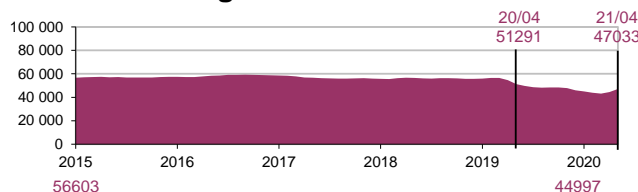


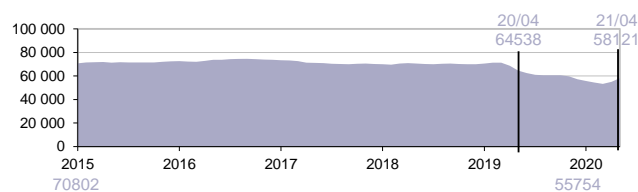
Warning: the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities. Since March 2020, the evolution of road accidents reflects the hazards of the measures and the way in which the French have adapted their mobility according to the periods. A curfew is in place in mainland France for the whole first quarter of 2021 and teleworking is strongly recommended. From the 3rd of April and for a period of four weeks, trips have been limited to 10 km (30 km for shopping) around the place of residence in all French counties; all areas were on school vacations from April 12. Road accident indicators have shown very atypical trends since March 2020, which are difficult to interpret. Specific insights are provided during the quarterly dashboards since the June 2020 dashboard.

Cumulative rolling 12 months

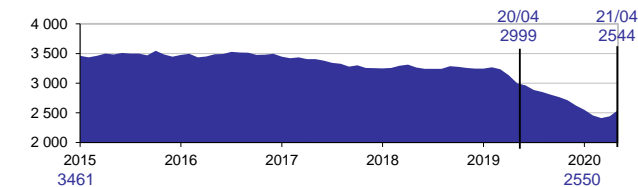
Injury accidents
recorded by police forces
on the scene



Injured
in the injury accidents
recorded by police forces



Fatalities
within 30 days
after the accident



Month report

3 668 injury accidents
in April

+2 568 compared with 2020
- 679 compared with 2019

4 433 injured
in April

+3 193 compared with 2020
- 994 compared with 2019

203 fatalities
in April

+ 101 compared with 2020
- 32 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 05/05/2021

203 people were killed on the roads of mainland France in **April 2021** compared with 102 in April 2020 (strict lockdown month), i.e. 101 more people killed (+99%). This result remains low compared to April 2019 (-14%) and compared to the average for April 2015-2019 (-12%).

The **current trips restrictions** (10km limit and **curfew** for all) and the **reduction in commuting** (telecommuting) largely explain a lower road accident rate and a lower accident severity than the previous April months, excluding the year 2020: the curfew would account for 2/3 of the mortality gain and the reduction in daytime trips for 1/3. The traffic decrease in April 2021 is estimated by Cerema (traffic dataviz) to be around -20% compared to the January 2020 reference, whereas it was around -70% in April 2020 during the first lockdown.

The number of injury accidents recorded by the police was 3,668 in April 2021, compared to 1,100 in April 2020, i.e. 2,568 additional injury accidents, and compared to 4,347 in April 2019, i.e. 679 fewer injury accidents. The number of injury accidents decreased by 16% compared to April 2019.

4,433 people were injured in April 2021, compared to 1,240 in April 2020, an increase of 3,193 people. The number of injuries decreased by 18% compared to March 2019, with 994 fewer injured.

	April			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.	%
Accidents	3 668	1 100	4 347	+2 568	+233	- 679	-16	14 172	12 136	16 861	+2 036	+17	-2 689	-16	47 033	51 291	56 412	-4 258	-8	-9 379	-17
Fatalities	203	102	235	+ 101	+99	- 32	-14	732	738	983	- 6	-1	- 251	-26	2 544	2 999	3 265	- 455	-15	- 721	-22
Injured	4 433	1 240	5 427	+3 193	+258	- 994	-18	17 283	14 916	20 868	+2 367	+16	-3 585	-17	58 121	64 538	70 510	-6 417	-10	-12 389	-18

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 05/05/2021

Non-fatal injury accidents recorded by the national police forces 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 deeply affected trips since March 2020, for all users, but to varying degrees according to the alternation of restricted and authorized movements.

Car users usually account for half of all road deaths. Their fatalities over the last 12 months is estimated at 1,209 compared with 1,622 for the entire year of 2019, which represent a drop of -25% over a bit more than a year, while car users fatalities came back in April 2021 to the admittedly low level of April 2019.

Pedestrians fatalities also drops sharply over this period: an estimated 357 pedestrians were killed in the last 12 months compared to 483 over the entire year 2019, which means a drop of -26%.

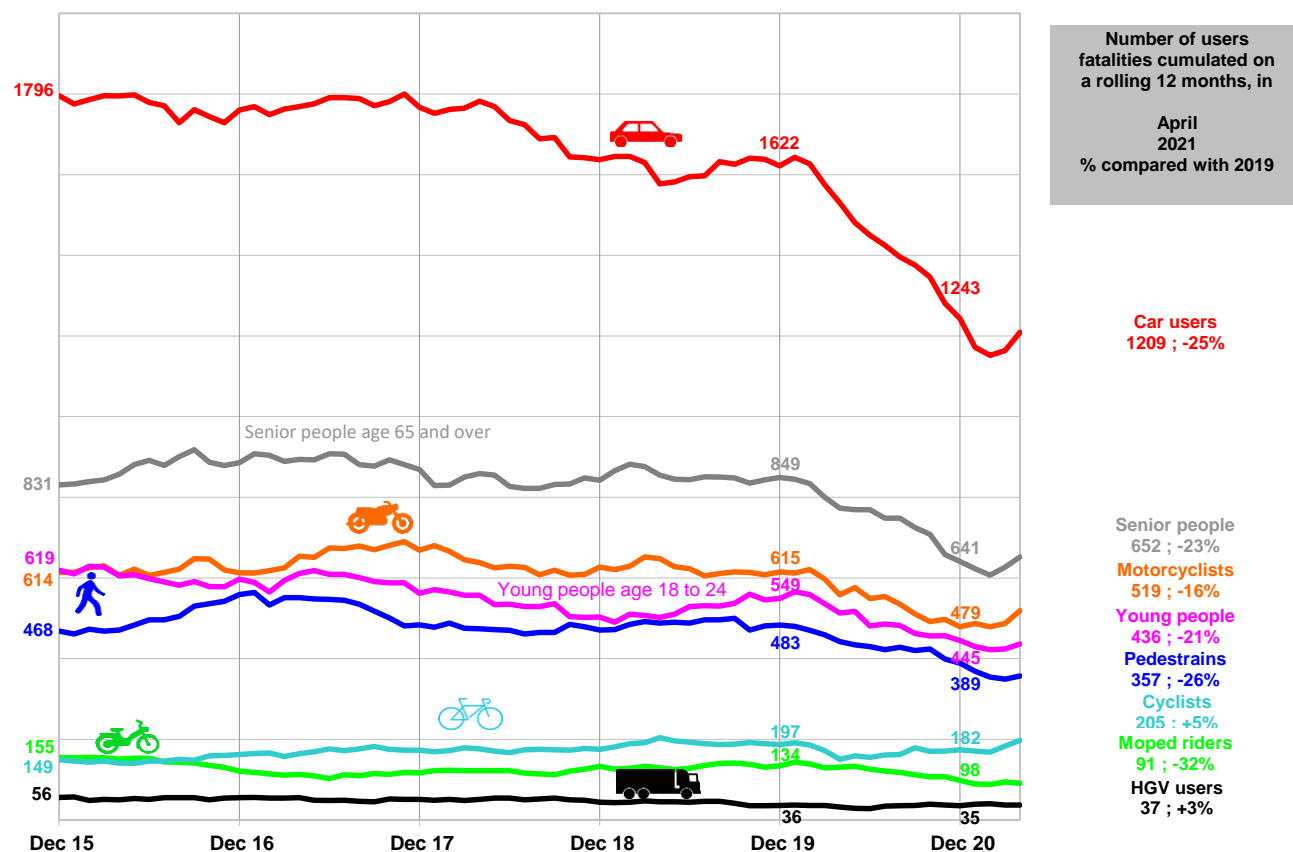
These very sharp declines are to be put in relation with the sharp drop in fatalities among **seniors aged 65 years or over**, particularly those aged 75 or over, who have severely limited their movements during lockdowns and curfew periods, but have also probably gone on holiday much less. Seniors account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

The fatalities of **powered two-wheeler** users are also decreasing: the drop among **motorcyclists** represents -16% with 519 killed in the last 12 months compared to 615 killed in 2019, but the trend has stabilised since the beginning of 2021. On the other hand, the drop in **moped** fatalities has been maintained since the beginning of 2021, -32% compared to 2019 with 91 moped fatalities in the last 12 months compared to 134 in 2019; a drop that reflects for sure the measures that have curbed mobility among young people (distance learning, curfew).

Fatalities among **young adults aged 18-24**, at high risk of serious road accidents, have decreased by -21% in the last 12 months compared to 2019 (436 people killed compared to 549 in 2019), a trend that 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 a slight increase: 205 cyclists were killed in the last 12 months, +5% compared to 2019. Indeed, despite that the trips have been limited by the measures related to the health crisis, the French have shown a preference for using individual means of transport for short trips 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 05/05/2021

2021 road fatalities by means of transport, age, and road network

The introduction of regional travel restrictions since 20 March 2021 in 16 and then all counties in April has an impact on the mobility of French people. Fatalities in April 2021 appears to have risen sharply compared to April 2020, which was under strict lockdown for the whole month, but remains to a lower level than the one of April 2019.

Again this month, **pedestrians** fatalities benefited from trips restrictions, but to a lesser extent than the previous months. Thus 20 pedestrians were killed in April 2021, 9 less than in April 2019 but 8 more than in April 2020, a period where the French respected strict lockdown.

Motorcyclist fatalities, with 53 killed, are almost back to the average level of the last 10 years.

Fatalities for **car users** in April 2021 are logically much higher than in April 2020: it is estimated that 95 car users were killed compared to 50 in April 2020, i.e. 45 more killed. This level is identical as April 2019, but is still much lower than previous years.

Fatalities of **young people aged 18-24** in April 2021 have increased compared to April 2020 but there are still 11 fewer fatalities than April 2019.

In contrast, fatalities for **senior aged 65 or over** in April 2021 are equivalent to April 2019. The curfew measure, delayed by one hour, now only benefits young people with evening restrictions.

Whether in urban areas or outside urban areas, the results for April 2021 represent about 80% of the April levels for the years 2017-2019.

	April					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.	%
Pedestrians	20	12	29	+8	-9	87	119	160	-32	-27	-73	-46	357	442	488	-85	-19	-131	-27
PMDs motorized	0	0	0	+0	+0	3	3	0	+0	ns	+3	ns	8	13	nc	-5	ns	+8	ns
Cyclists	19	5	27	+14	-8	53	30	67	+23	+77	-14	-21	197	150	204	+47	+31	-7	-3
Moped riders	4	7	5	-3	-1	19	26	29	-7	-27	-10	-34	91	131	129	-40	-31	-38	-29
Motorcyclists	53	21	60	+32	-7	153	113	170	+40	+35	-17	-10	519	558	648	-39	-7	-129	-20
Car users	95	50	95	+45	+0	366	400	492	-34	-9	-126	-26	1 209	1 530	1 577	-321	-21	-368	-23
HGV users	0	0	4	+0	-4	12	10	14	+2	+20	-2	-14	37	32	45	+5	+16	-8	-18
Under 18 years old	16	2	8	+14	+8	50	33	38	+17	+52	+12	+32	170	148	169	+22	+15	+1	+1
18 to 24 years old	33	21	44	+12	-11	128	137	173	-9	-7	-45	-26	436	513	502	-77	-15	-66	-13
65 years old and over	50	25	52	+25	-2	194	183	259	+11	+6	-65	-25	652	773	855	-121	-16	-203	-24
On the road network																			
Urban area	64	35	83	+29	-19	438	432	566	+6	+1	-128	-23	1 507	1 810	1 990	-303	-17	-483	-24
Rural	124	65	133	+59	-9	226	256	329	-30	-12	-103	-31	821	964	1 004	-143	-15	-183	-18
Motorway	15	2	19	+13	-4	68	50	88	+18	+36	-20	-23	216	225	271	-9	-4	-55	-20

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 05/05/2021

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.

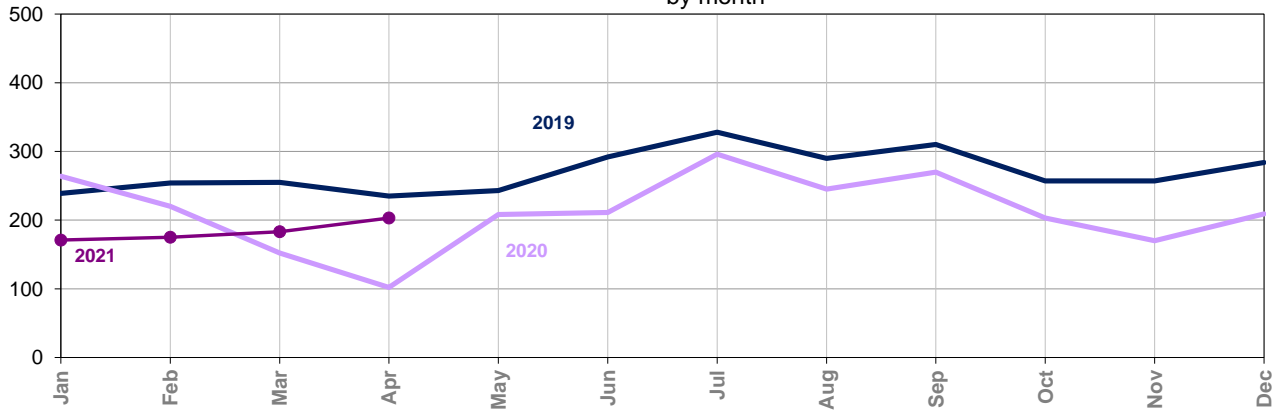
Young people aged between 18 and 24 inclusive are the category most at risk in terms of road safety.

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.

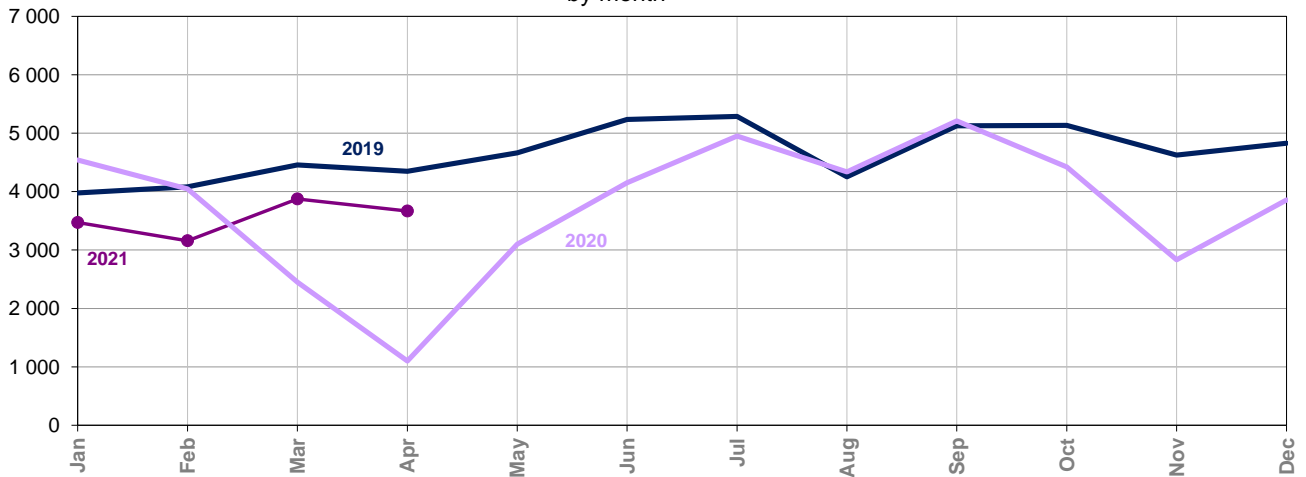
Fatalities within 30 days by month



	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	203								

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 05/05/2021

Injury accidents by month

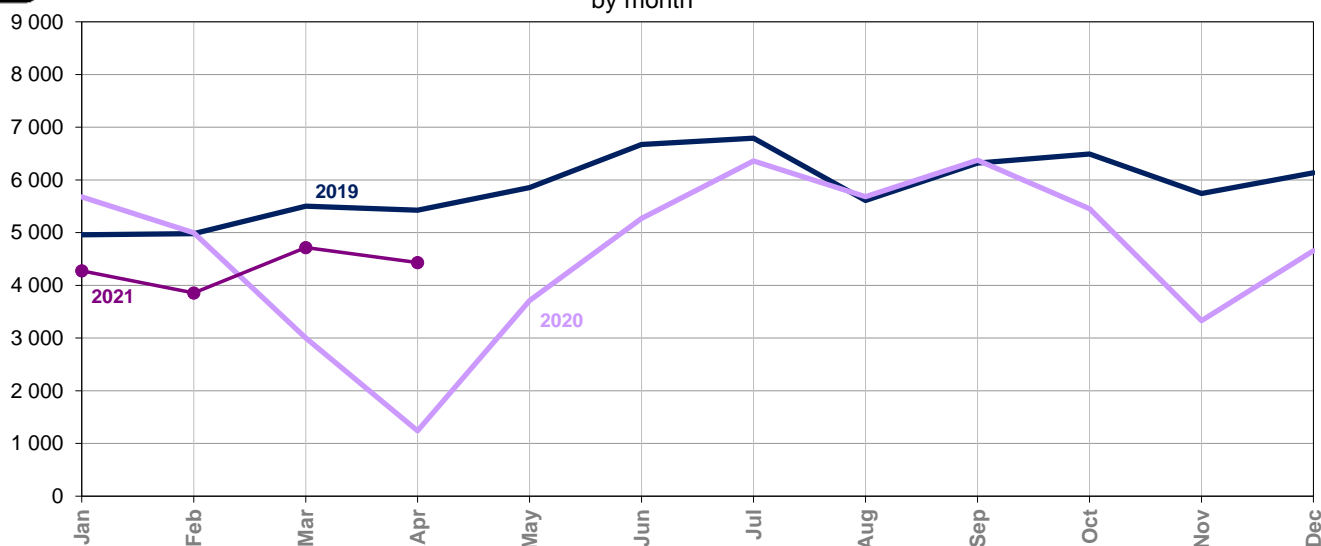


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	4 545	4 299	5 326	5 866	5 904	6 546	6 288	5 147	6 408	6 570	5 929	4 460
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	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	3 668								

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 05/05/2021

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
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	4 717	4 433								

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 05/05/2021

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>

The lockdown in Wallis and Futuna has been extended in April 2021 ; 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.

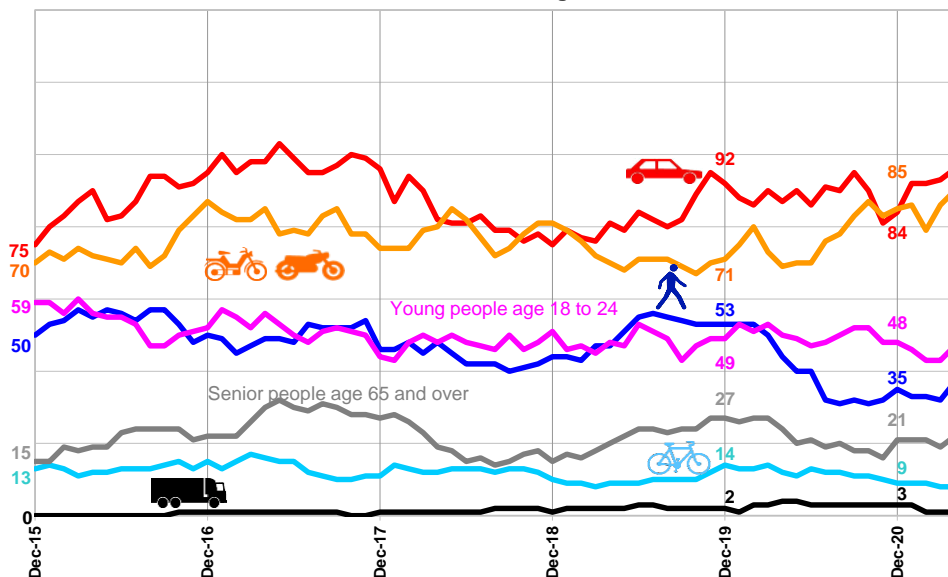
In **April 2021**, the road safety indicators for french overseas are **higher** than in **April 2020** but **lower** than in **April 2019**:
243 injury accidents (i.e. 196 in the DOM and 47 in the COM-NC) compared to 84 accidents in April 2020 (i.e. 59 and 25 respectively);
280 injured (221 in the DOM and 59 in the COM-NC) against 101 injuries in April 2020 (75 and 26 respectively);
18 fatalities (11 in the DOM and 7 in the COM-NC) against 7 fatalities in April 2020 (4 and 3 respectively).



	April			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	243	84	269	+159	+189	-26	-10	956	662	983	+294	+44	-27	-3	2 820	2 503	2 812	+317	+13	+8	+0
Fatalities	18	7	23	+11	ns	-5	ns	73	58	79	+15	+26	-6	-8	247	233	238	+14	+6	+9	+4
Injured	280	101	347	+179	+177	-67	-19	1 184	868	1 292	+316	+36	-108	-8	3 622	3 251	3 750	+371	+11	-128	-3

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 05/05/2021

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



Number users fatalities cumulated on a rolling 12 months, in

April 2021

% compared with 2019

- Car users**: 96 ; +4%
- PTW**: 90 ; +27%
- Pedestrians**: 37 ; -30%
- Young people**: 47 ; -4%
- Senior people**: 22 ; ns
- Cyclists**: 8 ; ns
- HGV users**: 1 ; ns