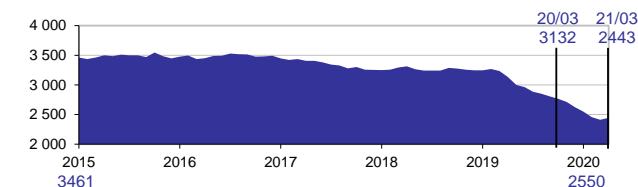
**Injury accidents**  
recorded by police forces  
on the scene



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



**Fatalities**  
within 30 days  
after the accident



### Month report

**3 874 injury accidents**  
in March

+1 424 compared with 2020  
- 581 compared with 2019

**4 717 injured**  
in March

+1 717 compared with 2020  
- 783 compared with 2019

**183 fatalities**  
in March

+ 31 compared with 2020  
- 72 compared with 2019

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
Labelled series (definitive until 2019, quasi-definitive2020), 2021 estimate based on data as of 08/04/2021

**183 people were killed** on the roads of mainland France in **March 2021** compared with 152 in March 2020, i.e. 31 additional people killed (+20%). This result is particularly low compared to March 2019 (-28%) and compared to the average for March 2015-2019 (-25%).

The **current travel restrictions** (10km limit for some departments and **curfew** for all) and the **reduction in commuting** (telecommuting) largely explain a road accident rate and accident severity lower than in previous March months, excluding the year 2020: the curfew would account for 3/4 of the mortality gain and the reduction in daytime travel for 1/4. It seems that the drop in traffic in March was less than in January: Cerema (traffic dataviz) estimates the drop in traffic to be around -10% in March 2021 compared to the beginning of March 2020 (before the start of the 1st curfew), a result similar to February, whereas the drop in traffic in January 2021 was more like -15% compared to January 2020.

The number of injury accidents recorded by the police was 3,874 in March 2021, compared to 2,450 in March 2020, i.e. 1,424 additional injury accidents and 4,455 in March 2019, i.e. 581 fewer injury accidents. The number of injury accidents increased by +58% compared to March 2020, but decreased by 13% compared to March 2019.

4,717 people were injured in March 2021, compared to 3,000 in March 2020, i.e. 1,717 additional people, an increase of +57%. The number of injuries is down -14% compared to March 2019, with 783 fewer injured.

	March				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.	%		
<b>Accidents</b>	3 874	2 450	4 455	+1 424	+58	- 581	-13	10 504	11 036	12 514	- 532	-5	-2 010	-16	44 465	54 538	56 739	-10 073	-18	-12 274	-22
<b>Fatalities</b>	183	152	255	+ 31	+20	- 72	-28	529	636	748	- 107	-17	- 219	-29	2 443	3 132	3 314	- 689	-22	- 871	-26
<b>Injured</b>	4 717	3 000	5 500	+1 717	+57	- 783	-14	12 850	13 676	15 441	- 826	-6	-2 591	-17	54 928	68 725	70 967	-13 797	-20	-16 039	-23

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
Labelled series (definitive until 2019, quasi-definitive2020), 2021 estimate based on data as of 08/04/2021

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.

## 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 1,164 compared with 1,622 for the whole of 2019, a drop of -28% over just over a year.

**Pedestrians** fatalities also fell sharply over this period: an estimated 349 pedestrians died in the last 12 months compared with 483 for the whole of 2019, a drop of -28%.

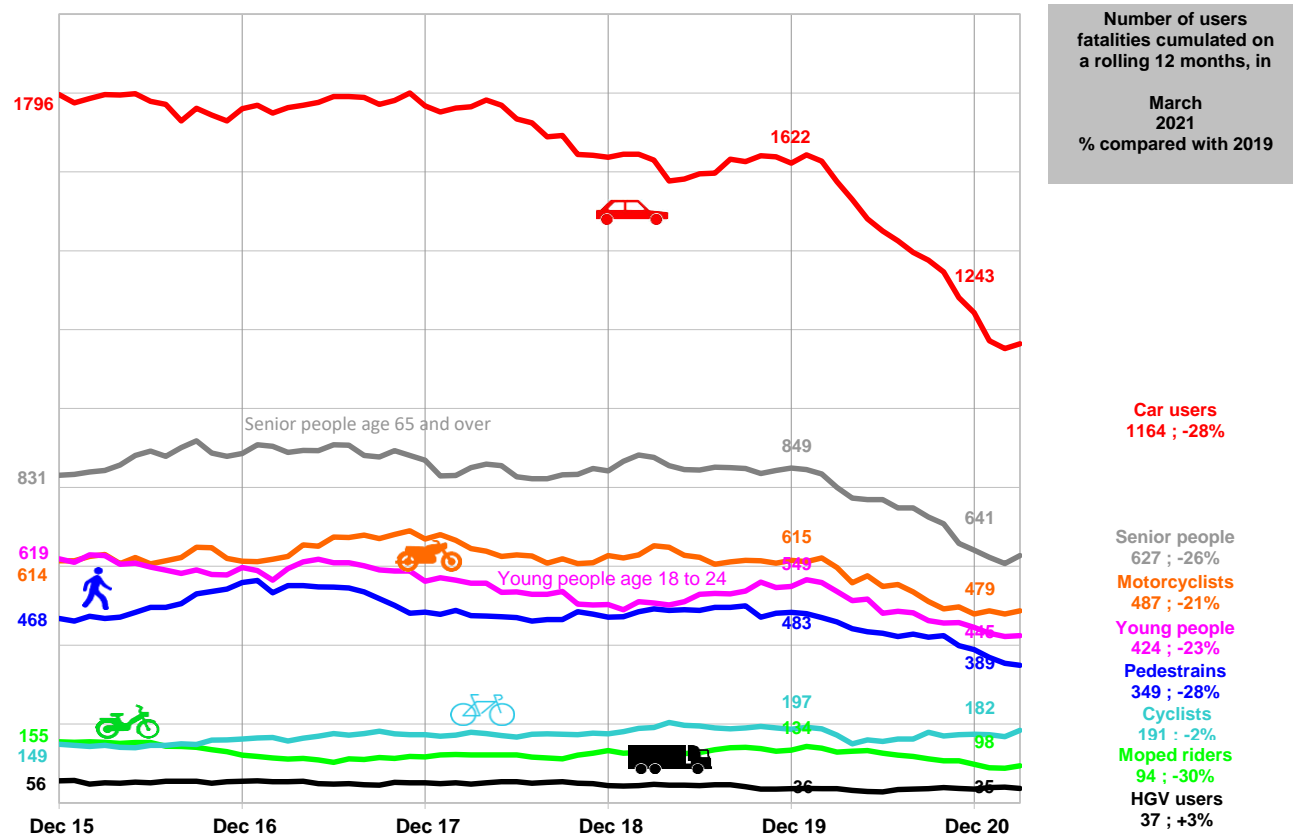
These very sharp declines are to be put in relation with the sharp drop in fatalities among seniors aged 65 or over, particularly those aged 75 or over, who have severely restricted their movements during lockdowns and curfew periods, but have also probably gone on holiday much less. Seniors account 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 -21%, with 487 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, -30% compared to 2019, with 94 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 (424 killed compared to 545 in 2019), a trend which continues at the beginning of 2021 with the curfew measures and the closure of bars, restaurants and other festive places.

Compared to other trends, **cyclists** fatalities have been increasing in recent months after a reduction at the start of the pandemic, and the result is stable overall: 191 cyclists were killed in the last 12 months, i.e. -2% compared to 2019. Indeed, although travel has been limited by the measures linked to the health crisis, the French have shown a preference for using individual modes of transport for short journeys rather than public transport in towns, 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 remains at a level that has been reduced by almost half in 10 years.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
 Labelled series (definitive until 2019, quasi-definitive 2020), 2021 estimate based on data as of 08/04/2021

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

The introduction of regional travel restrictions since 20 March 2021 in 16 and then 19 départements has an impact on the mobility of the French. Mortality in March 2021 appears to be up compared to March 2020, which was under strict confinement from 17 March 2020, but remains down compared to March 2019.

Again this month, **pedestrians** fatalities benefited from travel restrictions linked to the curfew at 6pm and then 7pm which forces French people to return home during the day. Thus 18 pedestrians were killed in March 2021, i.e. 5 less than in March 2020 and 16 less than in March 2019.

On the other hand, **motorcyclist** fatalities, with 39 killed, increased slightly compared to March 2020 but remained lower than the average for the last ten years.

Fatalities in March 2021 for **car users** increase by 16% compared to March 2020: it is estimated that 86 car users were killed compared to 74, i.e. 12 additional fatalities than in March 2020. However, this represents 40 fewer people killed than in March 2019.

Fatalities of **young people aged 18-24** in March 2021 is equivalent to that of March 2020, while the number of fatalities of **senior aged 65 or over** almost double. But when **compared to 2019**, they are **down by 21 and 14 fatalities** respectively. The fall in the number of fatalities among young people and senior citizens is reflected in the fall in the number of fatalities by car users, which tends to occur during the day for senior citizens and in the evening for young people.

Road fatalities are up everywhere compared to March 2020 except on motorways. However in rural areas, fatalities remain particularly low compared to March 2019 and previous years. Comparatively, fatalities in urban areas are less reduced compared to March 2019.

	March					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.	%
	Diff.	Diff.	Diff.	%	Diff.	%	Diff.	%	Diff.	%	Diff.	%	Diff.	%	Diff.	%			
<b>Pedestrians</b>	18	23	34	-5	-16	67	107	131	-40	-37	-64	-49	349	459	492	-110	-24	-143	-29
<b>PMDs motorized</b>	1	0	0	+1	+1	3	3	0	+0	ns	+3	ns	7	13	nc	-6	ns	+7	ns
<b>Cyclists</b>	16	1	15	+15	+1	34	25	40	+9	+36	-6	-15	184	172	191	+12	+7	-7	-4
<b>Moped riders</b>	7	1	11	+6	-4	15	19	24	-4	-21	-9	-38	94	129	133	-35	-27	-39	-29
<b>Motorcyclists</b>	39	31	55	+8	-16	100	92	110	+8	+9	-10	-9	487	597	652	-110	-18	-165	-25
<b>Car users</b>	86	74	126	+12	-40	271	350	397	-79	-23	-126	-32	1 164	1 575	1 630	-411	-26	-466	-29
<b>HGV users</b>	4	7	7	-3	-3	12	10	10	+2	+20	+2	+20	37	36	47	+1	+3	-10	-21
<b>Under 18 years old</b>	15	4	12	+11	+3	34	31	30	+3	+10	+4	+13	156	154	181	+2	+1	-25	-14
<b>18 to 24 years old</b>	29	27	50	+2	-21	95	116	129	-21	-18	-34	-26	424	536	507	-112	-21	-83	-16
<b>65 years old and over</b>	45	25	59	+20	-14	144	158	207	-14	-9	-63	-30	627	800	876	-173	-22	-249	-28
<b>On the road network</b>																			
<b>Urban area</b>	59	50	72	+9	-13	314	367	433	-53	-14	-119	-27	1 335	1 791	1 877	-456	-25	-542	-29
<b>Rural</b>	113	87	158	+26	-45	162	221	246	-59	-27	-84	-34	792	1 012	1 009	-220	-22	-217	-22
<b>Motorway</b>	11	15	25	-4	-14	53	48	69	+5	+10	-16	-23	192	227	245	-35	-15	-53	-22

nc: figures not known; ns: non-significant change

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

Labelled series (definitive until 2019, quasi-definitive 2020), 2021 estimate based on data as of 08/04/2021

*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.*

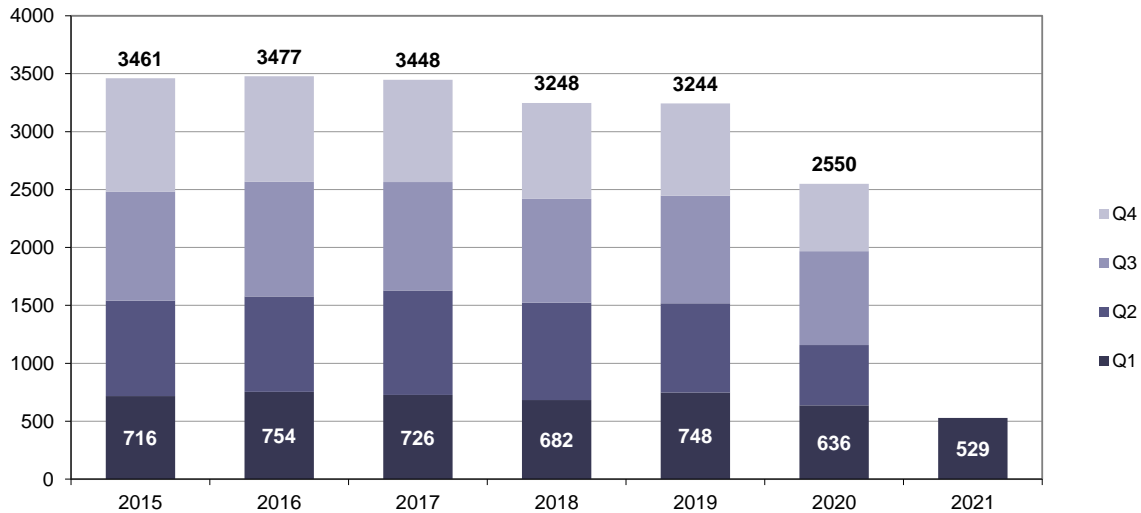
*The "urban area" road network refers to the lanes between the entrance and exit signs of a municipality.*

*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.*

## Road traffic fatalities variation by quaterly for each year

Road fatalities in the 1st quarter of 2021 amounted to 529 fatalities, 17% fewer than in the first quarter of 2020 (636 fatalities) and 29% fewer than in the first quarter of 2019 (748 fatalities), the pre-pandemic reference. The decrease concerns car users and pedestrians: 271 car users and 67 pedestrians were killed in the first quarter of 2021, i.e. decreases of -23% and -37% respectively compared to the first quarter of 2020 and -32% and -49% compared to the first quarter of 2019. 100 motorcyclists and 34 cyclists were killed in the first quarter 2021, only slightly down on the first quarter 2019.

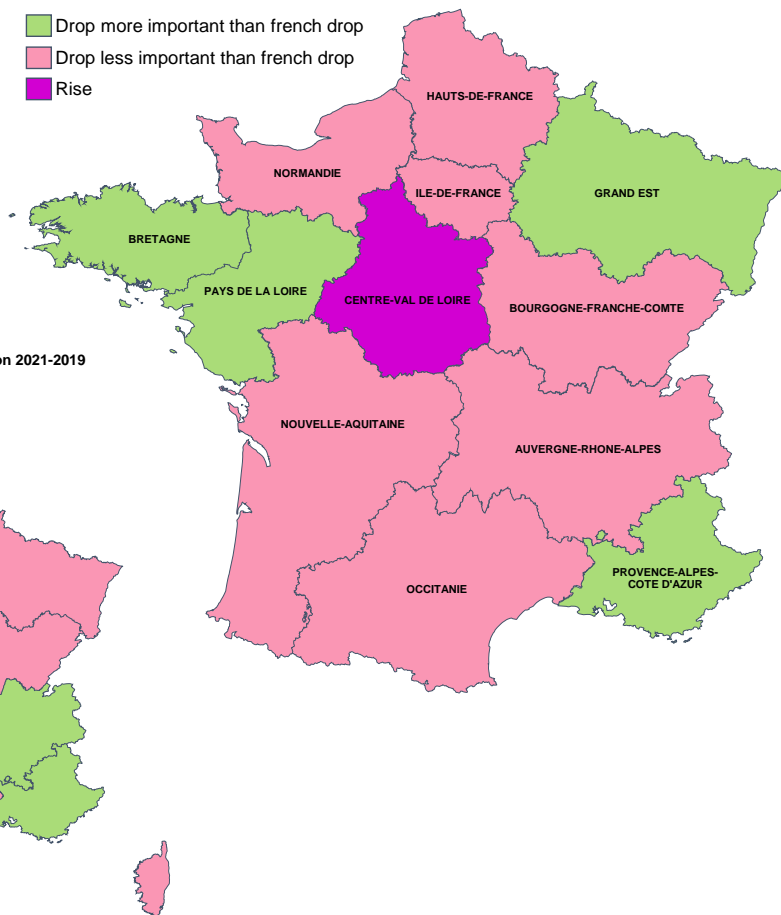


Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
Labelled series (definitive until 2019, quasi-definitive2020), 2021 estimate based on data as of 08/04/2021

## Territorial report

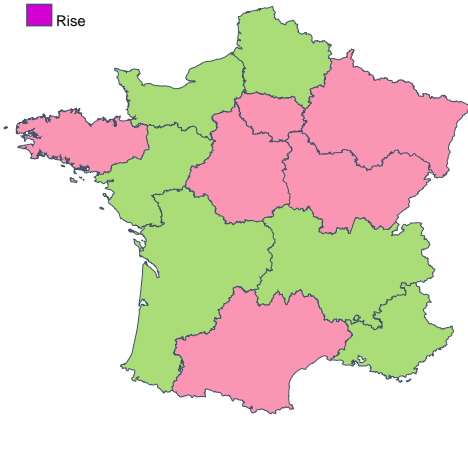
### The 3 first cumulative months - Variation 2021-2020

- Drop more important than french drop
- Drop less important than french drop
- Rise



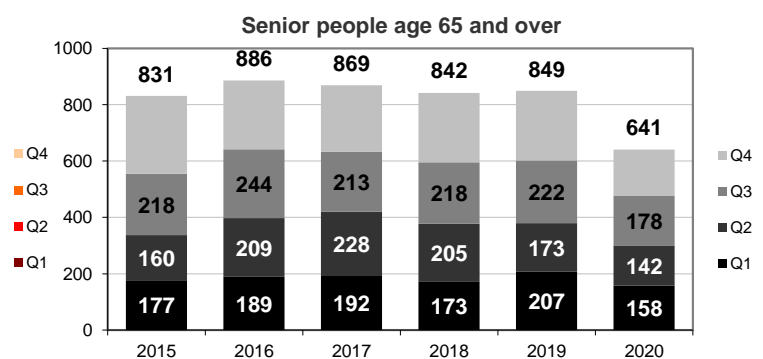
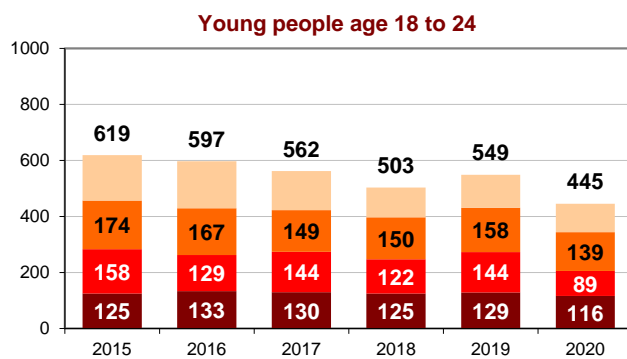
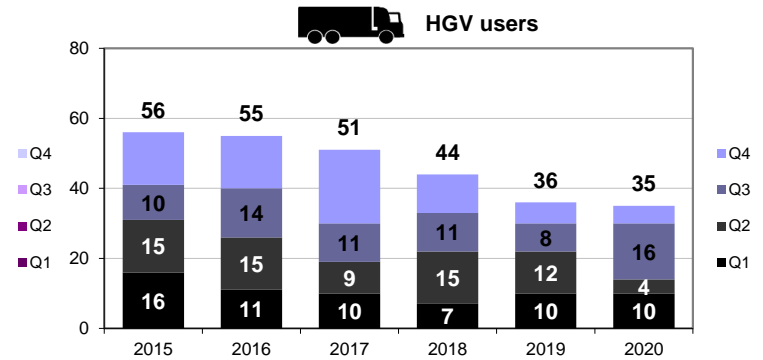
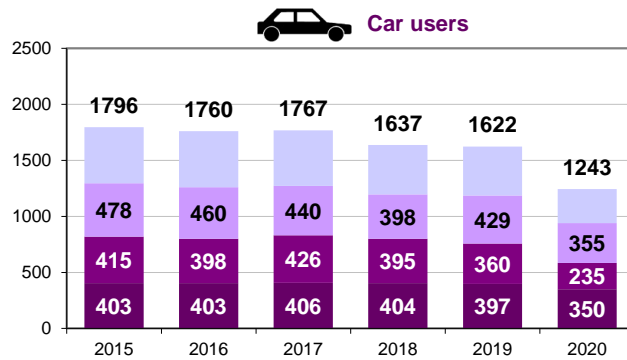
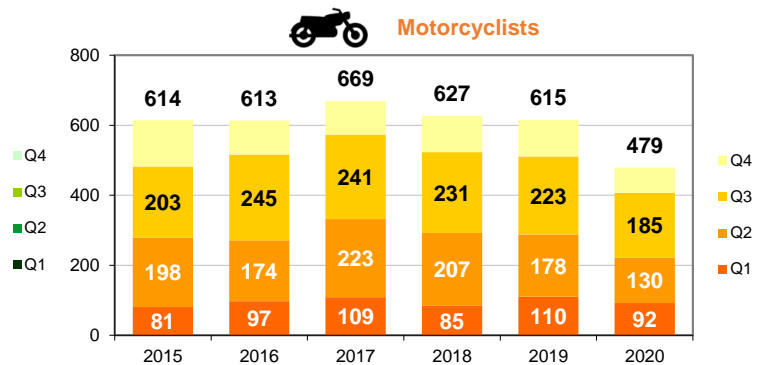
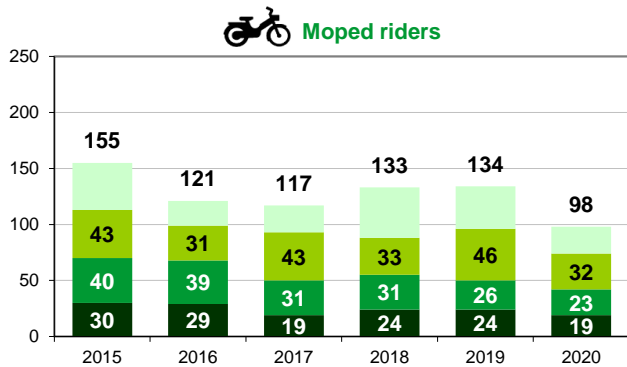
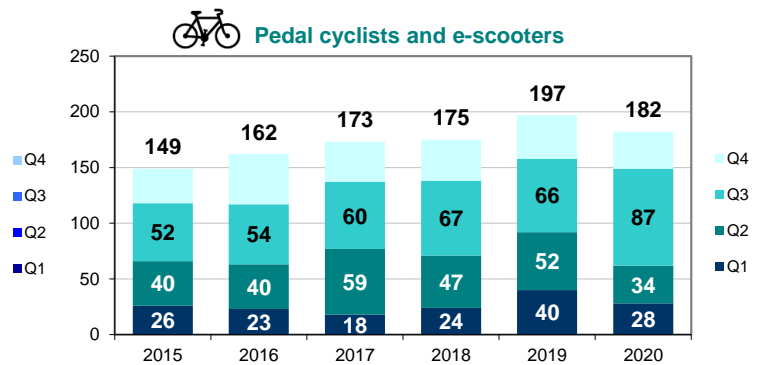
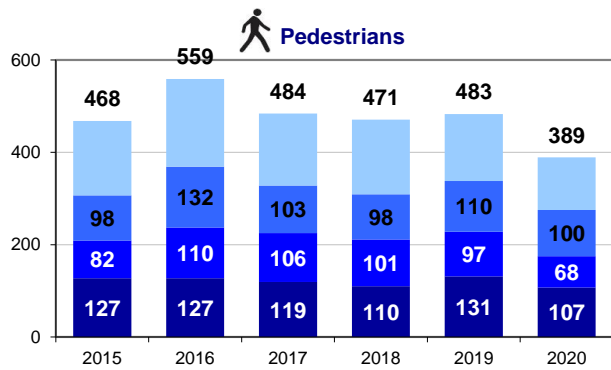
### The 3 first cumulative months - Variation 2021-2019

- Drop more important than french drop
- Drop less important than french drop
- Rise



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
Labelled series (definitive until 2019, quasi-definitive2020), 2021 estimate based on data as of 08/04/2021

# Road traffic fatalities variation by user categories by quarter for each year

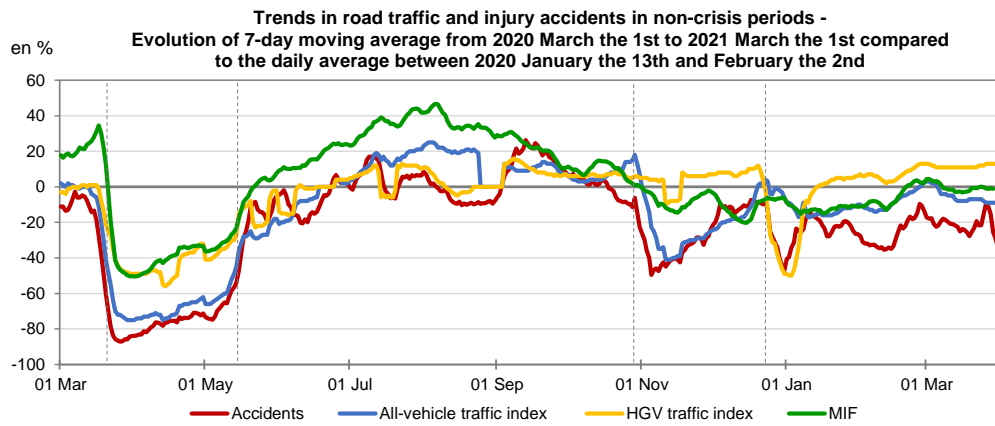


Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
 Labelled series (definitive until 2019, quasi-definitive 2020), 2021 estimate based on data as of 08/04/2021

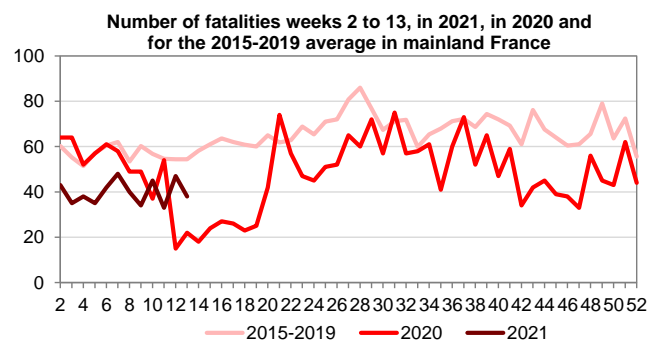
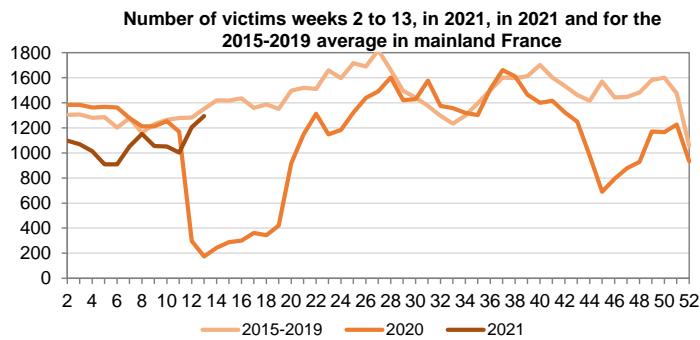
## Impact monitoring of the health crisis - First quarter of 2021 (1 January - 31 March)

As part of the health crisis linked to Covid-19, a **curfew is in place in mainland France throughout the first quarter of 2021** and teleworking is strongly recommended. Since 20 March, travel has been limited to 10 km in 16 then 19 counties.

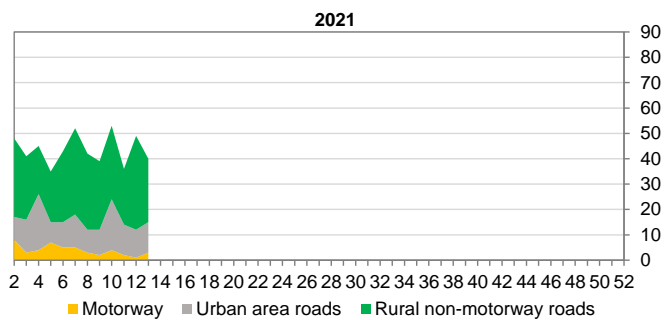
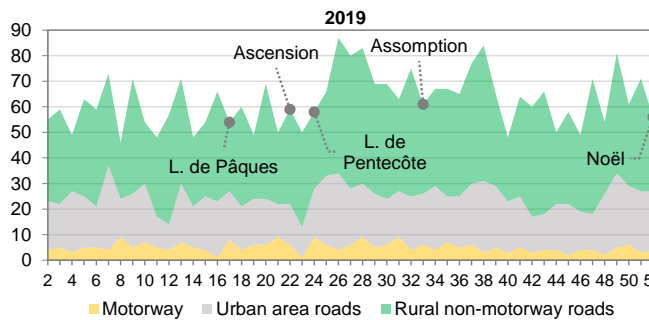
Since the beginning of 2021, the accident rate has remained below the January 2020 level, while traffic has returned to the January 2020 level in the second half of February. Since the March 2021 travel restrictions, traffic is falling again, but the number of speed violation messages is not following the traffic trend and remains stable, suggesting more frequent speeding.



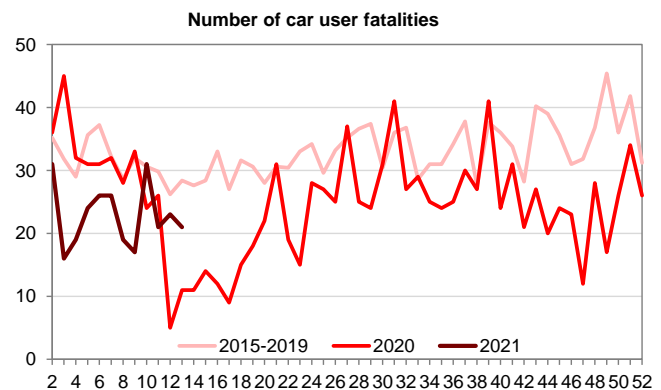
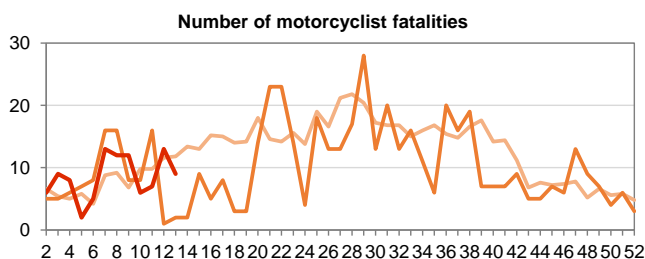
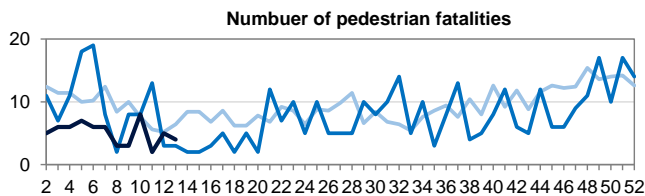
Sources : ONISR - definitive data labelled until 2019, provisional data for 2020 and 2021, as of 8/04/2021  
 Cerema - Road traffic index (national conceded network) cumulative 7 days sliding, available on 8/04/2021  
 DSR - provisional infraction messages (MIF), as of 6/04/2021



### Fatalities by road environment per week, 2nd to 13th week in mainland France



### Fatalities by users categories in 2021, in 2020 and for 2015-2019 average, per week in mainland France

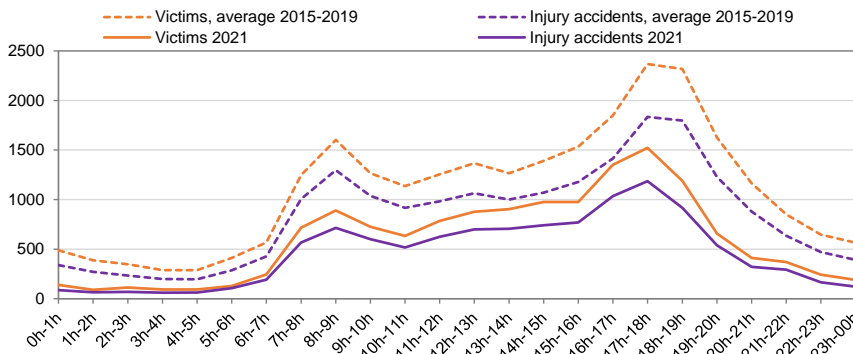


In the first quarter of 2021, car user and pedestrian fatalities are fewer than the average for the first quarters of 2015-2019 and the first quarter of 2020, while motorcyclist fatalities tend to be equivalent to previous years.

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
 Labelled series (definitive until 2019, quasi-definitive 2020), 2021 estimate based on data as of 08/04/2021

## Focus on the first quarters of 2021, 2020, and on average 2015-2019, France mainland

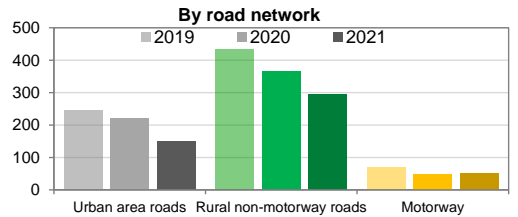
Number of injury accidents and victims (fatalities+injured) for the cumulative from January to March in mainland France



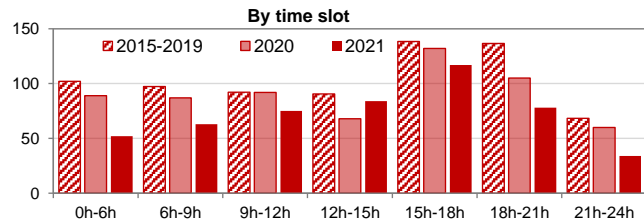
January to March	Injury accidents	Victims	of which fatalities
2021	11 161	14 317	558
2015-2019	13 157	17 136	784
Difference	-1 996	-2 819	-226
Variation	-15%	-16%	-29%

The curfew imposed in the first quarter of 2021 leads to the number of fatalities falling more sharply than the number of victims, in contrast to what was observed during the first containment in March-April 2020.

Number of fatalities in the 1st quarter for 2021, 2020, and average 2015-2019, in France mainland

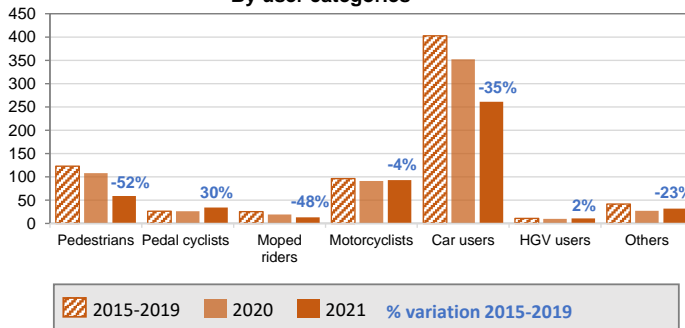


\* due to the introduction of 80km/h on the rural non-motorway roads in 2018, the comparison is with the year 2019.



Number of fatalities in the 1st quarter for 2021, 2020, and average 2015-2019, in France mainland

By user categories



Overall fatalities decreased by -29% during the period from January to March 2021 compared to the average of the last 5 years.

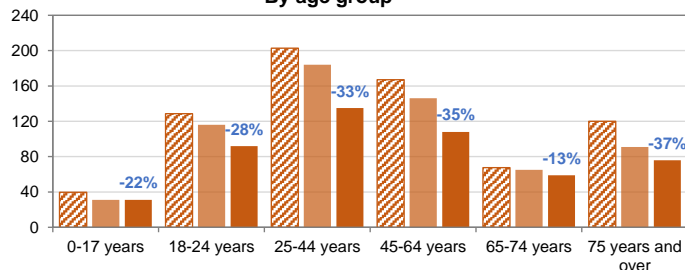
Fatalities among car users and pedestrians contributed the most to the decrease (1/3 and 2/3 respectively). Motorcyclists fatalities are stable (-4%).

Fatalities among cyclists are increasing (+30%).

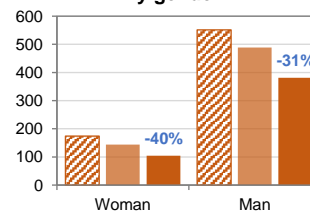
The decrease in fatalities among people over 75 (-37%), 45-64 (-35%) and 25-44 (-33%) are greater than the overall decrease, and account for one fifth, one quarter and one third respectively of the fewer deaths.

Women's fatalities, which are much lower than men's, fell even more (-40%) than men's (-31%). This decrease represents more than 1/4 of the overall decrease.

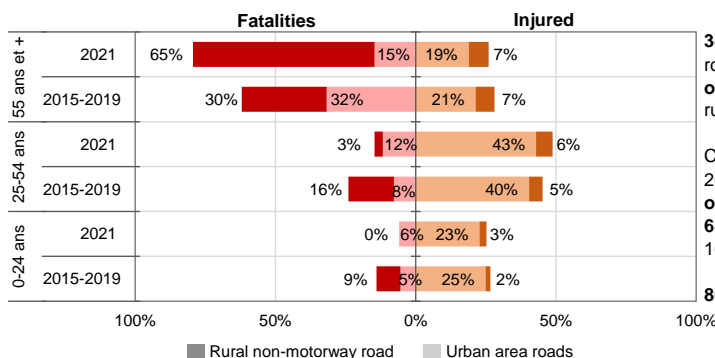
By age group



By gender



Cyclists killed and injured in the 1st quarter for 2021 and average 2015-2019, in France mainland



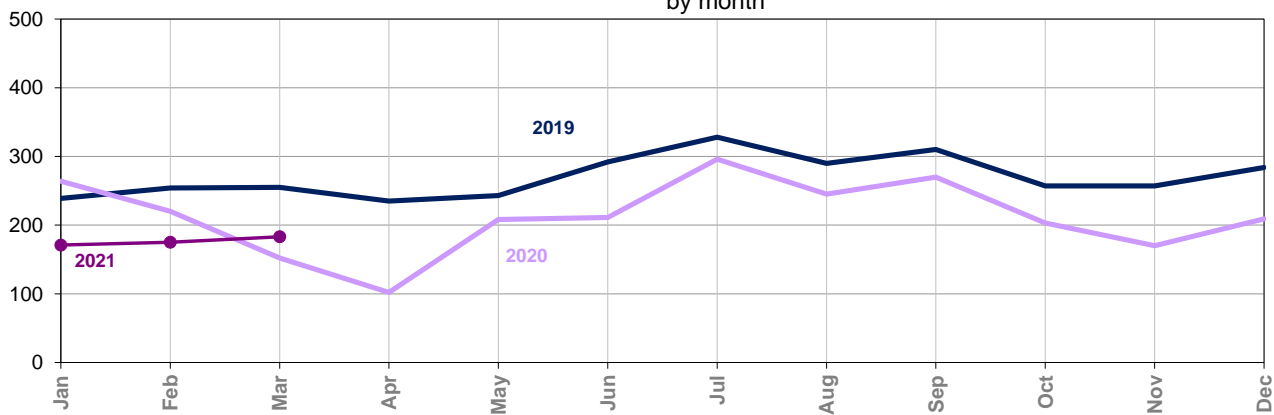
34 cyclists were killed in the first quarter of 2021 (11 on urban area roads and 23 on rural roads) compared with an average of 26 killed over the first quarters of 2015-2019 (12 on urban area roads and 14 on rural roads).

Cyclist fatalities on rural roads increased by 64% in the first quarter of 2021 compared with the 2015-2019 average, whereas they were stable on urban area roads.

68% of cyclists killed this quarter were killed on rural roads, while 16% of cyclists injured were recorded by the police forces.

80% of cyclists killed were aged 55 or over

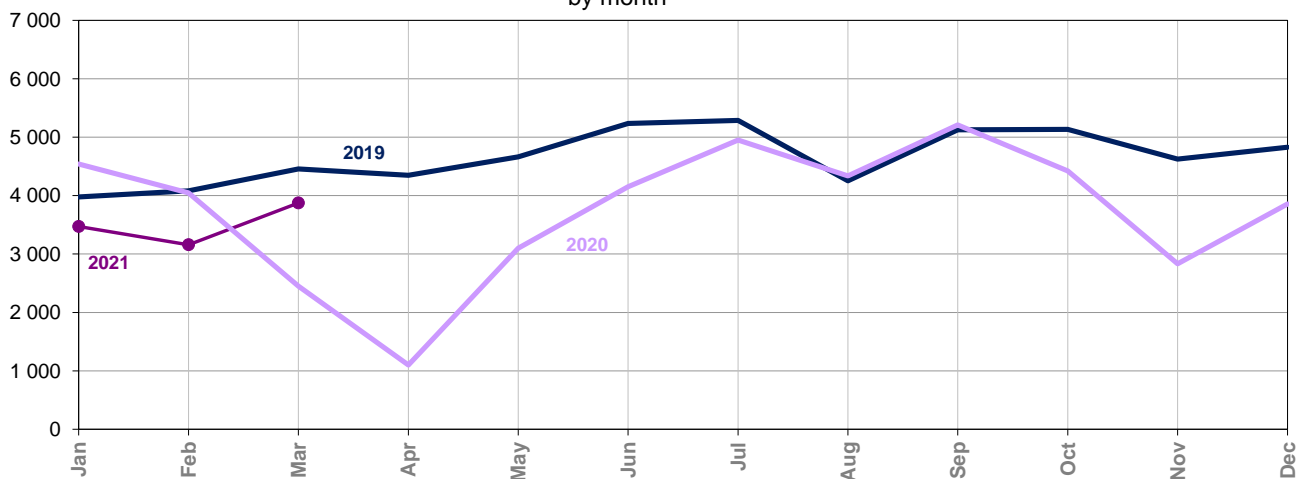
### Fatalities within 30 days by month



	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	183									

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
Labelled series (definitive until 2019, quasi-definitive2020), 2021 estimate based on data as of 08/04/2021

### Injury accidents by month



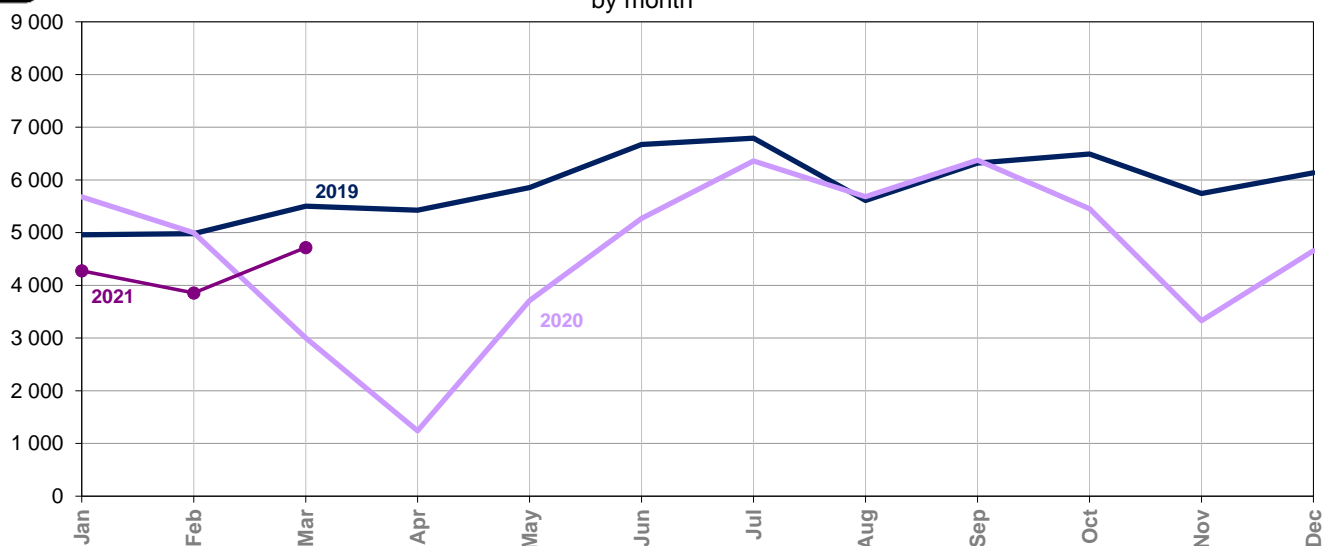
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	4 545	4 299	5 326	5 866	5 904	6 546	6 288	5 147	6 408	6 570	5 929	4 460
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	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	3 874									

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
Labelled series (definitive until 2019, quasi-definitive2020), 2021 estimate based on data as of 08/04/2021

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.



## Injured by month



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>2010</b>	5 715	5 430	6 573	7 338	7 554	8 142	8 034	6 663	7 978	8 072	7 325	5 637
<b>2011</b>	6 025	5 478	6 553	7 256	7 519	7 165	7 036	6 101	7 346	7 474	6 440	6 858
<b>2012</b>	6 095	4 705	6 244	5 602	6 593	6 981	6 792	5 759	7 134	7 355	6 419	6 172
<b>2013</b>	5 178	4 593	4 878	5 481	5 678	6 576	7 017	5 735	6 759	6 602	6 053	6 057
<b>2014</b>	5 720	5 091	5 697	5 953	6 316	6 850	6 146	5 433	6 608	6 933	6 312	5 989
<b>2015</b>	5 260	4 685	5 296	5 771	5 968	6 857	6 545	5 570	6 534	6 285	6 022	6 009
<b>2016</b>	5 915	4 839	5 459	5 354	6 273	6 627	6 622	5 463	6 530	6 855	6 527	6 181
<b>2017</b>	5 419	4 787	6 156	6 233	6 367	7 193	6 795	5 523	6 295	6 497	6 192	5 927
<b>2018</b>	5 201	4 148	5 012	5 884	6 255	6 715	6 532	5 407	6 614	6 688	5 803	5 628
<b>2019</b>	4 959	4 982	5 500	5 427	5 854	6 671	6 792	5 612	6 320	6 493	5 743	6 137
<b>2020</b>	5 680	4 996	3 000	1 240	3 710	5 270	6 360	5 682	6 375	5 455	3 331	4 655
<b>2021</b>	4 277	3 856	4 717									

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
Labelled series (definitive until 2019, quasi-definitive 2020), 2021 estimate based on data as of 08/04/2021

**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>

Since the beginning of March 2021, Wallis and Futuna has been under lockdown; in the DOM and French Polynesia, a curfew has been put in place. No health restrictions are currently in place in New Caledonia where the virus is not circulating.

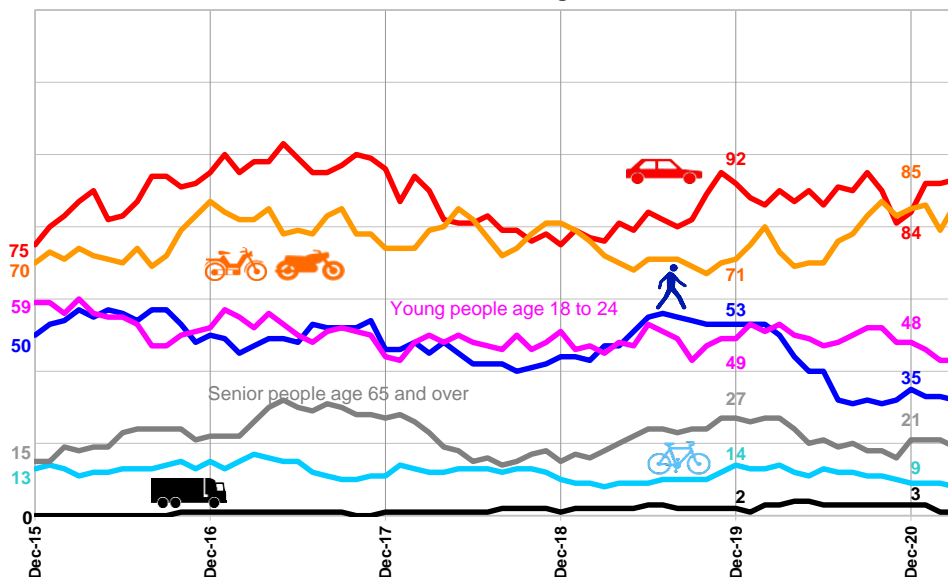
In **March 2021**, the road safety indicators for french overseas are **higher** than in **March 2020** but **lower** than in **March 2019** :  
**248 injury accidents** (i.e. 212 in the DOM and 36 in the COM-NC) compared to 134 accidents (i.e. 98 and 36 respectively);  
**295 injuries** (254 in the DOM and 41 in the COM-NC) compared to 177 injuries (123 and 54 respectively);  
**22 fatalities** (12 in the DOM and 10 in the COM-NC) compared to 16 fatalities (5 and 11 respectively).



	March						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>	248	134	262	+ 114	+85	- 14	-5	713	578	714	+ 135	+23	- 1	+0	2 661	2 688	2 744	- 27	-1	- 83	-3
<b>Fatalities</b>	22	16	23	+ 6	ns	- 1	ns	55	51	56	+ 4	+8	- 1	-2	236	249	232	- 13	-5	+ 4	+2
<b>Injured</b>	295	177	375	+ 118	+67	- 80	-21	904	767	945	+ 137	+18	- 41	-4	3 443	3 497	3 656	- 54	-2	- 213	-6

ns: non-significant change  
 Data relating to injury accidents recorded by the police - Geographic scope: DOM + COM + New Caledonia  
 Source: ONISR - definitive data until 2019, quasi-definitive data 2020, provisional data 2021 stopped on 08/04/2021

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



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

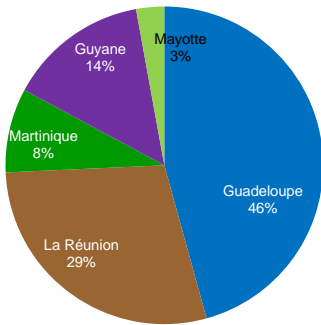
**March 2021**

**% compared with 2019**

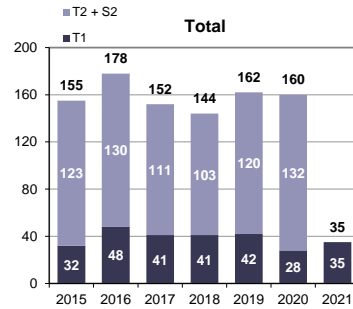
- Car users**: 93 ; +1%
- PTW**: 86 ; +21%
- Pedestrians**: 32 ; -40%
- Young people**: 43 ; -12%
- Senior people**: 19 ; ns
- Cyclists**: 8 ; ns
- HGV users**: 1 ; ns

## Road traffic fatalities variation by users categories by quaterly for each year

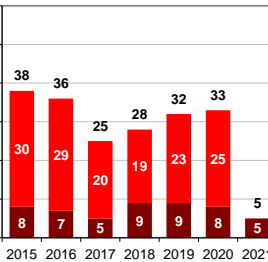
### French overseas counties



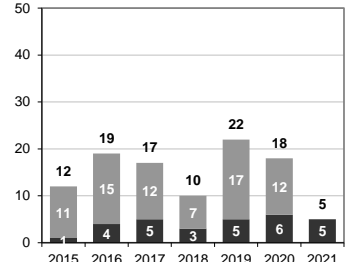
35 fatalities in 2021



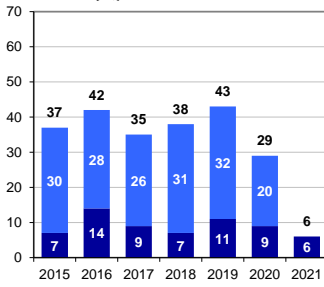
#### Young people age 18 to 24



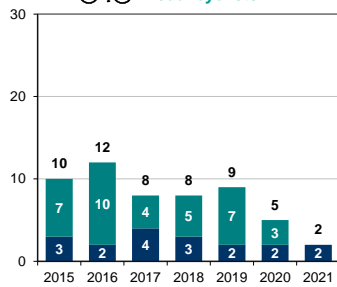
#### Senior people age 65 and over



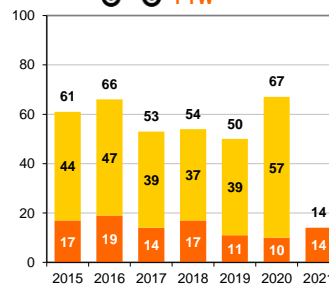
#### Pedestrians



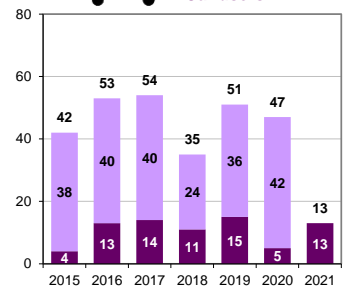
#### Pedal cyclists



#### PTW

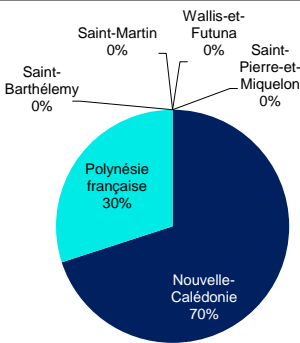


#### Car users

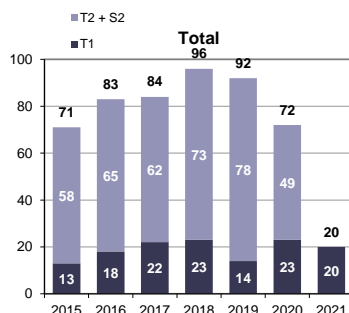


Data relating to injury accidents recorded by the police - Geographic scope: DOM  
Source: ONISR - definitive labelled data until 2019, quasi-definitive data 2020, provisional data 2021 stopped on 08/04/2021

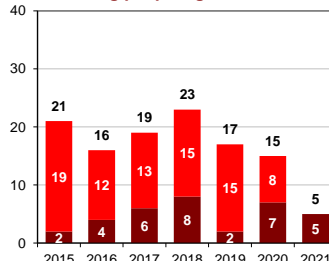
### French overseas local authorities and New-Caledonia



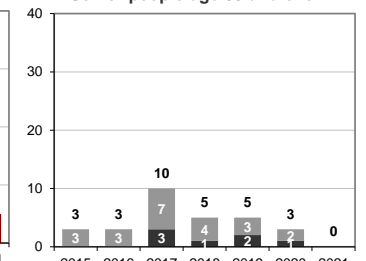
20 fatalities in 2021



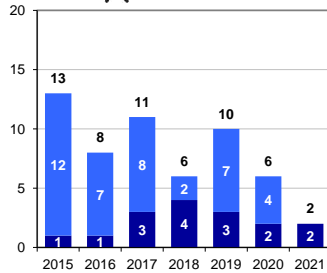
#### Young people age 18 to 24



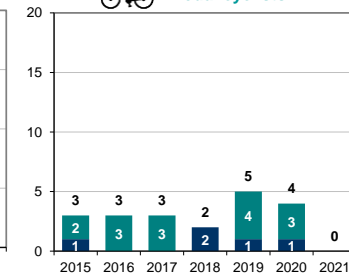
#### Senior people age 65 and over



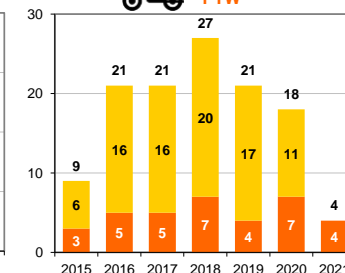
#### Pedestrians



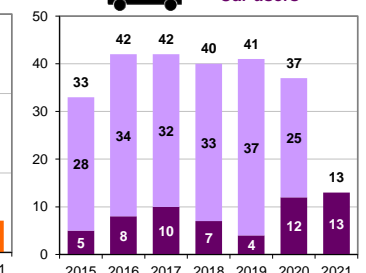
#### Pedal cyclists



#### PTW



#### Car users



Data relating to injury accidents recorded by the police - Geographic scope: COM + New Caledonia  
Source: ONISR - definitive data until 2019, quasi-definitive data 2020, provisional data 2021 stopped on 08/04/2021