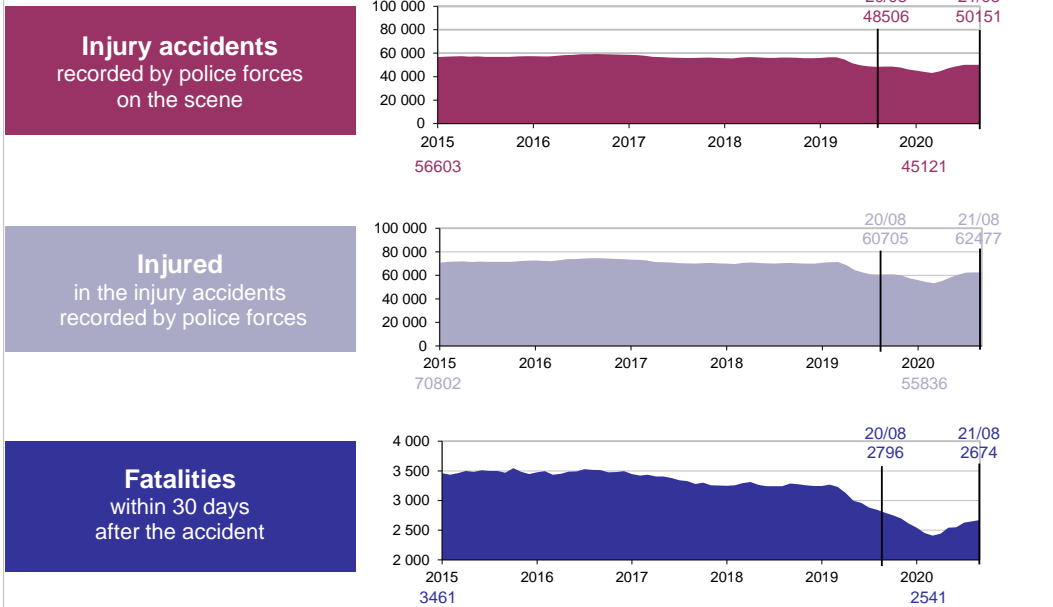


Warning: the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities. Since March 2020, the evolution of road accidents reflects the hazards of the measures and the way French people have adapted their mobility according to the periods. A curfew has been in place in mainland France since the beginning of 2021 and teleworking is strongly recommended. In August 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

4 350 injury accidents
in August

+ 3 compared with 2020
+ 97 compared with 2019

5 738 injured
in August

+ 5 compared with 2020
+ 126 compared with 2019

267 fatalities
in August

+ 25 compared with 2020
- 23 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 08/09/2021

267 people were killed on the roads of mainland France in **August 2021** compared with 242 in August 2020, i.e. 25 more people killed (+10%). This result is nevertheless down compared to August 2019 (23 fewer people killed, i.e. -8%) and compared to the average for August 2015-2019 (-9%).

The number of bodily injury accidents recorded by the police stood at 4,350 in August 2021, close to last year's result (4,347 accidents in August 2020), but higher than the result for August 2019 (4,253 accidents, i.e. 97 more bodily injury accidents and an increase of +2%).

5,738 people were injured in August 2021, compared to 5,733 in August 2020, a similar result. The number of injuries is slightly up by +2% compared to August 2019, with 126 more injured.

Travel in August 2021 was slightly higher than in August 2020 (around +15% on average compared to August 2020 according to the Cerema traffic dataviz). The increase is particularly marked at weekends with an increase of around +30%, but also present during working days to a lesser extent. Thus the results concerning accidents and injuries reflect the resumption of French mobility, with an accident rate of the same order as that of the pre-pandemic months of August, while road deaths are still lower.

	August				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	4 350	4 347	4 253	+ 3	+0	+ 97	+2	33 820	28 790	36 300	+5 030	+17	-2 480	-7	50 151	48 506	56 340	+1 645	+3	-6 189	-11
Fatalities	267	242	290	+ 25	+10	- 23	-8	1 821	1 688	2 136	+ 133	+8	- 315	-15	2 674	2 796	3 286	- 122	-4	- 612	-19
Injured	5 738	5 733	5 612	+ 5	+0	+ 126	+2	42 653	36 012	45 797	+6 641	+18	-3 144	-7	62 477	60 705	70 530	+1 772	+3	-8 053	-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 08/09/2021

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 1,277 compared to 1,622 for the entire year of 2019, which represent a drop of -21% over a bit more than a year.

Pedestrians fatalities also drops sharply over this period: it is estimated that 360 pedestrians were killed in the last 12 months compared to 483 over the entire year of 2019, which means a decrease of -25%.

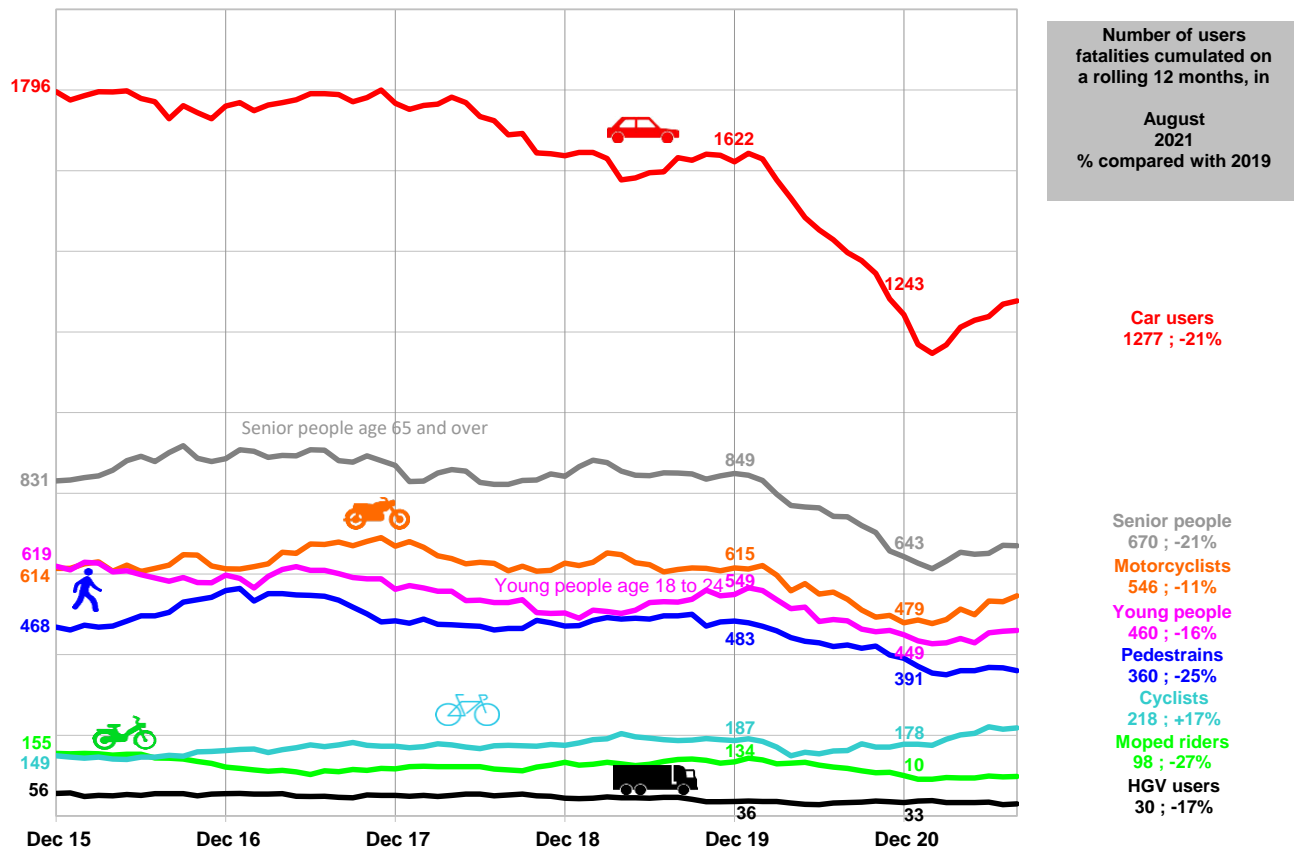
These very large decreases should be seen in relation to the large decrease in fatalities among **seniors aged 65 or more**, especially those aged 75 or more, whose travel was reduced during the confinements, but also the younger age groups, which were strongly affected by the confinements. or more, whose movements were reduced during the confinements, but also the younger age groups, strongly affected by the travel restrictions linked to the curfews. During these first 8 months of 2021, the still marked decrease in pedestrian and motorist fatalities compared to the pre-pandemic period is particularly evident outside built-up areas, while mortality in built-up areas has returned to equivalent or even higher than the pre-pandemic period.

The fatalities of **powered two-wheeler** users over the last 12 months are still lower than in 2019, but the decrease is not as strong as that observed in 2020 than that observed in 2020: -11% with 546 deaths in the last 12 months compared to 615 deaths in 2019. The fall in **moped** fatalities has been maintained since the beginning of 2021, -27% compared to 2019, with 98 killed in the last 12 months compared to 134 in 2019; a drop that affects all age groups.

Fatalities among **young adults aged 18-24**, at high risk of serious road accidents, have decreased by -16% in the last 12 months compared to 2019 (460 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: 218 cyclists were killed in the last 12 months, +17% 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 08/09/2021

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

Since the curfew was lifted on 20 June 2021, no measures restricting the mobility of French people have been in place in mainland France, as was the case in August 2020. Fatalities in August 2021 are however significantly higher than those recorded in August 2020, but remain significantly lower than those recorded in the pre-pandemic months of August.

Cyclist fatalities for August 2021, with 24 cyclists killed, are again higher than August 2020 (3 more killed) and August 2019 (4 more killed).

Pedestrian fatalities in August 2021 continue to decrease compared to the pre-crisis period (August 2019) and compared to August 2020. As a result, 26 pedestrians were killed in August 2021. 26 pedestrians were killed in August 2021, 3 fewer than in August 2019 and 7 fewer than in August 2020.

Motorcyclists fatalities, at 64, were only -7% lower than the average for the last five years. The rainy and stormy weather in August 2021 over many regions (with the notable exception of the South-East) has certainly limited motorbike use.

Car users fatalities were higher than in August 2020 but still lower than before the pandemic: 120 car users were killed in August 2021 compared to 112 in August 2020 (i.e. 8 more fatalities) and 144 in August 2019 (i.e. 24 fewer fatalities). Car fatalities in 2021 remained well below the motoring fatalities recorded in 2019 in every month (an average of around 30 fewer fatalities per month), with the exception of July this year.

46 young people aged 18-24 were killed on the roads in August 2021, similar to those recorded in August 2020 and August 2019. Deaths among young people appear to be returning to their previous levels. among young people appears to be returning to pre-crisis levels following the lifting of the curfew.

58 seniors aged 65 or over were killed on the roads in August 2021, a similar level to August 2020 and August 2019.

In urban areas, fatalities were similar to those in August 2020 and lower than in August 2019, with 2 and 14 fewer fatalities respectively. **On rural roads**, fatalities are higher than in August 2020 but lower than in August 2019, with 31 more and 11 fewer fatalities respectively.

	August					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	26	33	29	-7	-3	208	239	298	-31	-13	-90	-30	360	424	496	-64	-15	-136	-27
PMDs motorized	2	0	1	+2	+1	11	4	5	+7	+175	+6	+120	14	9	nc	+5	+56	+9	+180
Cyclists	24	21	20	+3	+4	146	106	131	+40	+38	+15	+11	218	162	187	+56	+35	+31	+17
Moped riders	12	11	14	+1	-2	64	66	82	-2	-3	-18	-22	98	118	140	-20	-17	-42	-30
Motorcyclists	64	49	67	+15	-3	418	351	429	+67	+19	-11	-3	546	537	611	+9	+2	-65	-11
Car users	120	112	144	+8	-24	856	822	1 047	+34	+4	-191	-18	1 277	1 397	1 632	-120	-9	-355	-22
HGV users	5	3	2	+2	+3	23	26	29	-3	-12	-6	-21	30	33	46	-3	-9	-16	-35
Under 18 years old	23	16	22	+7	+1	135	99	102	+36	+36	+33	+32	187	150	155	+37	+25	+32	+21
18 to 24 years old	46	44	47	+2	-1	317	306	371	+11	+4	-54	-15	460	484	530	-24	-5	-70	-13
65 years old and over	58	59	60	-1	-2	439	412	519	+27	+7	-80	-15	670	742	850	-72	-10	-180	-21
On the road network																			
Urban area	77	79	91	-2	-14	1 090	997	1 270	+93	+9	-180	-14	1 590	1 671	1 970	-81	-5	-380	-19
Rural	164	133	175	+31	-11	580	557	675	+23	+4	-95	-14	866	919	1 032	-53	-6	-166	-16
Motorway	26	30	24	-4	+2	151	134	191	+17	+13	-40	-21	218	206	284	+12	+6	-66	-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 08/09/2021

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.

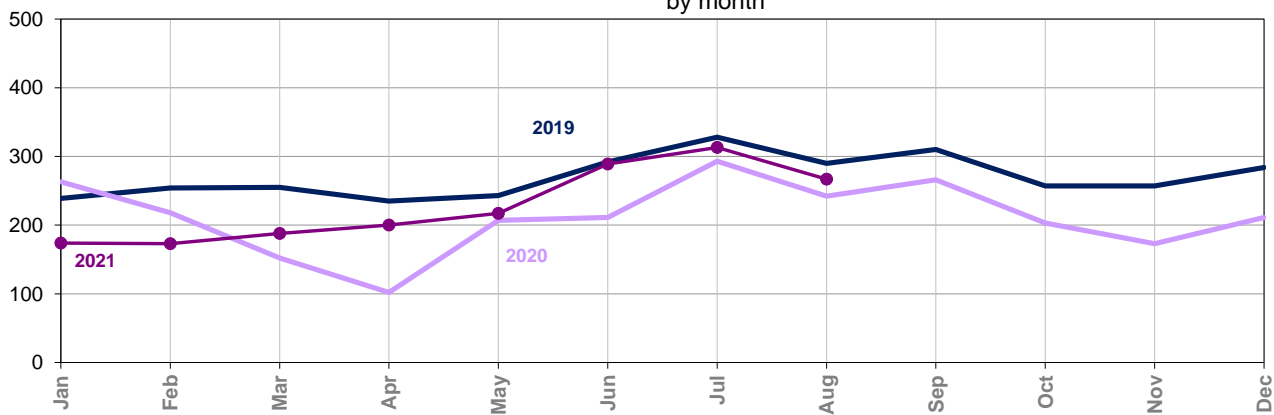
Young people aged between 18 and 24 inclusive are the category most at risk in terms of road safety.

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.

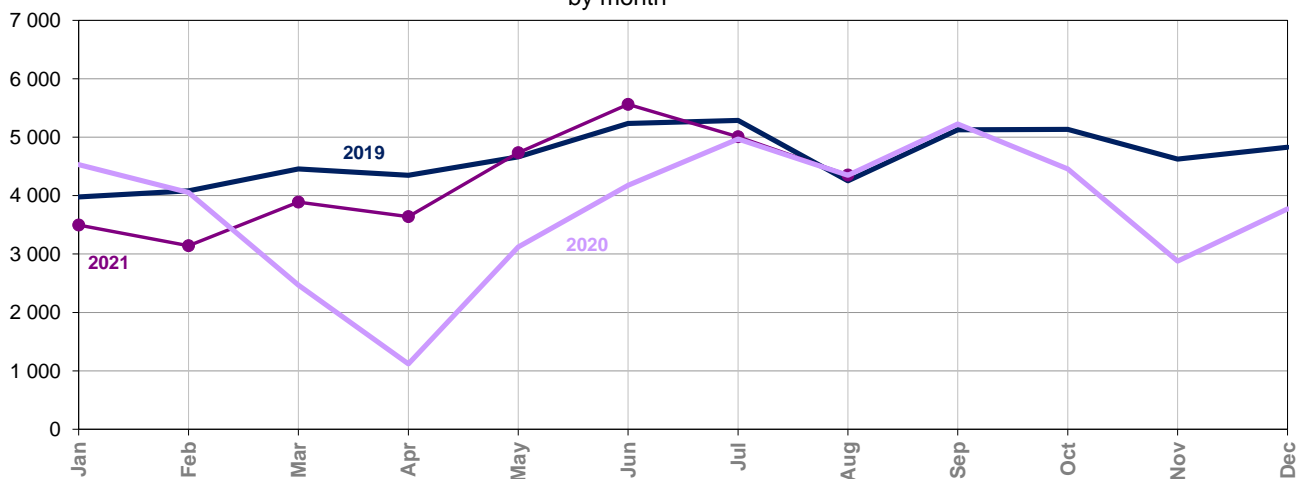
Fatalities within 30 days by month



	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	174	173	188	200	217	289	313	267				

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 08/09/2021

Injury accidents by month

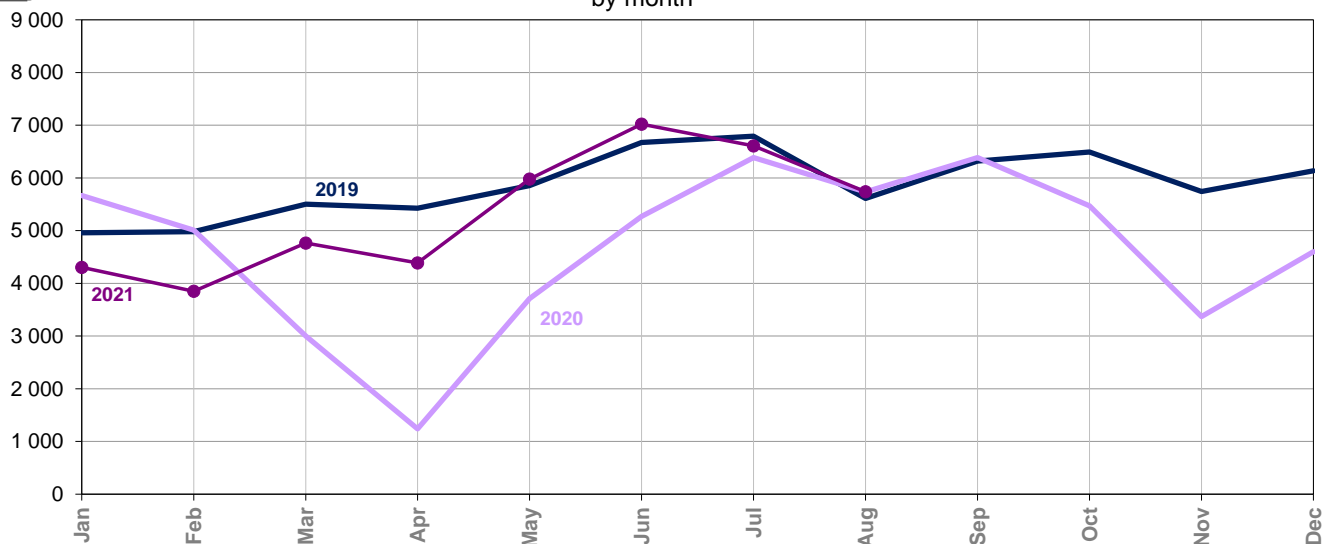


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	4 545	4 299	5 326	5 866	5 904	6 546	6 288	5 147	6 408	6 570	5 929	4 460
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	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	3 142	3 888	3 641	4 735	5 562	5 006	4 350				

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 08/09/2021

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	4 305	3 850	4 765	4 386	5 980	7 020	6 609	5 738				

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 08/09/2021

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), with a return to lockdown for some territories.

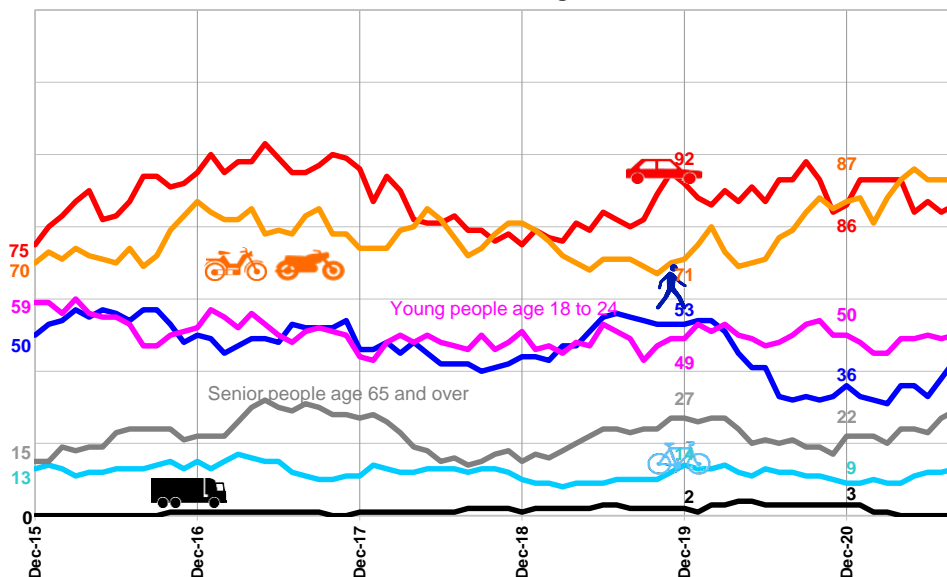
In **August 2021** the road safety indicators for french overseas are **higher** than in August 2020 and August 2019, except for injured:
246 injury accidents (203 in the DOM and 43 in the COM-NC) compared to 240 accidents in June 2020 (192 and 48 respectively);
292 injured (251 in the DOM and 41 in the COM-NC) compared to 336 injured in June 2020 (265 and 71 respectively);
19 fatalities (10 in the DOM and 9 in the COM-NC) compared to 15 fatalities in June 2020 (12 and 3 respectively).



	August							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	246	240	213	+ 6	+2	+ 33	+15	1 947	1 574	1 840	+ 373	+24	+ 107	+6	2 996	2 558	2 780	+ 438	+17	+ 216	+8
Fatalities	19	15	11	+ 4	ns	+ 8	ns	155	142	156	+ 13	+9	- 1	-1	252	240	240	+ 12	+5	+ 12	+5
Injured	292	336	282	- 44	-13	+ 10	+4	2 450	2 059	2 416	+ 391	+19	+ 34	+1	3 803	3 318	3 655	+ 485	+15	+ 148	+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 08/09/2021

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



Number users fatalities cumulated on a rolling 12 months, in

August 2021

% compared with 2019

- Car users**: 86 ; -7%
- PTW**: 93 ; +31%
- Pedestrians**: 43 ; -19%
- Young people**: 50 ; +2%
- Senior people**: 29 ; ns
- Cyclists**: 13 ; ns
- HGV users**: 0 ; ns