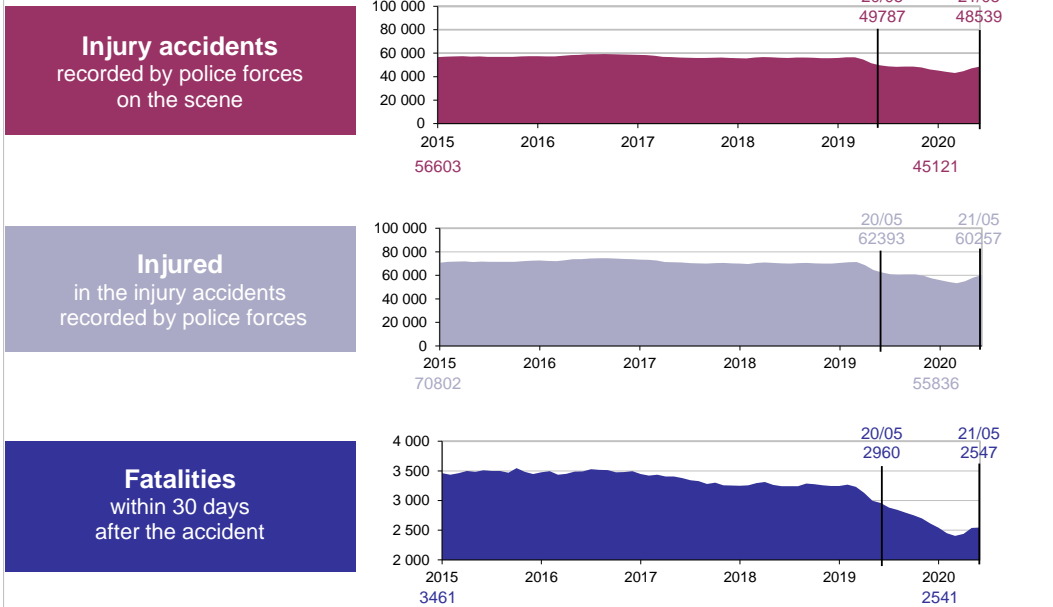


Warning: the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities. Since March 2020, the evolution of road accidents reflects the hazards of the measures and the way French people have adapted their mobility according to the periods. A curfew has been in place in mainland France since the beginning of 2021 and teleworking is strongly recommended. From the 3rd of May, travel beyond 10 km is authorized, and the curfew from 7:00 pm to 6:00 am is delayed to 9:00 pm after the 19th of May.

Road accident indicators have shown very atypical trends since March 2020, so comparisons are also made with the year 2019 and even with previous years. Specific insights are provided during the quarterly dashboards since the June 2020 dashboard.

Cumulative rolling 12 months



Month report

4 542 injury accidents
in May

+1 421 compared with 2020
- 122 compared with 2019

5 763 injured
in May

+2 053 compared with 2020
- 91 compared with 2019

216 fatalities
in May

+ 9 compared with 2020
- 27 compared with 2019

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020), 2021 estimate based on data as of 04/06/2021

216 people were killed on the roads of mainland France in **May 2021** compared with 207 in May 2020, i.e. 9 more people killed (+4%). This result remains low compared to the result for May 2019 (-11%) and compared to the average for May 2015-2019 (-21%).

The number of injury crashes recorded by the police is 4,542 in May 2021, compared to 3,121 in May 2020, an increase of 1,421 injury accidents, and compared to 4,664 in May 2019, a decrease of 122 injury accidents. The number of injury accidents has decreased by -3% compared to May 2019.

5,763 people were injured in May 2021, compared to 3,710 in May 2020, an increase of 2,053 people. The number of injuries has decreased by -2% compared to May 2019, with 91 fewer people injured.

Trips during the end of the lockdown in May 2021 were higher than in May 2020. This traffic recovery in May 2021 is measured by Cerema (traffic dataviz) and includes a peak of about +40% compared to May 2020 (with still very low traffic, as the end of the lockdown was later in the month - May 11, 2020 vs. May 3, 2021, and inter-regional trips were not allowed in May 2020 unlike May 2021). The increase is particularly pronounced on weekends, but is also present on workdays to a lesser extent. Thus, the results concerning accidents and injuries reflect the return of French mobility to almost the same level as before the crisis, in 2019, but road mortality remains stable compared to 2020 and thus much lower than in the years before the health crisis, with the curfew and the rainy and cool weather conditions remaining a brake.

	May					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	4 542	3 121	4 664	+1 421	+46	- 122	-3	18 714	15 296	21 525	+3 418	+22	-2 811	-13	48 539	49 787	56 202	-1 248	-3	-7 663	-14
Fatalities	216	207	243	+ 9	+4	- 27	-11	948	942	1 226	+ 6	+1	- 278	-23	2 547	2 960	3 240	- 413	-14	- 693	-21
Injured	5 763	3 710	5 854	+2 053	+55	- 91	-2	23 046	18 625	26 722	+4 421	+24	-3 676	-14	60 257	62 393	70 109	-2 136	-3	-9 852	-14

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020), 2021 estimate based on data as of 04/06/2021

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 depending on alternating restricted and authorized movements.

Car users usually account for half of all road deaths. Their fatalities over the last 12 months is estimated at 1,224 compared to 1,622 for the entire year of 2019, which represent a drop of -25% over a bit more than a year. Car users fatalities in May 2021 remains much lower than in May 2019.

Pedestrians fatalities also drops sharply over this period: it is estimated that 359 pedestrians were killed in the last 12 months compared to 483 over the entire year of 2019, which means a decrease of -26%.

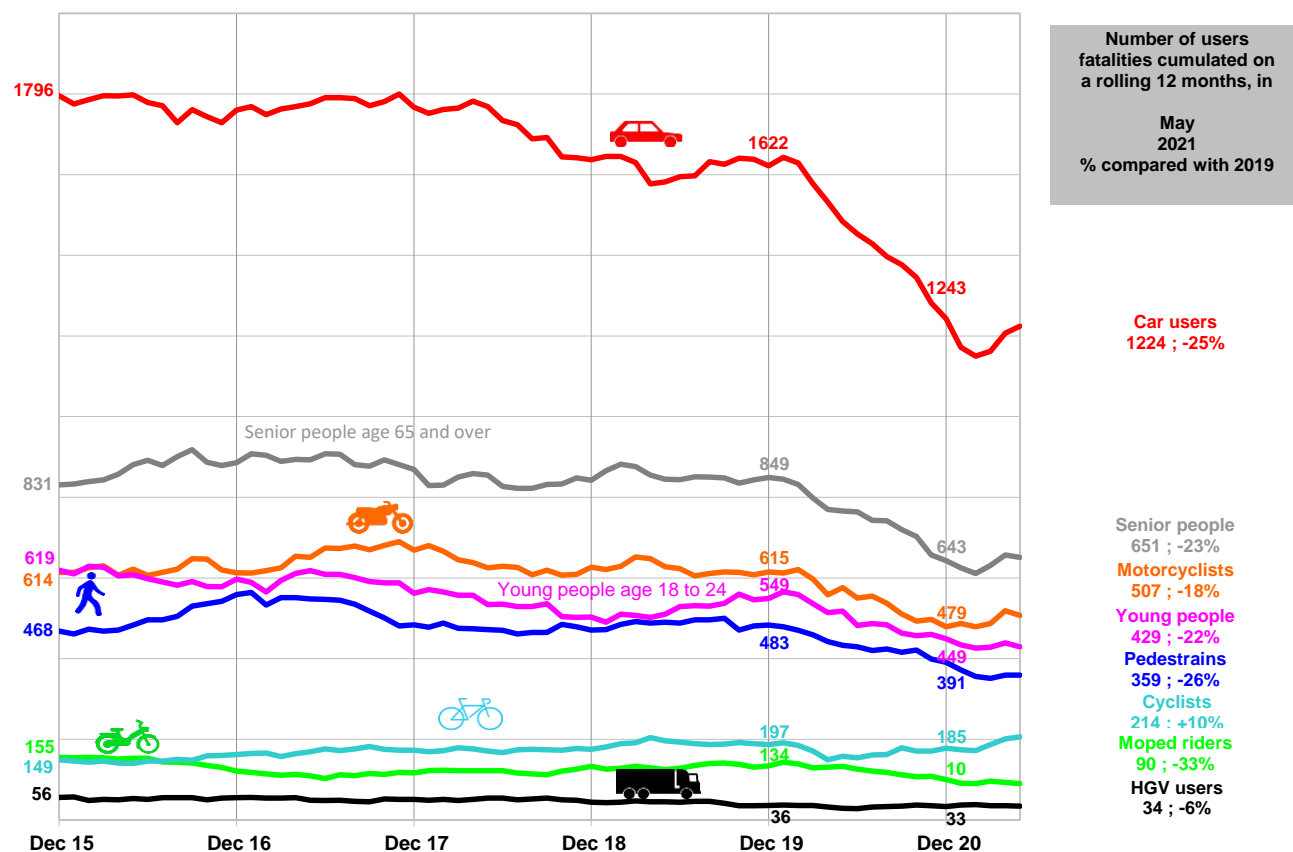
These very strong declines are to be put in relation with the strong decrease of the fatalities among **seniors aged 65 years or more**, particularly those aged 75 years or over, who have severely limited their movements during lockdowns and curfew periods, but have also probably gone on holiday much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

The fatalities of **powered two-wheeler** users is also decreasing: the drop among **motorcyclists** represent -18% with 507 killed in the last 12 months compared to 615 killed in 2019, a decrease that is being reduced in recent months. The decrease in **moped** fatalities has been maintained since the beginning of 2021, -33% compared to 2019 with 90 moped fatalities in the last 12 months compared to 134 in 2019; a drop that probably reflects 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 -22% in the last 12 months compared to 2019 (429 people killed compared to 549 in 2019), a trend that continues in this beginning of 2021 with the curfew measures and the closure of some festive places.

Compared to other trends, **cyclists** fatalities have been increasing in recent months after a reduction at the beginning of the pandemic, and the result is a slight increase: 214 cyclists died in the last 12 months, +10% 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 also have developed leisure cycling in rural areas.

Finally, fatalities of **heavy goods vehicle** users is stable, as maintaining their activity remains essential for the daily life of the 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 2020), 2021 estimate based on data as of 04/06/2021

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

The mobility of french people has been impacted by the end of the geographical travel restrictions from the 3rd of May. The curfew in place from 7pm to 6am is reduced to 9pm to 6am from the 19th of May. Fatalities in May 2021 is relatively comparable to the one recorded in May 2020, while the first end of the lockdown did not start until 11 May 2020 and travel over 100km was not allowed.

Pedestrians fatalities in May 2021 are still lower than in the pre-crisis period (May 2019), and equivalent to those in May 2020. Thus 26 pedestrians were killed in May 2021, 9 less than in May 2019 but the same number as in May 2020, a period when the French just came to the end of a strict confinement.

Motorcyclists fatalities, with 49 killed, remain below the average level of the last 10 years. The particularly cool and rainy weather in May 2021 played an important role in limiting motorcycle use.

Car users fatalities were logically higher than in May 2020, when motorized traffic and long-distance travel start again: 102 car users were killed compared to 85 in May 2020, i.e. 17 more fatalities. However, this is much lower than May 2019, as well as May in previous years (about 50 fewer fatalities).

The fatalities of **young people aged 18-24** for May 2021 have decreased compared to May 2020 and May 2019. The curfew measure benefits young adults a bit more with the evening restrictions.

Fatalities for **senior aged 65 or over** are approaching the one of May 2020 and remains lower than the one of May 2019. This is to be correlated with a still low pedestrians fatalities and a car users fatalities much lower than before the health crisis.

In urban areas, fatalities are higher than in May 2020 and May 2019, with 17 and 5 more fatalities respectively. **On rural roads**, fatalities are lower than in May 2020 and May 2019, with 6 and 19 fewer fatalities respectively.

	May						Since the beginning of the year						On a rolling 12 months						
	2021	2020	2019	2021-	2021-	2021	2020	2019	2021-2020		2021-2019		2021	2020	2019	2021-2020		2021-2019	
				2020	2019				Diff.	%	Diff.	%				Diff.	%	Diff.	%
				Diff.	Diff.				Diff.	%	Diff.	%				Diff.	%	Diff.	%
Pedestrians	26	26	35	+0	-9	113	145	195	-32	-22	-82	-42	359	433	490	-74	-17	-131	-27
PMDs motorized	0	1	1	-1	-1	4	3	1	+1	ns	+3	ns	8	12	nc	-4	ns	+7	ns
Cyclists	20	15	6	+5	+14	72	44	73	+28	+63	-1	-2	206	158	196	+48	+30	+10	+5
Moped riders	6	9	7	-3	-1	25	35	36	-10	-29	-11	-31	90	133	125	-43	-32	-35	-28
Motorcyclists	49	61	43	-12	+6	202	174	213	+28	+16	-11	-5	507	576	628	-69	-12	-121	-19
Car users	102	85	133	+17	-31	468	487	625	-19	-4	-157	-25	1 224	1 484	1 582	-260	-18	-358	-23
HGV users	1	2	5	-1	-4	13	12	19	+1	+8	-6	-32	34	29	45	+5	+17	-11	-24

Under 18 years old	12	13	11	-1	+1	62	46	49	+16	+35	+13	+27	167	150	162	+17	+11	+5	+3
18 to 24 years old	34	44	40	-10	-6	162	182	213	-20	-11	-51	-24	429	518	510	-89	-17	-81	-16
65 years old and over	51	57	61	-6	-10	245	237	320	+8	+3	-75	-23	651	766	845	-115	-15	-194	-23

On the road network																			
Urban area	76	59	71	+17	+5	565	563	712	+2	+0	-147	-21	1 499	1 795	1 966	-296	-16	-467	-24
Rural	127	133	146	-6	-19	302	313	400	-11	-4	-98	-25	832	950	995	-118	-12	-163	-16
Motorway	13	15	26	-2	-13	81	66	114	+15	+23	-33	-29	216	215	279	+1	+0	-63	-23

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

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

Data source : ONISR - labelled series (definitive until 2020), 2021 estimate based on data as of 04/06/2021

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.

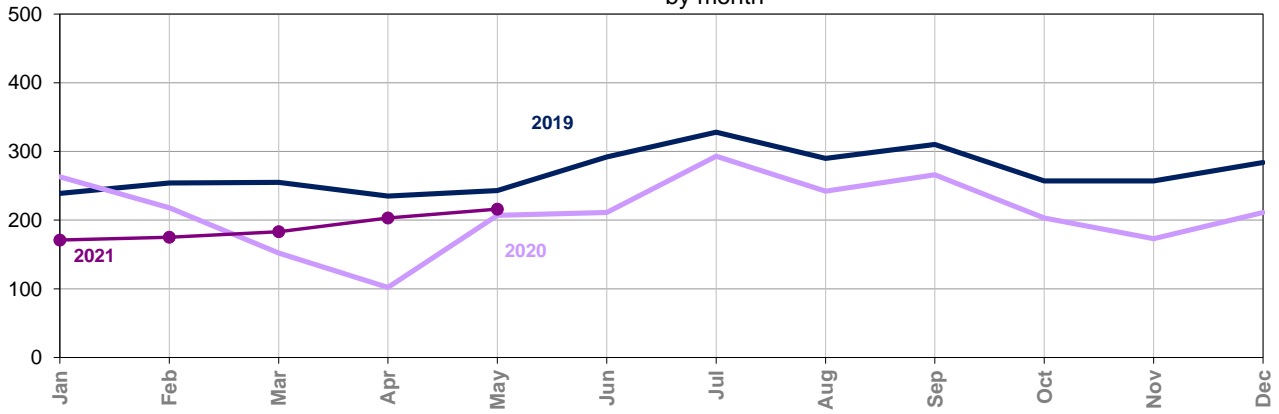
Young people aged between 18 and 24 inclusive are the category most at risk in terms of road safety.

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.

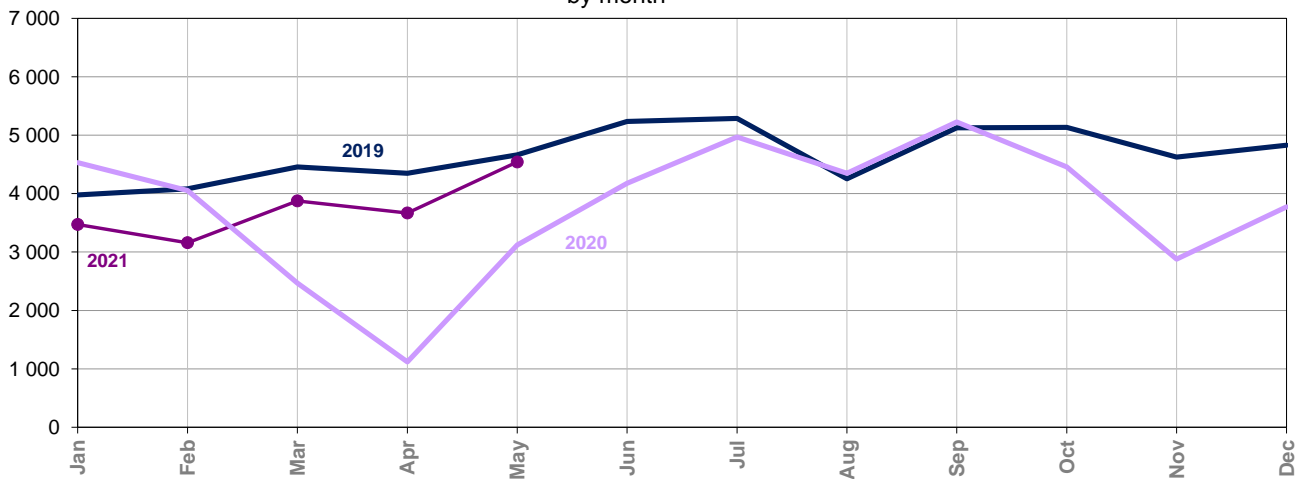
Fatalities within 30 days by month



	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	263	218	152	102	207	211	293	242	266	203	173	211
2021	171	175	183	203	216							

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020), 2021 estimate based on data as of 04/06/2021

Injury accidents by month

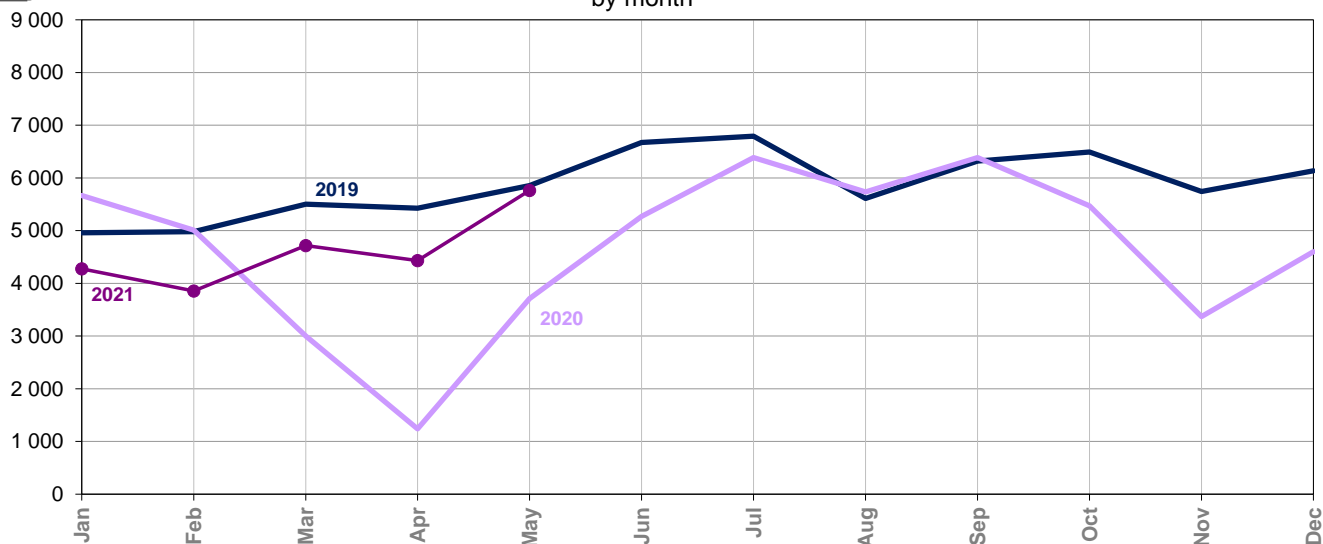


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	4 545	4 299	5 326	5 866	5 904	6 546	6 288	5 147	6 408	6 570	5 929	4 460
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	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	4 531	4 055	2 470	1 119	3 121	4 177	4 970	4 347	5 226	4 455	2 878	3 772
2021	3 472	3 158	3 874	3 668	4 542							

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020), 2021 estimate based on data as of 04/06/2021

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	5 666	5 010	3 000	1 239	3 710	5 268	6 386	5 733	6 386	5 468	3 370	4 600
2021	4 277	3 856	4 717	4 433	5 763							

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020), 2021 estimate based on data as of 04/06/2021

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>

In Guadeloupe and French Guiana, trips are restricted to a radius of 10 km from home. Implementation of a curfew in all territories except Saint-Pierre-et-Miquelon and New Caledonia (where no health restrictions are currently applied, as the virus does not circulate there).

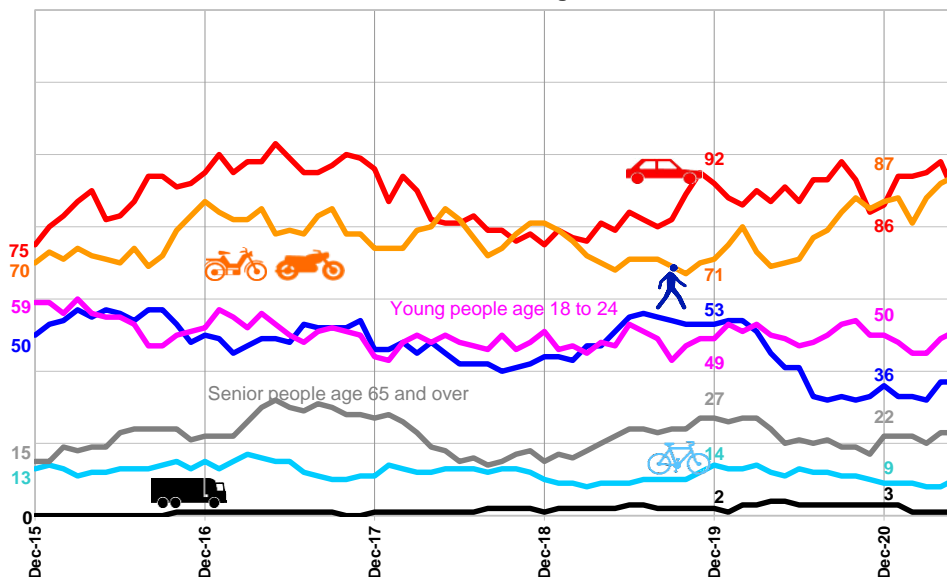
In **May 2021**, the road safety indicators for french overseas are **higher** than in **May 2020** and in **May 2019**, except for fatalities:
261 injury accidents (i.e. 209 in the DOM and 52 in the COM-NC) compared to 173 accidents in May 2020 (i.e. 141 and 32 respectively);
297 injured (240 in the DOM and 57 in the COM-NC) compared to 228 injuries in May 2020 (174 and 54 respectively);
13 fatalities (8 in the DOM and 5 in the COM-NC) compared to 21 fatalities in May 2020 (12 and 9 respectively).



	May			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.	%		
Accidents	261	173	204	+ 88	+51	+ 57	+28	1 217	856	1 187	+ 361	+42	+ 30	+3	2 984	2 493	2 787	+ 491	+20	+ 197	+7
Fatalities	13	21	19	- 8	ns	- 6	ns	86	80	98	+ 6	+8	- 12	-12	245	236	235	+ 9	+4	+ 10	+4
Injured	297	228	261	+ 69	+30	+ 36	+14	1 481	1 115	1 553	+ 366	+33	- 72	-5	3 778	3 237	3 702	+ 541	+17	+ 76	+2

ns: non-significant change
 Data relating to injury accidents recorded by the police - Geographic scope: DOM + COM + New Caledonia
 Source: ONISR - definitive data until 2020, provisional data 2021 stopped on 04/06/2021

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



Number users fatalities cumulated on a rolling 12 months, in

May 2021

% compared with 2019

- Car users**: 89 ; -3%
- PTW**: 94 ; +32%
- Pedestrians**: 37 ; -30%
- Young people**: 51 ; +4%
- Senior people**: 23 ; ns
- Cyclists**: 10 ; ns
- HGV users**: 1 ; ns