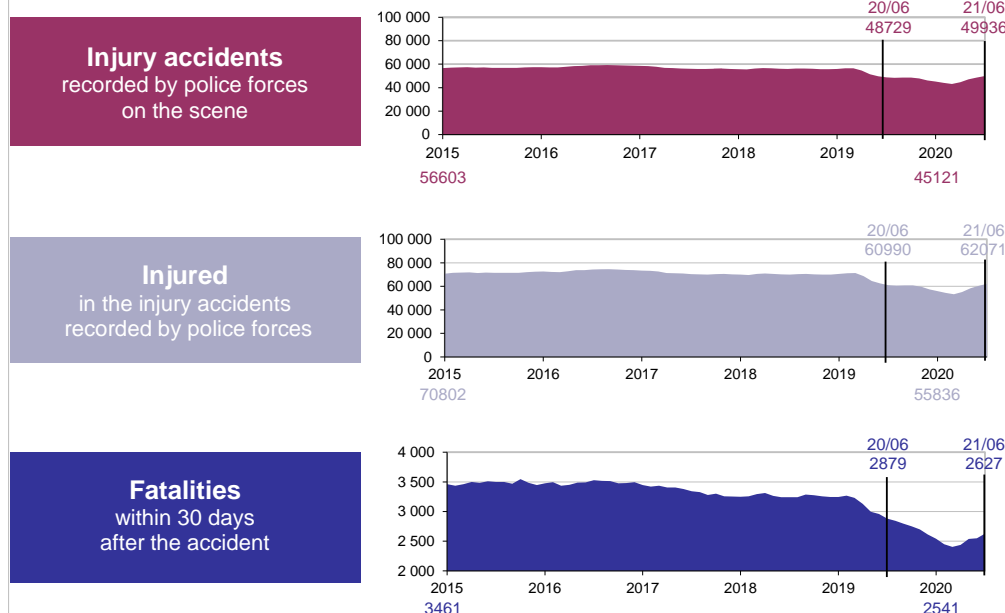


Warning: the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities. Since March 2020, the evolution of road accidents reflects the hazards of the measures and the way French people have adapted their mobility according to the periods. A curfew has been in place in mainland France since the beginning of 2021 and teleworking is strongly recommended. The start time of the curfew is extended from 9:00 p.m. to 11:00 p.m. on the 9th June and is then removed on the 20th of June 2021.

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

5 562 injury accidents
in June

+1 385 compared with 2020
+ 327 compared with 2019

7 020 injured
in June

+1 752 compared with 2020
+ 349 compared with 2019

289 fatalities
in June

+ 78 compared with 2020
- 3 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 09/07/2021

289 people were killed on the roads of mainland France in **June 2021** compared to 211 in June 2020, that is to say 78 more people killed (+37%). This result is comparable to the one of June 2019 (3 fewer killed) but remains slightly low compared to the average for June 2015-2019 (-3%).

The number of injury accidents recorded by the police is 5,562 in June 2021, compared to 4,177 in June 2020, that is to say 1,385 more injury accidents, and compared to 5,235 in June 2019, that is to say 327 more injury accidents. The number of injury accidents has increased by +6% compared to June 2019.

7,020 people were injured in June 2021, compared to 5,268 in June 2020, that is to say 1,752 more people. The number of injured has increased by +5% compared to June 2019, with 349 more people injured.

The number of trips in June 2021 was higher than in June 2020. This level of traffic in June 2021 is measured by Cerema (traffic dataviz) and includes a peak of about +40% compared to June 2020 (with a still low traffic despite the removal of trips restrictions on the 2nd of June 2020). The increase is particularly pronounced on weekends, but is also present on working days to a lesser extent. Thus, the results concerning accidents and injuries reflect the return of French mobility to the same level as before the crisis in 2019, with a fatality rate for the month of June 2021 similar to the ones of June for the years before the health crisis.

	June							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.	%		
Accidents	5 562	4 177	5 235	+1 385	+33	+ 327	+6	24 288	19 473	26 760	+4 815	+25	-2 472	-9	49 936	48 729	56 017	+1 207	+2	-6 081	-11
Fatalities	289	211	292	+ 78	+37	- 3	-1	1 239	1 153	1 518	+ 86	+7	- 279	-18	2 627	2 879	3 242	- 252	-9	- 615	-19
Injured	7 020	5 268	6 671	+1 752	+33	+ 349	+5	30 128	23 893	33 393	+6 235	+26	-3 265	-10	62 071	60 990	70 065	+1 081	+2	-7 994	-11

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 09/07/2021

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.

Evolution 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 1,236 compared to 1,622 for the entire year of 2019, which represents a drop of -24% over a bit more than a year. Car users fatalities in June 2021 remains much lower than in June 2019.

Pedestrians fatalities also drops sharply over this period: it is estimated that 366 pedestrians were killed in the last 12 months compared to 483 over the entire year of 2019, which means a decrease of -24%.

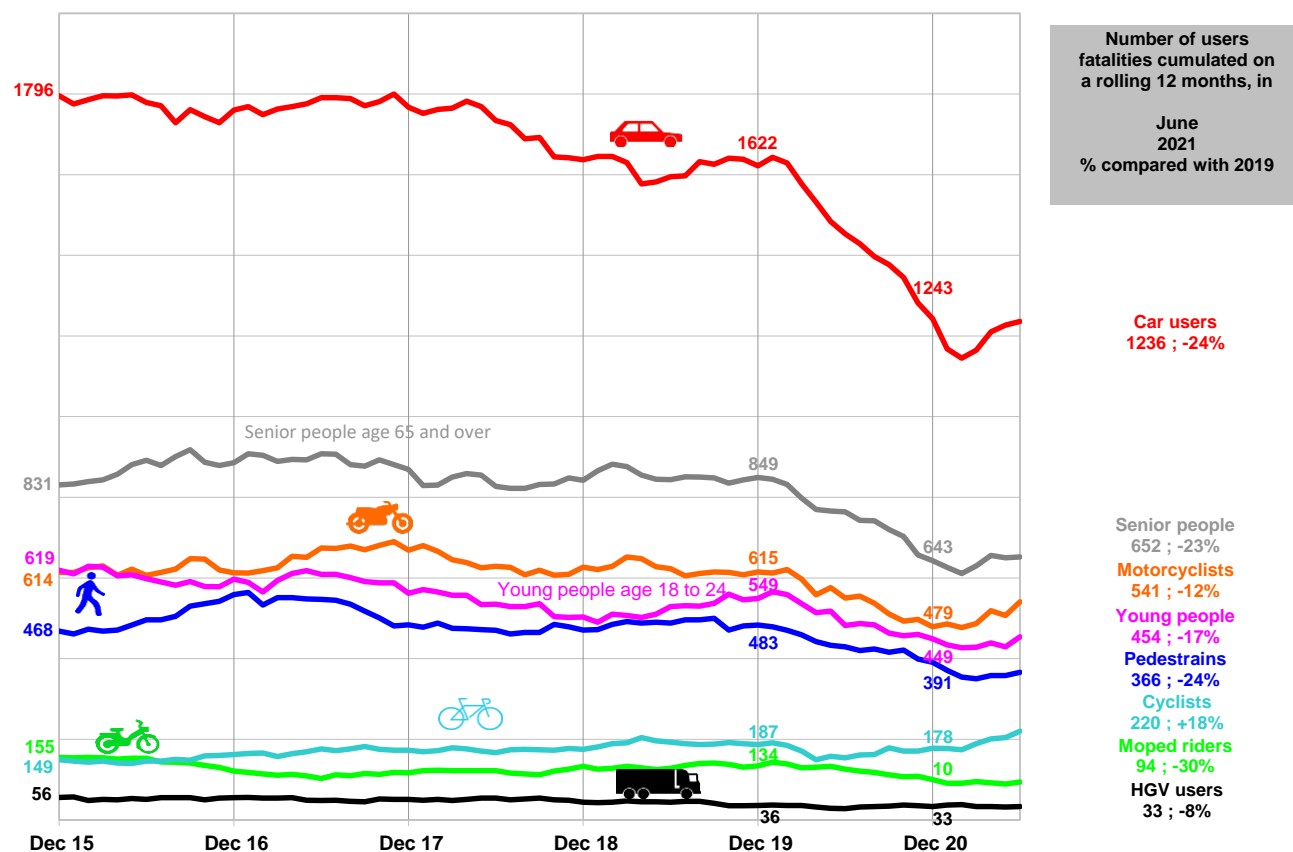
These very strong declines are to be put in relation with the strong decrease of the fatalities among **seniors aged 65 years or more**, particularly those aged 75 years or over, who have severely limited their movements during lockdowns and curfew periods, but have also probably gone on holiday much 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 -12% with 541 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, -30% compared to 2019 with 94 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 -17% in the last 12 months compared to 2019 (454 people killed compared to 549 in 2019), a trend that continues in this first half 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 on a sharp increase: 236 cyclists were killed in the last 12 months, +20% 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 09/07/2021

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

The mobility of french people has been impacted by the reduction of the curfew from 11pm to 6am on the 9th of June 2021, as opposed to the previous 9pm to 6am curfew, and then by the removal of the curfew from the 20th of June. Fatalities in June 2021 is significantly higher than the one recorded in June 2020, when all trips were authorized from the 2nd of June 2020 on the french territory.

Cyclists fatalities are particularly high for June 2021 with almost double the number of fatalities compared to June 2019.

Pedestrians fatalities in June 2021 are increasing compared to the pre-crisis period (June 2019), and this is even more marked compared to June 2020. Thus, 37 pedestrians were killed in June 2021, 4 more than in June 2019 and 8 more than in June 2020.

Motorcyclists fatalities, with 83 fatalities, are above the average level of the last 10 years. The particularly sunny weather in June 2021 in the South East played an important role in encouraging motorcycle use.

Car users fatalities were higher than in June 2020: 110 car users were killed compared to 101 in June 2020, that is to say 9 more fatalities. However, this is much lower compared to June 2019, as well as the mouths of June of the previous years (about 30 fewer fatalities). Excepted for the South East, this June saw very unstable weather that partly limited outings on some regions.

The fatalities among **young people aged 18-24** for June 2021 doubled from June 2020 but remains lower than June 2019. The curfew measure benefits young adults a bit more with the restrictions on evening events as well as the closure of some festive places.

Fatalities for **senior aged 65 or over** are slightly higher than June 2020 and similar to June 2019. Seniors aged 75 years or over in particular, who have not been very mobile during the pandemic so far, seem to be returning to their usual outing habits.

In **urban areas**, fatalities are higher than in June 2020 and June 2019, with 23 and 9 more fatalities respectively. On **rural roads**, fatalities are higher than in June 2020 but slightly lower than in June 2019, with 52 more and 5 fewer fatalities respectively.

	June						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.	%					
Pedestrians	37	29	33	+8	+4	149	174	228	-25	-14	-79	-35	366	429	488	-63	-15	-122	-25			
PMDs motorized	4	1	2	+3	+2	8	4	3	+4	ns	+5	ns	11	11	nc	+0	+0	+8	+267			
Cyclists	28	12	16	+16	+12	98	56	89	+42	+75	+9	+10	220	154	193	+66	+43	+27	+14			
Moped riders	12	7	14	+5	-2	36	42	50	-6	-14	-14	-28	94	126	128	-32	-25	-34	-27			
Motorcyclists	83	49	75	+34	+8	285	223	288	+62	+28	-3	-1	541	550	623	-9	-2	-82	-13			
Car users	110	101	132	+9	-22	581	588	757	-7	-1	-176	-23	1 236	1 453	1 595	-217	-15	-359	-23			
HGV users	3	2	3	+1	+0	14	14	22	+0	+0	-8	-36	33	28	44	+5	+18	-11	-25			
Under 18 years old	27	7	13	+20	+14	90	53	62	+37	+70	+28	+45	188	144	157	+44	+31	+31	+20			
18 to 24 years old	49	24	60	+25	-11	211	206	273	+5	+2	-62	-23	454	482	529	-28	-6	-75	-14			
65 years old and over	60	58	60	+2	+0	304	295	380	+9	+3	-76	-20	652	764	844	-112	-15	-192	-23			

On the road network

Urban area	103	80	94	+23	+9		707	680	886	+27	+4	-179	-20		1 524	1 738	1 947	-214	-12	-423	-22
Rural	169	117	174	+52	-5		409	393	494	+16	+4	-85	-17		859	936	1 006	-77	-8	-147	-15
Motorway	17	14	24	+3	-7		95	80	138	+15	+19	-43	-31		216	205	289	+11	+5	-73	-25

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 09/07/2021

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.

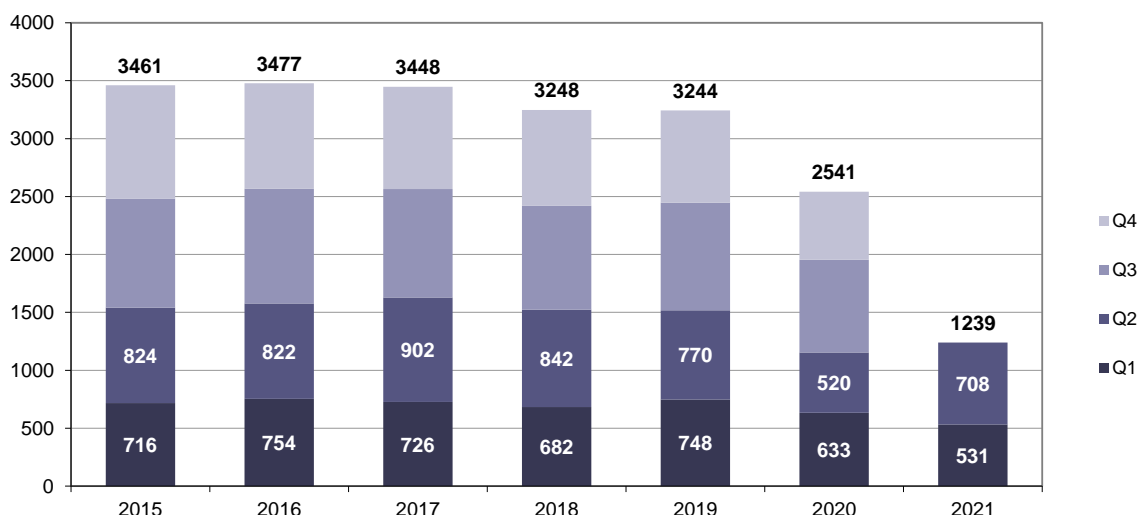
The "urban area" road network refers to the lanes between the entrance and exit signs of a municipality.

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

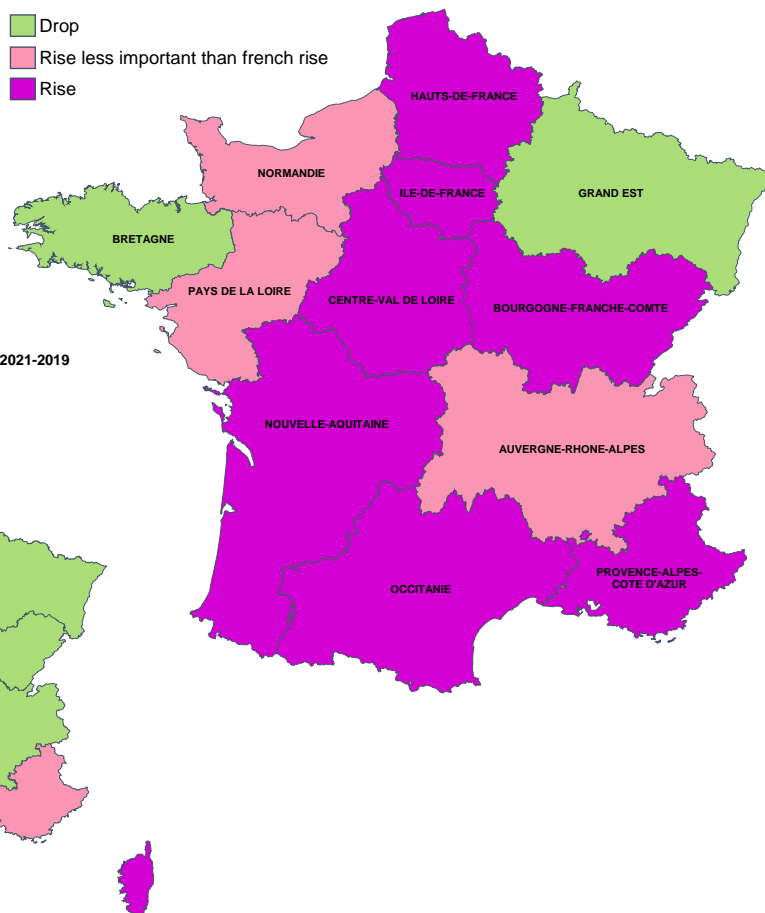
Road fatalities in the second quarter of 2021 amounted to 708 fatalities, +36% higher than in the second quarter of 2020 (520 fatalities) and -8% lower than in the second quarter of 2019 (770 fatalities), the pre-pandemic reference. The decrease mainly concerns car users and pedestrians: 307 car users and 83 pedestrians were killed in the 2nd quarter of 2021, which represent a decrease of -15% and -14% respectively compared to the 2nd quarter of 2019. A sharp increase of +29% in cyclist fatalities was noted between the second quarter of 2021 and 2019 with respectively 63 and 49 killed. 185 motorcyclists were killed in the second quarter of 2021, which is slightly above the results of 2019.



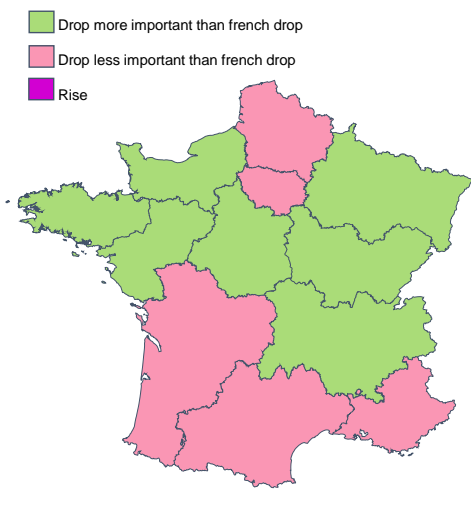
Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020), 2021 estimate based on data as of 09/07/2021

Territorial report

The 6 first cumulative months - Variation 2021-2020

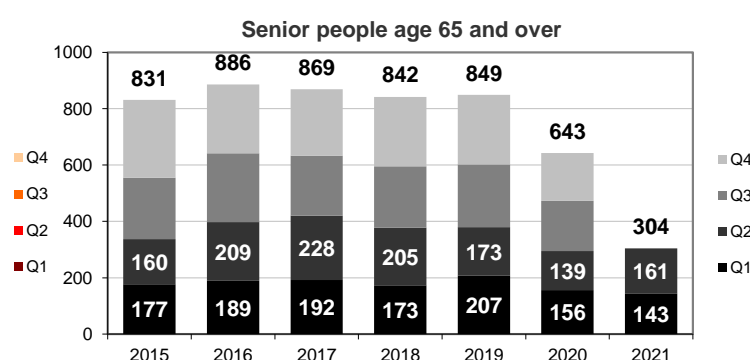
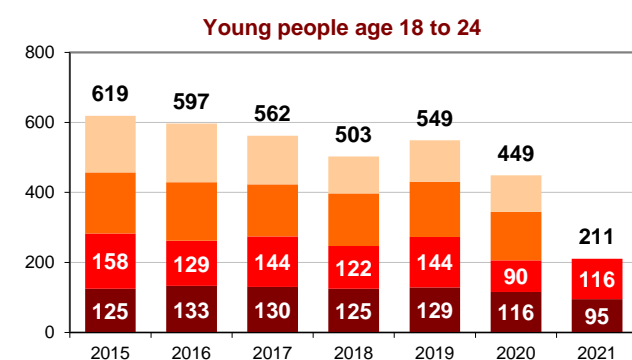
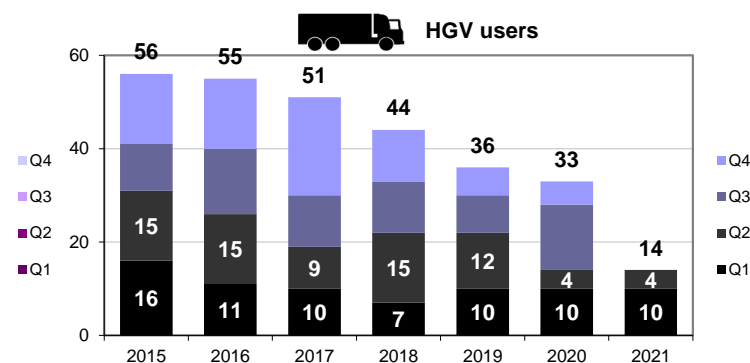
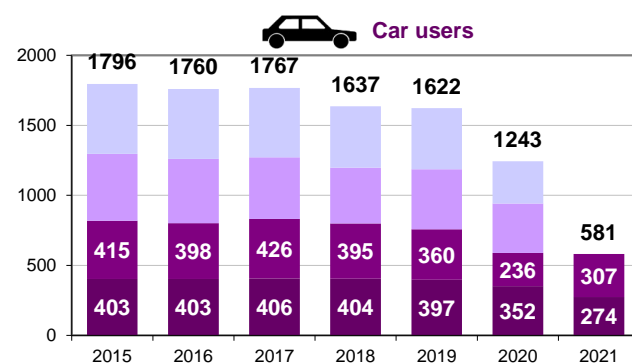
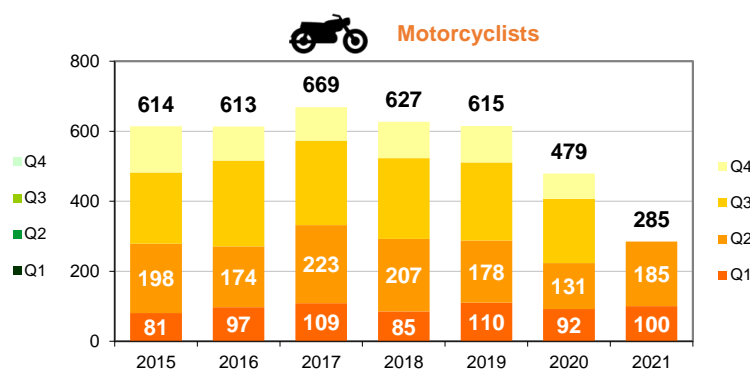
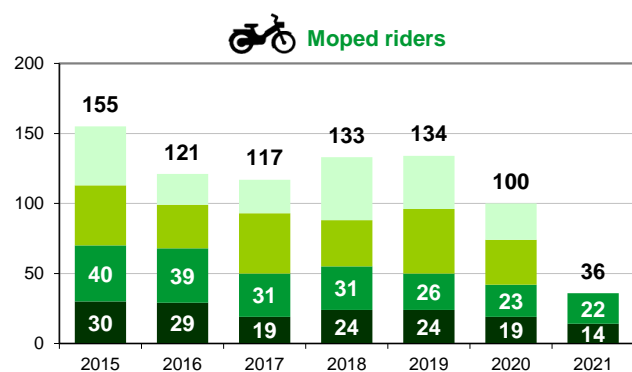
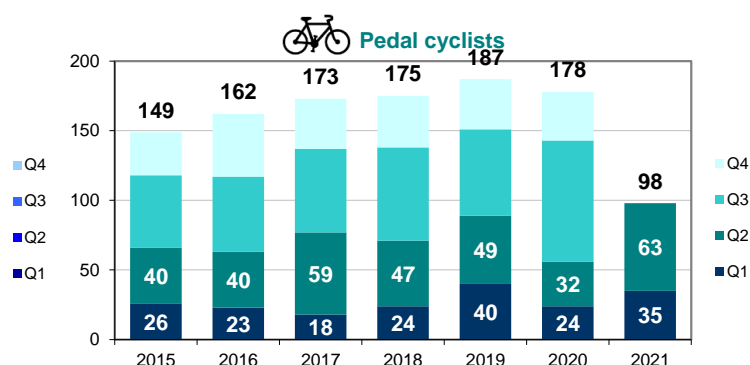
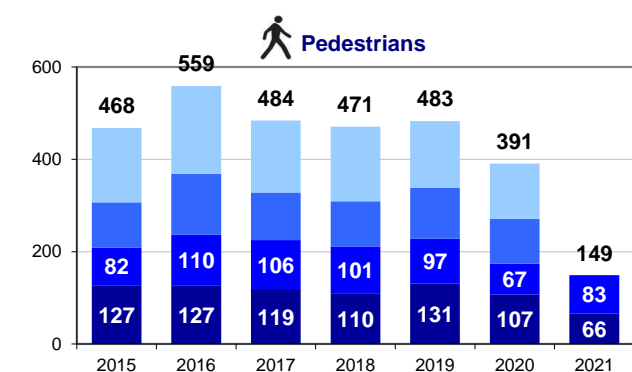


The 6 first cumulative months - Variation 2021-2019



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 09/07/2021

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

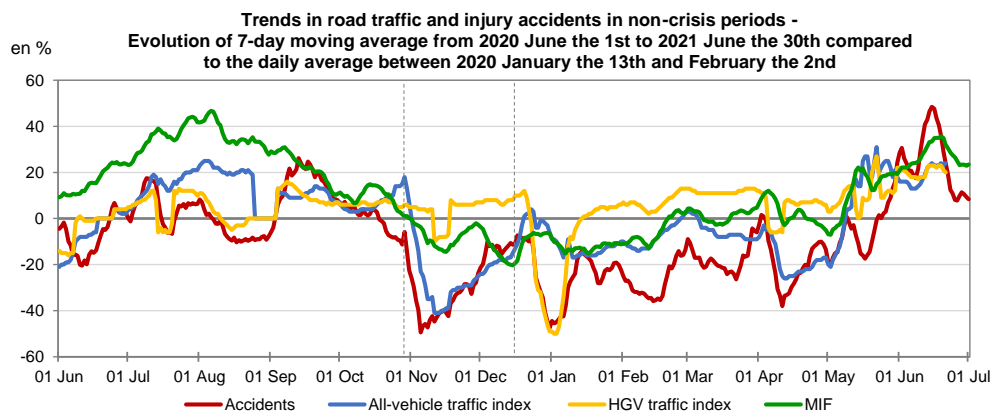


Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020), 2021 estimate based on data as of 09/07/2021

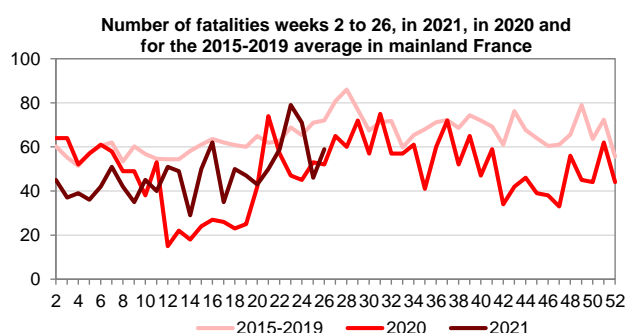
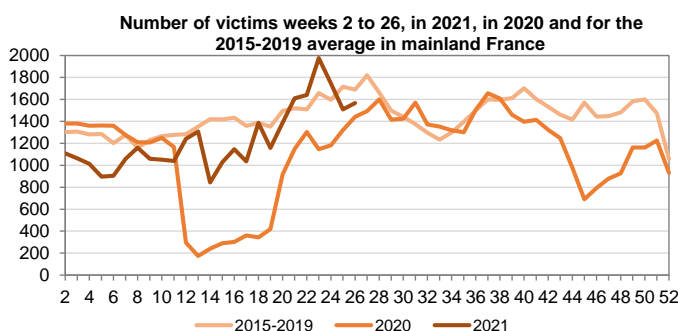
Impact monitoring of the health crisis - Second quarter of 2021 (1 April - 30 June)

As part of the health crisis linked to Covid-19, in mainland France, from the 3rd April to the 2nd May, travel is limited to 10 km. From the 3rd May, a curfew is implemented from 7pm to 6am, first reduced from 9pm to 6am from the 19th May. It was then reduced from 11pm to 6am from the 9th June and since the 20th June there is no more curfew in mainland France.

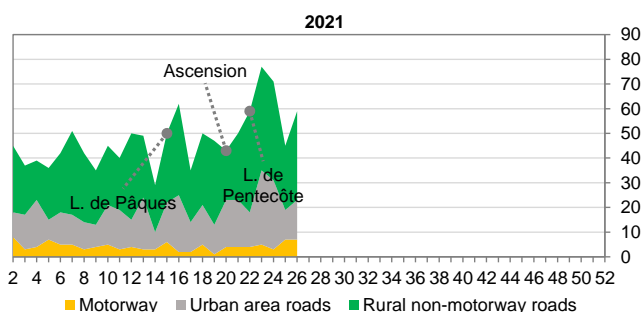
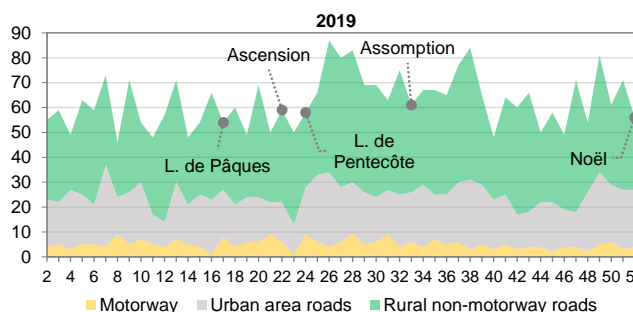
In April 2021, during the trips restrictions, traffic drops again, but the number of speed violation messages (MIF) does not follow the traffic trend and remains stable, suggesting more frequent speed violation. From May onwards, traffic and the number of MIFs continue to increase, and accident rates also start to rise again, with a peak in mid-June (+40% compared to the pre-crisis reference).



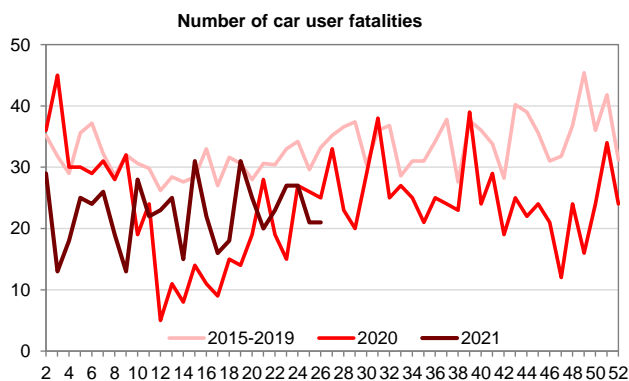
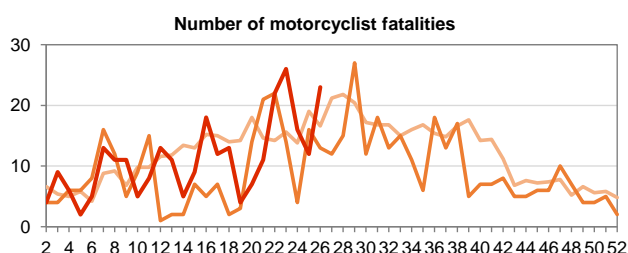
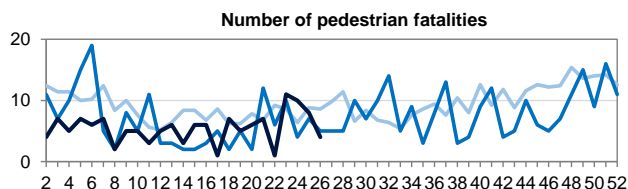
Sources: ONISR - definitive data labelled until 2020, provisional data for 2021, as of 9/07/2021
Cerema - Road traffic index (national conceded network) cumulative 7 days sliding, available on 4/07/2021
DSR - provisional infraction messages (MIF), as of 12/07/2021



Fatalities by road environment per week, 2nd to 26th week in mainland France



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

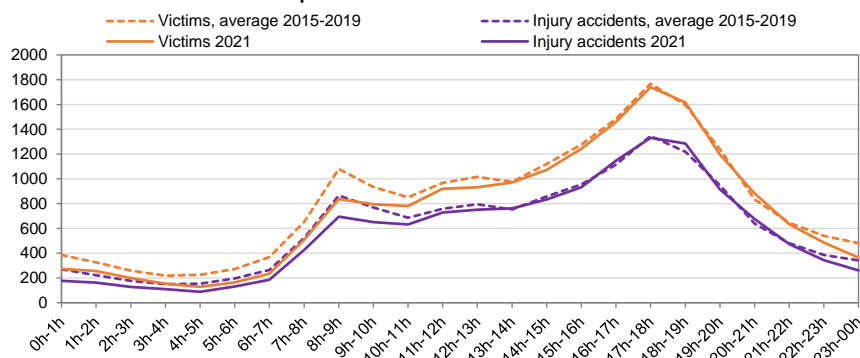


In the second quarter of 2021, car user fatalities are lower than the average for the second quarter of 2015-2019 average but higher than the second quarter of 2020, in contrast to pedestrian and motorcyclist fatalities which are equivalent or higher than the previous years.

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 9/07/2021

Focus on the second quarter of 2021, 2020, and on average 2015-2019, France mainland

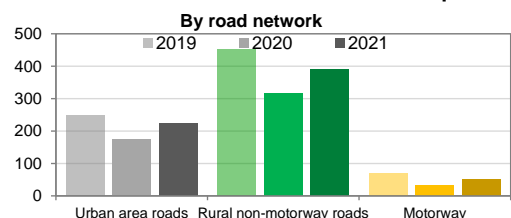
Cumulative number of injury accidents and victims (fatalities+injured) from April to June in mainland France



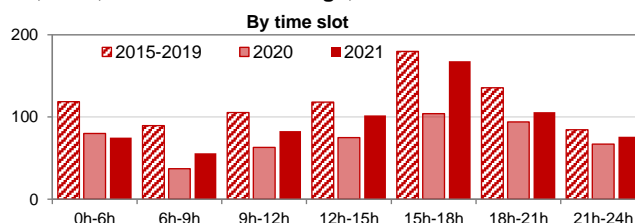
April to June	Injury accidents	Victims	of which fatalities
2021	13 839	17 864	671
2015-2019	14 866	19 511	935
Difference	-1 027	-1 647	-264
Variation	-7%	-8%	-28%

The **trips restrictions** imposed in the 2nd quarter of 2021 lead to a **greater decrease in the number of fatalities than in the number of accidents or victims.**

Number of fatalities in the 2nd quarter for 2021, 2020, and 2015-2019 average, in France mainland

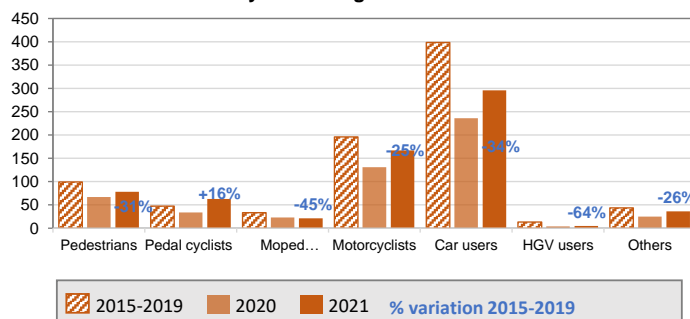


* due to the introduction of 80km/h on the rural non-motorway roads in 2018, the comparison is with the year 2019.



Number of fatalities in the 2nd quarter for 2021, 2020, and 2015-2019 average, in France mainland

By user categories



Overall fatalities decline by -28% during the period from April to June 2021 compared to the pre-pandemic 5-year average.

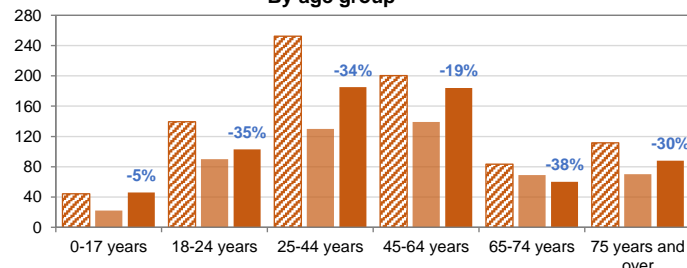
Fatalities among **car user and motorcyclist contributed the most to the decrease** (2/3 and 1/6 respectively). Pedestrian fatalities remain below the 2015-2019 average (-31%).

Cyclist fatalities are increasing (+16%).

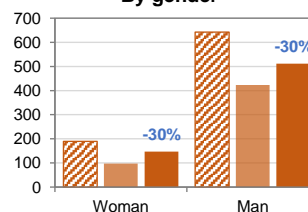
The decrease in fatalities among people aged 65-74 (-38%), 18-24 (-35%), and 25-44 (-34%) are greater than the overall decrease, and account respectively for 1/7, 1/5, and 2/5 on the decrease in fatalities.

Road fatalities in the 2nd quarter of 2021 decrease in the same proportions for women and men compared to the years 2015-2019.

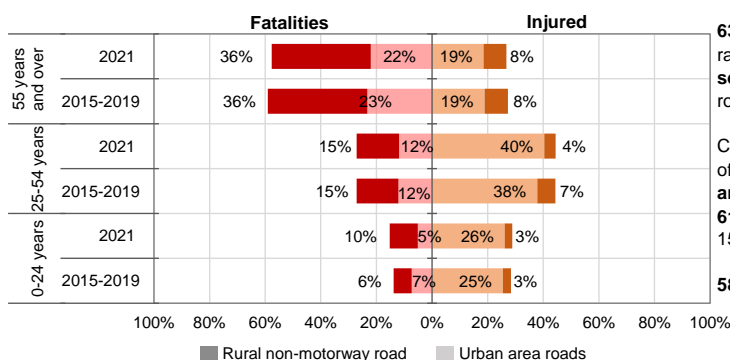
By age group



By gender



Cyclists killed and injured in the 2nd quarter for 2021 and 2015-2019 average, in France mainland



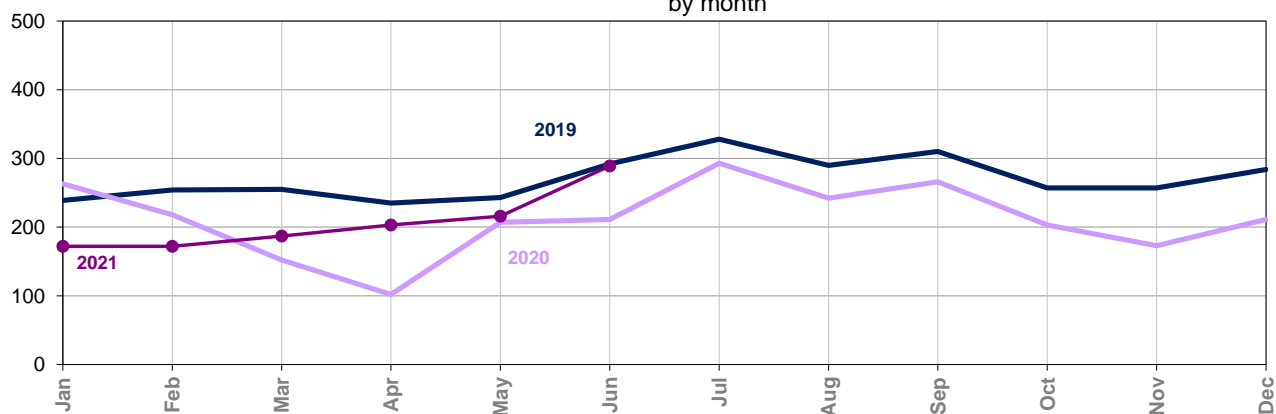
63 cyclists were killed in the second quarter of 2021 (25 in urban area roads and 38 rural roads) **compared with an average of 47 killed in the second quarter of 2015-2019** (20 on urban area roads and 27 on rural roads).

Cyclist fatalities **on rural roads** increased by **+41%** in the second quarter of 2021 compared with the 2015-2019 average and by **+25% on urban area roads.**

61% of cyclists killed this quarter were killed on rural roads, while 15% of cyclists injured were recorded by the police forces.

58% of cyclists killed were aged 55 or over.

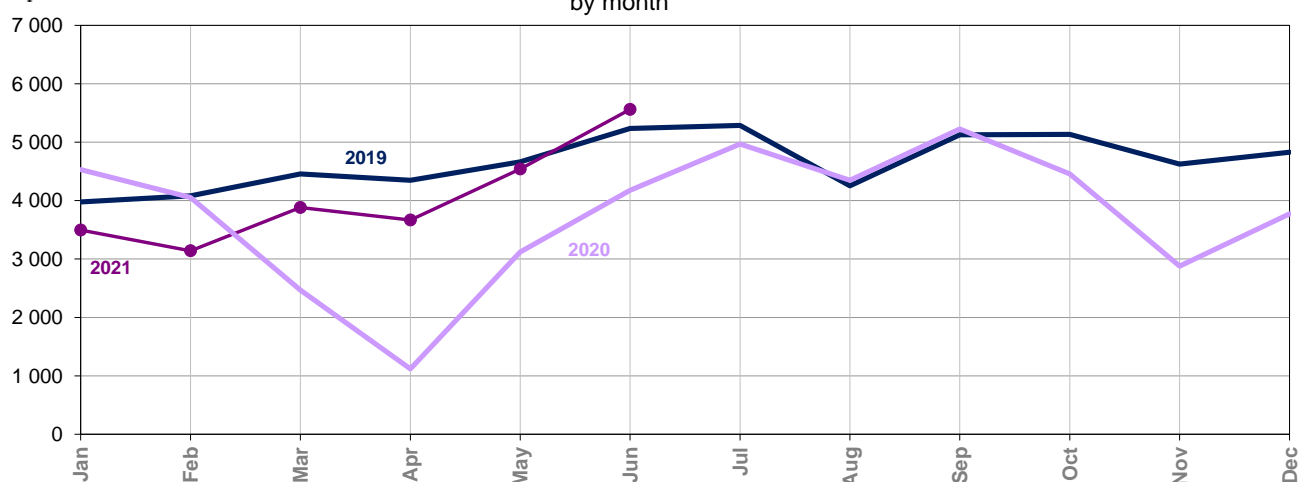
Fatalities within 30 days by month



	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	263	218	152	102	207	211	293	242	266	203	173	211
2021	172	172	187	203	216	289						

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 09/07/2021

Injury accidents by month

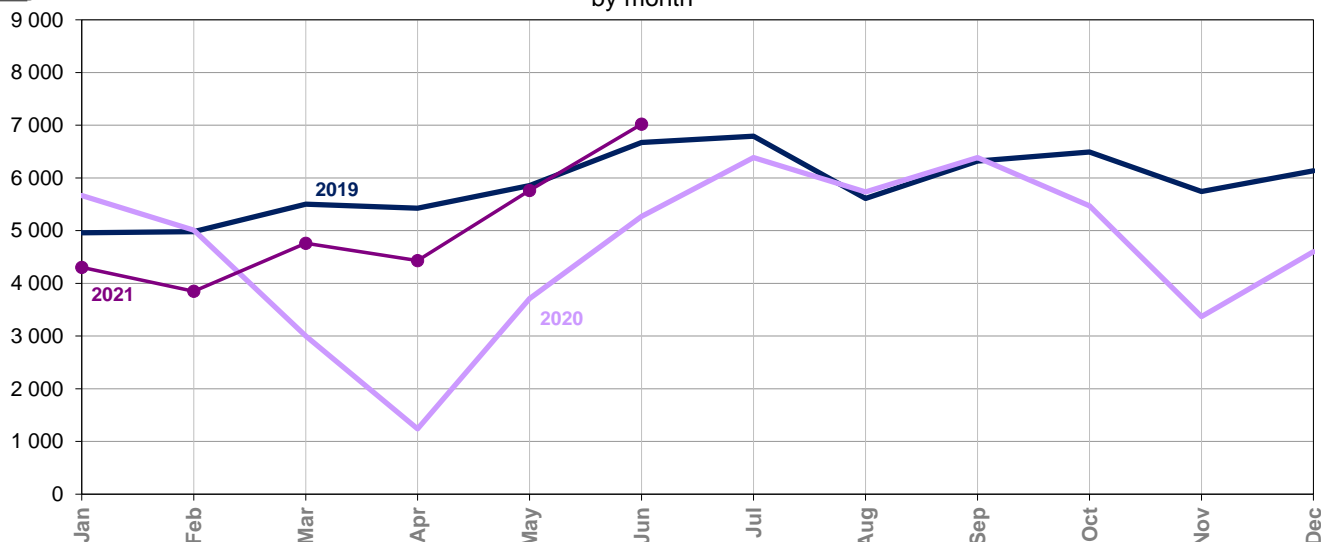


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	4 545	4 299	5 326	5 866	5 904	6 546	6 288	5 147	6 408	6 570	5 929	4 460
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	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	3 496	3 140	3 880	3 668	4 542	5 562						

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 09/07/2021

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	4 303	3 849	4 760	4 433	5 763	7 020						

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 09/07/2021

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:

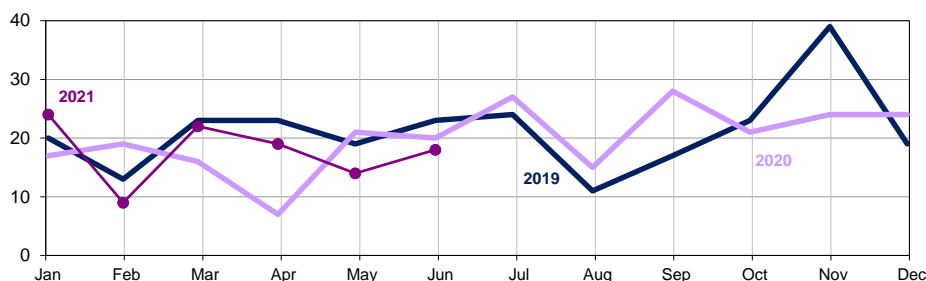
<https://www.onisr.securite-routiere.gouv.fr/en/data-tools>

A curfew is in place in all overseas territories except Saint-Pierre-et-Miquelon and New Caledonia (where no health restrictions are currently applied, as the virus does not circulate there).

In **June 2021** the road safety indicators for french overseas are **higher** than in June **2020** and June **2019**, except for fatalities:

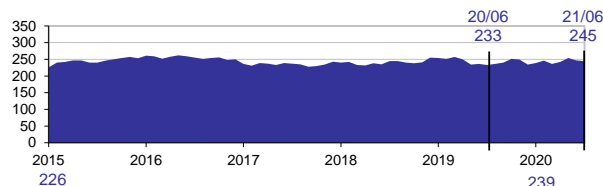
- 238 injury accidents** (197 in the DOM and 41 in the COM-NC) compared to 212 accidents in June 2020 (177 and 35 respectively);
- 325 injured** (266 in the DOM and 59 in the COM-NC) compared to 259 injured in June 2020 (212 and 47 respectively);
- 18 fatalities** (15 in the DOM and 3 in the COM-NC) compared to 20 fatalities in June 2020 (16 and 4 respectively).

Fatalities within 30 days by month



Cumulative fatalities rolling 12 months

Fatalities
within 30 days
after the accident



Month report

238 injury accidents
in June

+ 26 compared with 2020
+ 31 compared with 2019

325 injured
in June

+ 66 compared with 2020
+ 51 compared with 2019

18 fatalities
in June

- 2 compared with 2020
- 5 compared with 2019

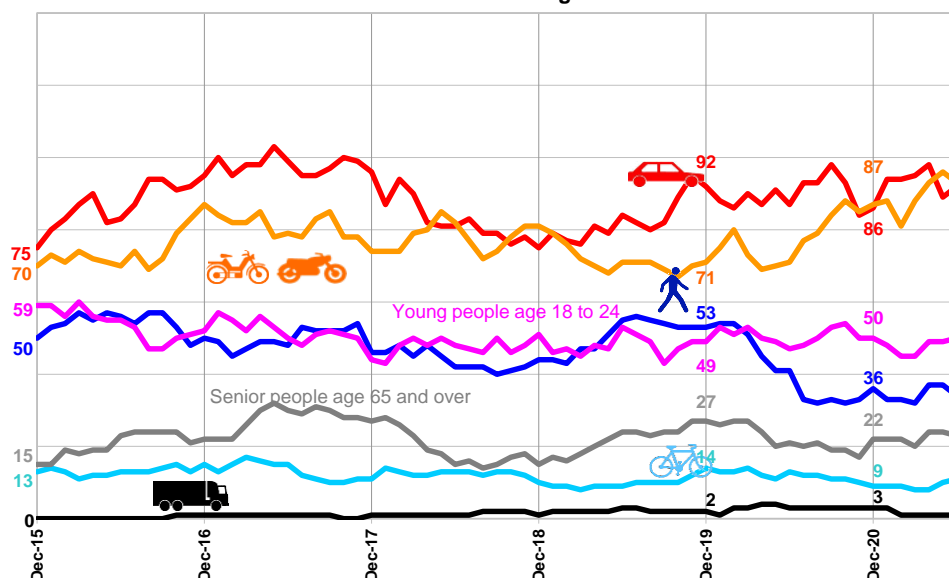
	June							Since the bebegining of the year								On a rolling 12 months						
	2021	2020	2019	2021-2020		2021-2019		2021	2020	2019	2021-2020		2021-2019		2021	2020	2020	2021-2020		2021-2019		
				Diff.	%	Diff.	%				Diff.	%	Diff.	%				Diff.	%			
Accidents	238	212	207	+ 26	+12	+ 31	+15	1 424	1 068	1 394	+ 356	+33	+ 30	+2	2 979	2 498	2 783	+ 481	+19	+ 196	+7	
Fatalities	18	20	23	- 2	ns	- 5	ns	106	100	121	+ 6	+6	- 15	-12	245	233	245	+ 12	+5	+ 0	+0	
Injured	325	259	274	+ 66	+25	+ 51	+19	1 816	1 374	1 827	+ 442	+32	- 11	-1	3 854	3 222	3 684	+ 632	+20	+ 170	+5	

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 09/07/2021

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



Number users fatalities cumulated on a rolling 12 months, in

June 2021

% compared with 2019

Car users
92 ; +0%

PTW
93 ; +31%

Pedestrians
34 ; -36%

Young people
50 ; +2%

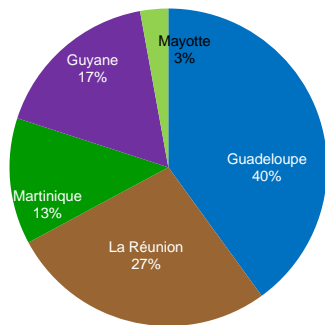
Senior people
23 ; ns

Cyclists
11 ; ns

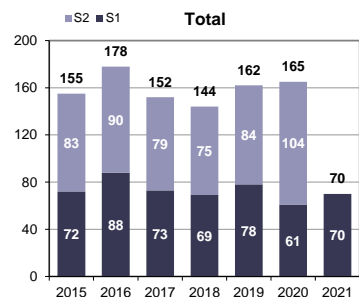
HGV users
1 ; ns

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

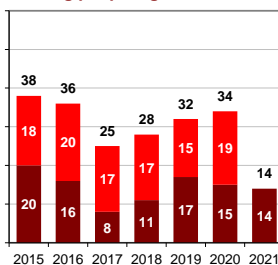
French overseas counties



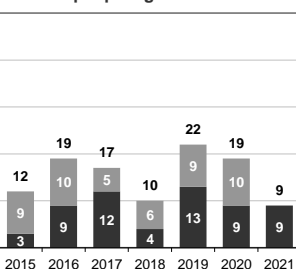
70 fatalities in 2021



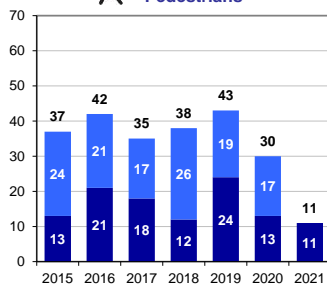
Young people age 18 to 24



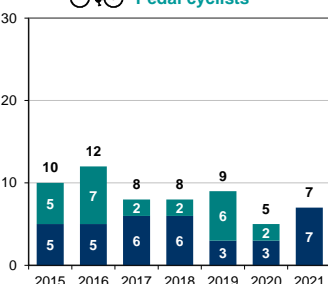
Senior people age 65 and over



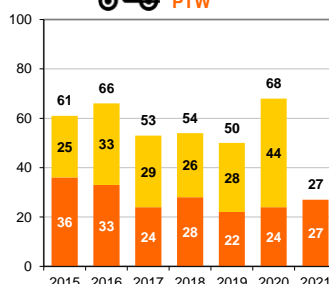
Pedestrians



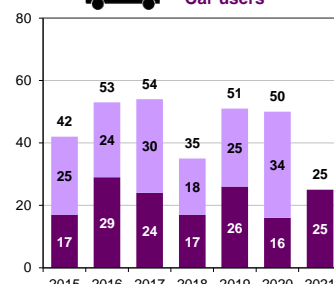
Pedal cyclists



PTW

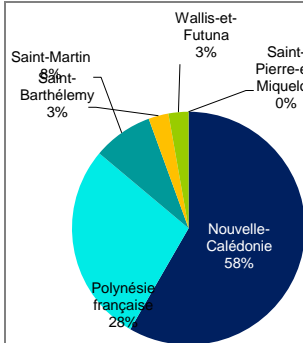


Car users

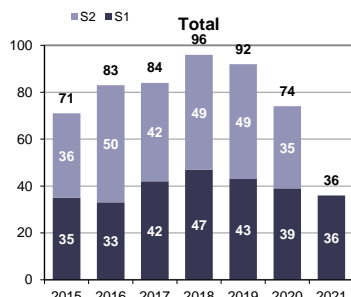


Data relating to injury accidents recorded by the police - Geographic scope: DOM
Source: ONISR - definitive labelled data until 2020, provisional data 2021 stopped on 09/07/2021

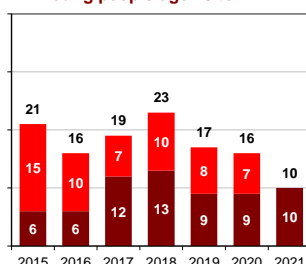
French overseas local authorities and New-Caledonia



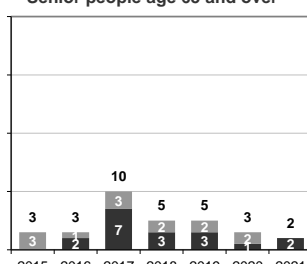
36 fatalities in 2021



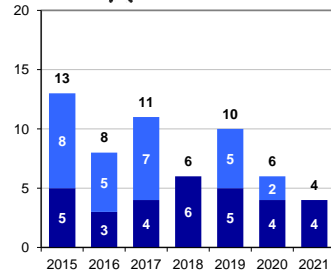
Young people age 18 to 24



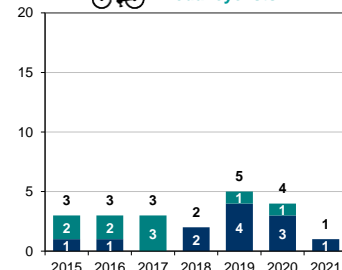
Senior people age 65 and over



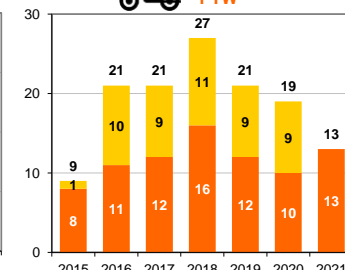
Pedestrians



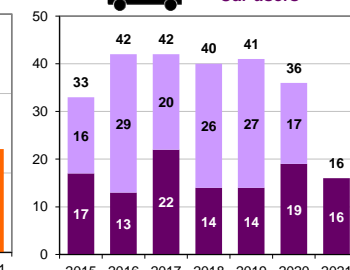
Pedal cyclists



PTW



Car users



Data relating to injury accidents recorded by the police - Geographic scope: COM + New Caledonia
Source: ONISR - definitive data until 2020, provisional data 2021 stopped on 09/07/2021