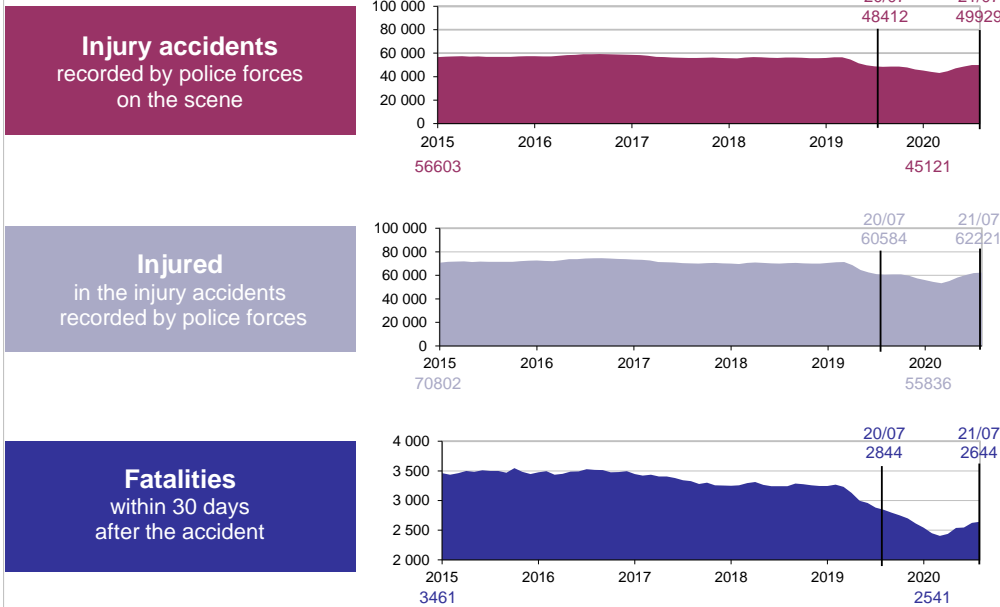


Warning: the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities. Since March 2020, the evolution of road accidents reflects the hazards of the measures and the way French people have adapted their mobility according to the periods. A curfew has been in place in mainland France since the beginning of 2021 and teleworking is strongly recommended. In July 2021, there are no longer any restrictions on travel in France mainland.

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

5 006 injury accidents
in July

+ 36 compared with 2020
- 281 compared with 2019

6 609 injured
in July

+ 223 compared with 2020
- 183 compared with 2019

313 fatalities
in July

+ 20 compared with 2020
- 15 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 05/08/2021

313 people were killed on the roads of mainland France in July 2021 compared to 293 in July 2020, i.e. 20 more people killed (+7%). This result is down compared to July 2019 (15 fewer people killed, i.e. -5%) and compared to the average for July 2015-2019 (-8%).

The number of injury accidents recorded by police forces at 5,006 in July 2021, compared to 4,970 in July 2020, i.e. 36 more injury accidents, and 5,287 in July 2019, i.e. 281 fewer injury accidents. The number of injury accidents is down by -5% compared to July 2019.

6,609 people were injured in July 2021, compared to 6,386 in July 2020, i.e. 223 more people (an increase of +3%). However, the number of injuries was down by -3% compared to July 2019, with 183 fewer people injured.

Travel in July 2021 was slightly higher than in July 2020 (an average of +10% compared to July 2020 according to the Cerema traffic dataviz). The increase is particularly marked at weekends, but is also present on working days to a lesser extent. The results concerning accidents and injuries thus reflect the resumption of French mobility, with an accident rate of the same order as that of July before the pandemic, while road deaths are still lower.

	July			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	5 006	4 970	5 287	+ 36	+1	- 281	-5	29 251	24 443	32 047	+4 808	+20	-2 796	-9	49 929	48 412	56 243	+1 517	+3	-6 314	-11
Fatalities	313	293	328	+ 20	+7	- 15	-5	1 549	1 446	1 846	+ 103	+7	- 297	-16	2 644	2 844	3 242	- 200	-7	- 598	-18
Injured	6 609	6 386	6 792	+ 223	+3	- 183	-3	36 664	30 279	40 185	+6 385	+21	-3 521	-9	62 221	60 584	70 325	+1 637	+3	-8 104	-12

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 05/08/2021

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 1,267 compared to 1,622 for the entire year of 2019, which represent a drop of -22% over a bit more than a year. Car users fatalities in July 2021 are higher than in July 2019 (+7 deaths). **Pedestrians** fatalities also drops sharply over this period: it is estimated that 367 pedestrians were killed in the last 12 months compared to 483 over the entire year of 2019, which means a decrease of -24%.

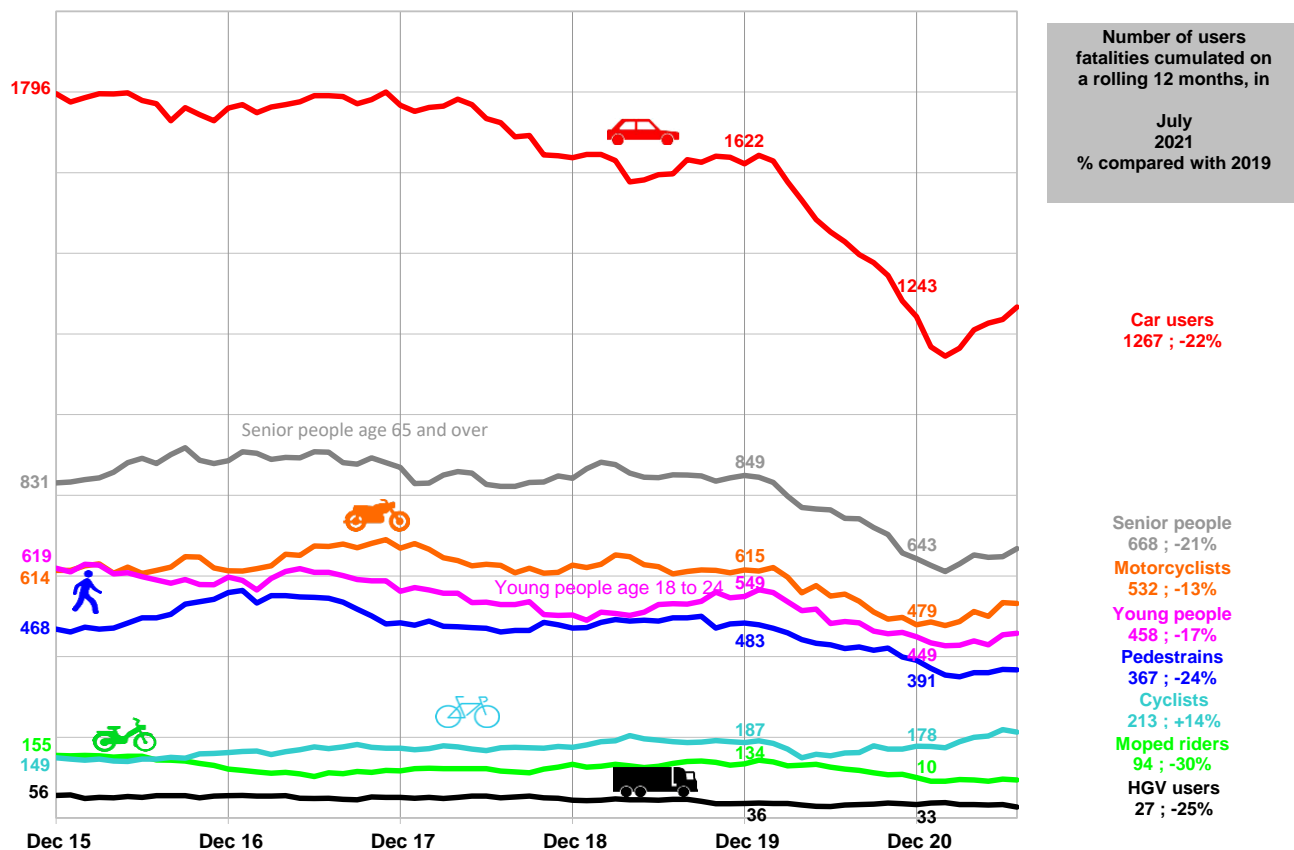
These very strong declines are to be put in relation with the strong decrease of the fatalities among **seniors aged 65 years or more**, particularly those aged 75 years or over, who have severely limited their movements during lockdowns and curfew periods, but have also probably gone on holiday much 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 539 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, -31% compared to 2019 with 92 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 (458 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: 213 cyclists were killed in the last 12 months, +14% 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 05/08/2021

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

Since the curfew was lifted on the June 20th, no measures restricting the mobility of French people are in place in mainland France. Fatalities in July 2021 are significantly higher than that recorded in July 2020, when all travel was also authorised in July 2020 on French territory.

Cyclists fatalities in July 2021, with 23 cyclists killed, were lower than in July 2020 (6 fewer killed) but equivalent to the deaths in July 2019 (1 more killed).

Pedestrians fatalities in July 2021, with 31 pedestrians killed, are down compared to the pre-crisis period (July 2019) and the result is stable compared to July 2020. Thus, 31 pedestrians were killed in July 2021, 10 less than in July 2019 and 1 less than in July 2020.

Motorcyclists fatalities, with 77 fatalities, are below the average level of the last 10 years. The relatively wet weather in July 2021 in many regions played an important role in limiting motorbike use.

Car users fatalities were higher than in July 2020 and of the same order as before the pandemic: 153 car users were killed compared to 122 in July 2020, i.e. 31 more fatalities. This is slightly higher than July 2019 and similar to July in previous years. The significant drop of around 30 fatalities per month over the start of the year, compared to the years prior to the health crisis, is therefore not present for motorists this July.

60 young people aged 18-24 were killed on the roads in July 2021, higher than in July 2020 and July 2019. Deaths among young people appear to be returning to pre-crisis levels following the lifting of the curfew.

78 senior citizens aged 65 or over died on the roads in July 2021, a significantly higher death rate than in July 2020 and similar to July 2019.

In urban areas, fatalities are lower than in June 2020 and June 2019, with 4 and 9 fewer fatalities respectively. **On rural roads**, fatalities are higher than in July 2020 but slightly lower than in July 2019, with 22 more and 3 fewer fatalities respectively.

	July					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	31	32	41	-1	-10	182	206	269	-24	-12	-87	-32	367	420	496	-53	-13	-129	-26
PMDs motorized	1	0	1	+1	+0	9	4	4	+5	ns	+5	ns	12	10	nc	+2	+20	+8	+200
Cyclists	23	29	22	-6	+1	120	85	111	+35	+41	+9	+8	213	161	189	+52	+32	+24	+13
Moped riders	11	13	18	-2	-7	49	55	68	-6	-11	-19	-28	94	121	135	-27	-22	-41	-30
Motorcyclists	77	79	74	-2	+3	355	302	362	+53	+18	-7	-2	532	555	605	-23	-4	-73	-12
Car users	153	122	146	+31	+7	734	710	903	+24	+3	-169	-19	1 267	1 429	1 597	-162	-11	-330	-21
HGV users	3	9	5	-6	-2	17	23	27	-6	-26	-10	-37	27	32	46	-5	-16	-19	-41
Under 18 years old	23	30	18	-7	+5	113	83	80	+30	+36	+33	+41	181	156	151	+25	+16	+30	+20
18 to 24 years old	60	56	51	+4	+9	271	262	324	+9	+3	-53	-16	458	487	531	-29	-6	-73	-14
65 years old and over	78	58	79	+20	-1	378	353	459	+25	+7	-81	-18	668	743	851	-75	-10	-183	-22
On the road network																			
Urban area	81	85	90	-4	-9	928	864	1 095	+64	+7	-167	-15	1 561	1 713	1 954	-152	-9	-393	-20
Rural	206	184	209	+22	-3	497	478	584	+19	+4	-87	-15	862	931	1 008	-69	-7	-146	-14
Motorway	26	24	29	+2	-3	124	104	167	+20	+19	-43	-26	221	200	280	+21	+11	-59	-21

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 05/08/2021

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.

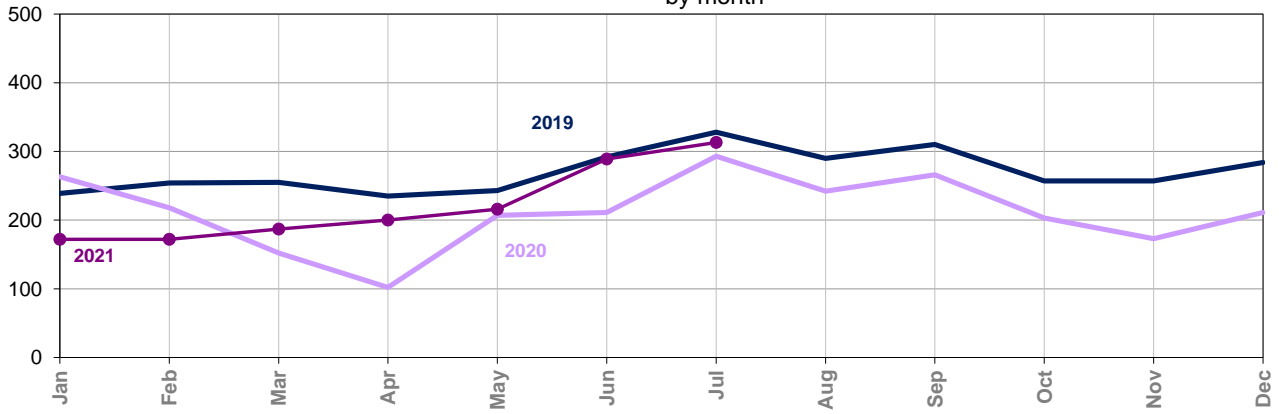
Young people aged between 18 and 24 inclusive are the category most at risk in terms of road safety.

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.

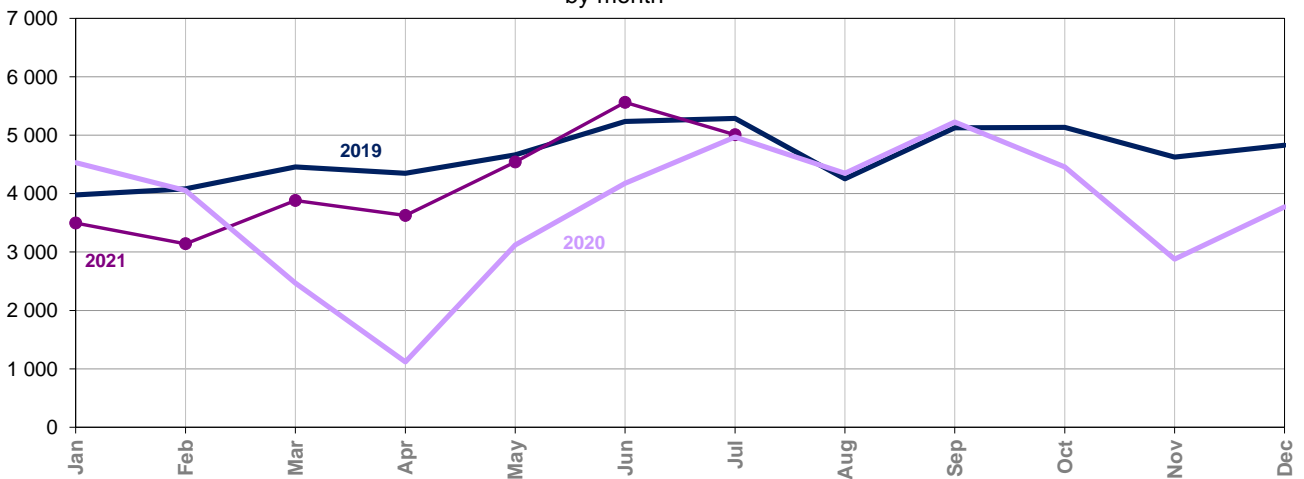
Fatalities within 30 days by month



	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	172	172	187	200	216	289	313					

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 05/08/2021

Injury accidents by month

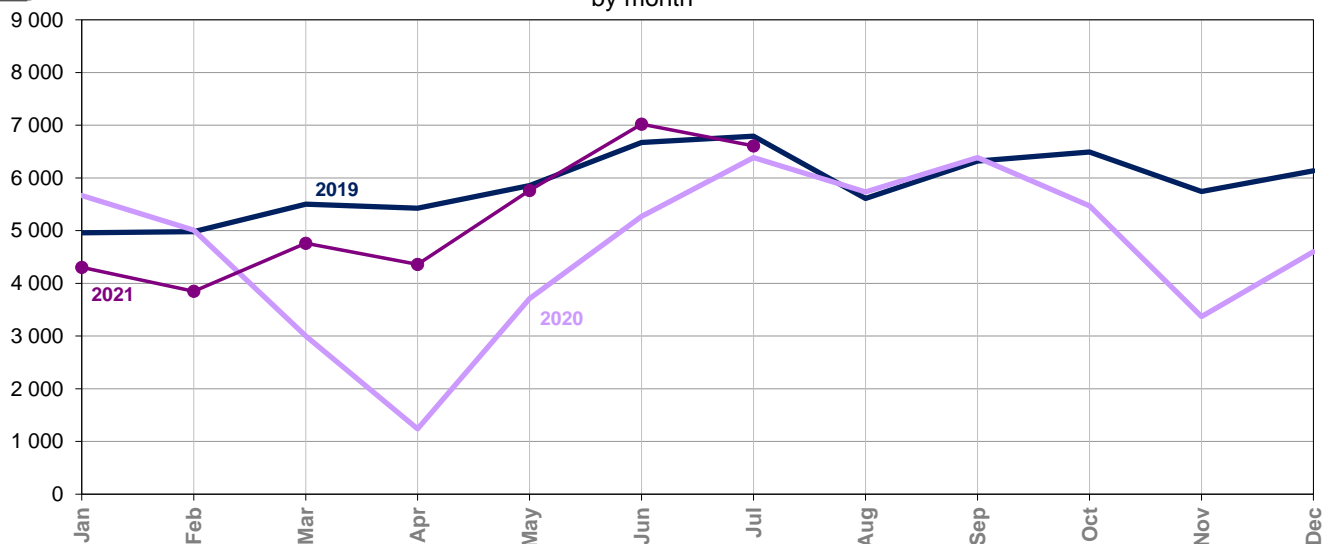


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	4 545	4 299	5 326	5 866	5 904	6 546	6 288	5 147	6 408	6 570	5 929	4 460
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	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	3 625	4 542	5 562	5 006					

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 05/08/2021

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	4 360	5 763	7 020	6 609					

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 05/08/2021

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, Wallis-et-Futuna and New Caledonia (where no health restrictions are currently applied, as the virus does not circulate there).

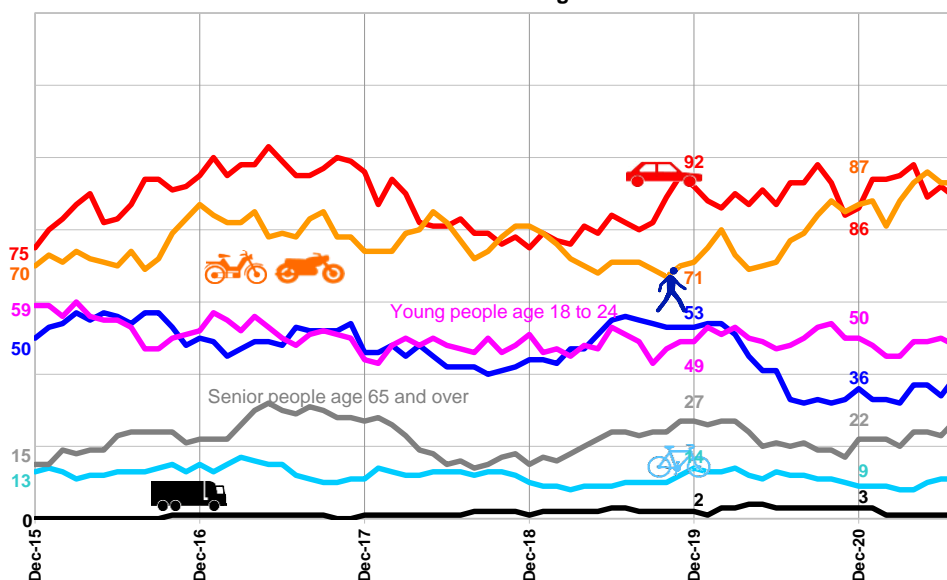
In **July 2021** the road safety indicators for french overseas are **higher** than in July **2020** and July **2019**, except for injured:
272 injury accidents (232 in the DOM and 40 in the COM-NC) compared to 266 accidents in June 2020 (219 and 47 respectively);
336 injured (276 in the DOM and 60 in the COM-NC) compared to 349 injured in June 2020 (285 and 64 respectively);
30 fatalities (20 in the DOM and 10 in the COM-NC) compared to 27 fatalities in June 2020 (19 and 8 respectively).



	July			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	272	266	233	+ 6	+2	+ 39	+17	1 696	1 334	1 627	+ 362	+27	+ 69	+4	2 985	2 531	2 794	+ 454	+18	+ 191	+7
Fatalities	30	27	24	+ 3	ns	+ 6	ns	136	127	145	+ 9	+7	- 9	-6	248	236	245	+ 12	+5	+ 3	+1
Injured	336	349	307	- 13	-4	+ 29	+9	2 152	1 723	2 134	+ 429	+25	+ 18	+1	3 841	3 264	3 704	+ 577	+18	+ 137	+4

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 05/08/2021

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



Number users fatalities cumulated on a rolling 12 months, in

July 2021

% compared with 2019

- Car users**: 89 ; -3%
- PTW**: 93 ; +31%
- Pedestrians**: 39 ; -26%
- Young people**: 48 ; -2%
- Senior people**: 27 ; ns
- Cyclists**: 11 ; ns
- HGV users**: 1 ; ns