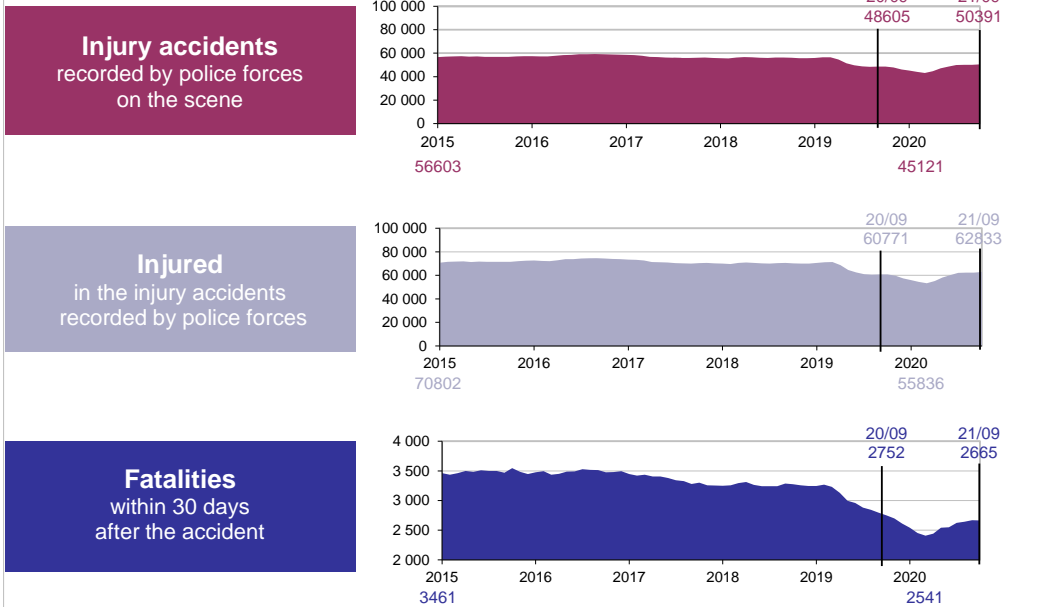


**Warning: the health crisis** linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities. Since March 2020, the evolution of road accidents reflects the hazards of the measures and the way French people have adapted their mobility according to the periods.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

**5 602 injury accidents**  
in September

+ 376 compared with 2020  
+ 475 compared with 2019

**6 965 injured**  
in September

+ 579 compared with 2020  
+ 645 compared with 2019

**263 fatalities**  
in September

- 3 compared with 2020  
- 47 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 08/10/2021

**263 people were killed** on the roads of mainland France in September 2021, compared to 266 in September 2020, i.e. 3 fewer people killed. This result is down sharply compared to September 2019 (47 fewer people killed, i.e., -15%) and compared to the average for September 2015-2019 (-13%).

The number of injury accidents recorded by police forces was 5,602 in September 2021, higher than last year's result (5,226 accidents, 376 more injury accidents than in September 2020) as well as the September 2019 result (5,127 accidents, 475 more injury accidents and an increase of +9%).

6,965 people were injured in September 2021, a result +9% higher than in September 2020 and +10% higher than in September 2019: there were 6,386 injuries in September 2020 and 6,320 injuries in September 2019.

Travel during September 2021 was slightly higher than in September 2020 (around +5% on average compared to September 2020 according to Cerema's traffic dataviz, both on weekdays and weekends). Thus, the results concerning accidents and injuries reflect the resumption of French mobility, with an accident rate of the same order as that of September before the pandemic, while road deaths remain significantly lower.

	September								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	
<b>Accidents</b>	5 602	5 226	5 127	+ 376	+7	+ 475	+9	39 286	34 016	41 427	+5 270	+15	-2 141	-5	50 391	48 605	56 097	+1 786	+4	-5 706	-10									
<b>Fatalities</b>	263	266	310	- 3	-1	- 47	-15	2 078	1 954	2 446	+ 124	+6	- 368	-15	2 665	2 752	3 274	- 87	-3	- 609	-19									
<b>Injured</b>	6 965	6 386	6 320	+ 579	+9	+ 645	+10	49 395	42 398	52 117	+6 997	+17	-2 722	-5	62 833	60 771	70 236	+2 062	+3	-7 403	-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 08/10/2021

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 restrictions and authorized movements.

**Car users** usually account for half of all road deaths. Their fatalities over the last 12 months is estimated at 1,275 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 dropped sharply over this period: an estimated 367 pedestrians were killed in the last 12 months compared with 483 for the whole of 2019, which means a decrease of -24%.

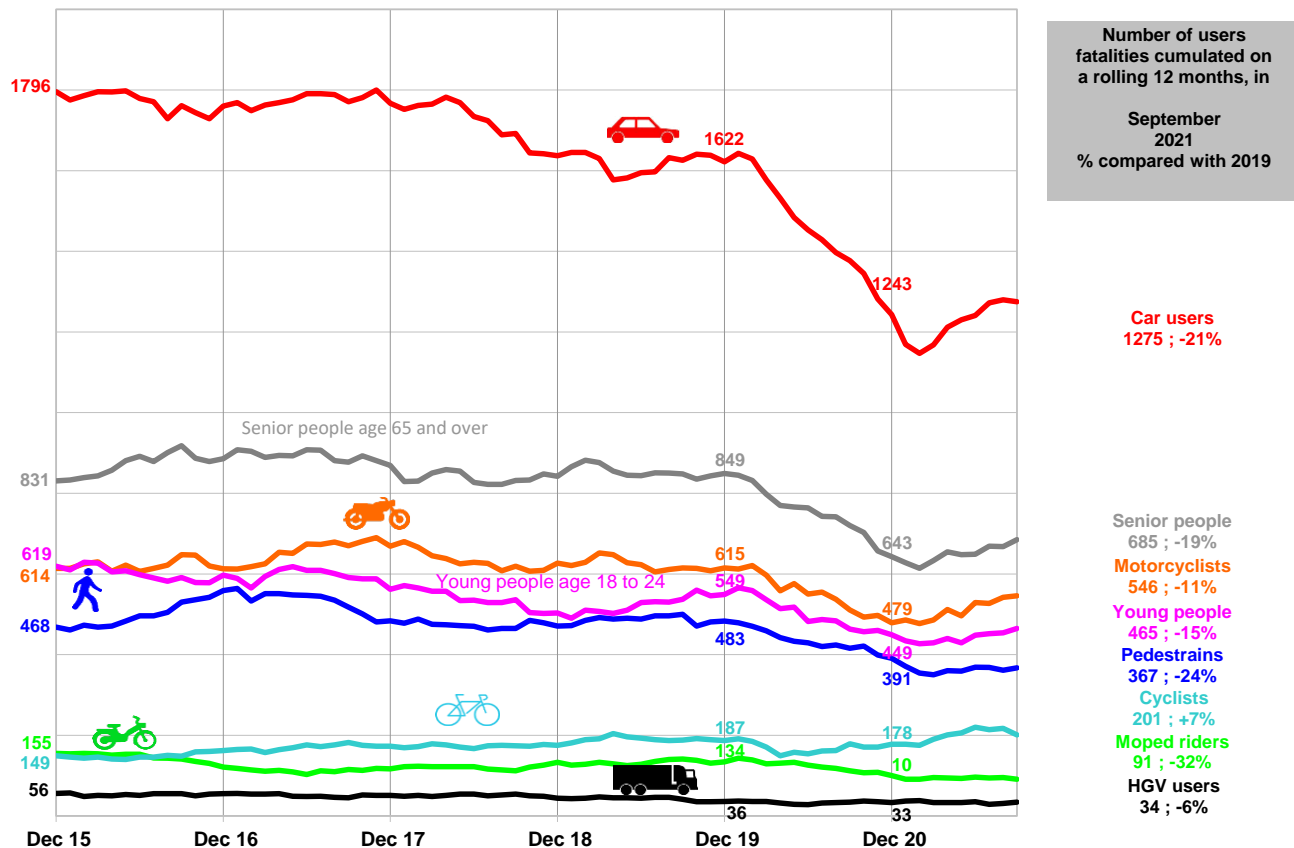
These very strong declines are to be put in relation with the strong decrease of the fatalities among **seniors aged 65 years or more**, especially those aged 75 years or more, who have severely limited their movements during lockdowns, but also the younger age groups, strongly affected by the trips restrictions related to curfews. During the first 9 months of 2021, the still marked decrease in pedestrians and car users fatalities compared to the pre-pandemic period is expressed in urban areas and outside.

The fatalities of **powered two-wheeler** users over the last 12 months is still lower than in 2019, but the decrease is less important than the one observed in 2020: -11% with 546 fatalities in the last 12 months compared to 615 fatalities in 2019. The decrease in **moped** fatalities has been maintained since the beginning of 2021, -32% compared to 2019 with 91 moped fatalities in the last 12 months compared to 134 in 2019; a decrease that affects all age groups.

Fatalities among **young adults aged 18-24**, at high risk of serious road accidents, have decreased by -15% in the last 12 months compared to 2019 (465 people killed compared to 549 in 2019), a trend that continues for the first half of 2021 with the curfew measures and the closure of some festive places.

Compared to other trends, **cyclists** fatalities over the last 12 months are higher than in 2019, but this increase tends to be reduced for this month of September: 201 cyclists were killed in the last 12 months, +7% 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 08/10/2021

## 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, as was the case in September 2020. Fatalities in September 2021 are similar to those recorded in September 2020, but remains significantly lower than those recorded in the pre-pandemic months of September.

**Pedestrians** fatalities in September 2021 are similar to the pre-pandemic period (September 2019) but higher than in September 2020. Thus, 38 pedestrians were killed in September 2021, 2 fewer than in September 2019 and 6 more than in September 2020.

**Cyclists** fatalities in September 2021, with 21 cyclists killed, were significantly lower than September 2020 (16 fewer killed) and comparable to September 2019.

**Motorcyclists** fatalities, with 60 fatalities, are -15% lower than the average of the last 5 years. The month of September 2021 was nevertheless particularly hot, but the stormy episodes with heavy rainfall certainly limited motorcycle use in part.

**Car users** fatalities were slightly lower than in September 2020 and significantly lower than before the pandemic: 114 car users were killed in September 2021 compared with 119 in September 2020 (5 fewer killed) and 139 in September 2019 (25 fewer killed). Car users fatalities in 2021 remained well below the car users fatalities recorded in 2019 in every month (about 30 fewer fatalities on average per month), with the exception of last July.

**20 children or teenagers** were killed on the roads in September 2021, significantly more than in September 2020 or September 2019. Since the beginning of the year, children or teenagers fatalities are much higher than in 2020 or 2019 (+38% and +33% higher, respectively), but in the same range as previous years.

**50 young people aged 18-24** were killed on the roads in September 2021, which is halfway between September 2020 and September 2019.

**78 seniors citizens aged 65 or over** were killed on the roads in September 2021, lower than in 2020 but comparable to the pre-pandemic months of September.

**In urban areas**, fatalities were significantly lower than in September 2020 and September 2019, with 14 and 29 fewer fatalities respectively. **On rural roads**, fatalities are slightly higher than in September 2020 but still much lower than in September 2019, with 7 more and 22 fewer fatalities respectively.

	September					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	
				Diff.	Diff.				Diff.	%	Diff.	%				Diff.	%		
<b>Pedestrians</b>	38	32	40	+6	-2	247	271	338	-24	-9	-91	-27	367	416	500	-49	-12	-133	-27
<b>PMDs motorized</b>	2	0	2	+2	+0	13	4	7	+9	+225	+6	+86	16	7	nc	+9	+129	+9	+129
<b>Cyclists</b>	21	37	20	-16	+1	166	143	151	+23	+16	+15	+10	201	179	188	+22	+12	+13	+7
<b>Moped riders</b>	4	8	14	-4	-10	65	74	96	-9	-12	-31	-32	91	112	141	-21	-19	-50	-35
<b>Motorcyclists</b>	60	56	82	+4	-22	474	407	511	+67	+16	-37	-7	546	511	615	+35	+7	-69	-11
<b>Car users</b>	114	119	139	-5	-25	973	941	1 186	+32	+3	-213	-18	1 275	1 377	1 626	-102	-7	-351	-22
<b>HGV users</b>	5	2	1	+3	+4	29	28	30	+1	+4	-1	-3	34	34	41	+0	+0	-7	-17
<b>Under 18 years old</b>	20	13	14	+7	+6	154	112	116	+42	+38	+38	+33	193	149	157	+44	+30	+36	+23
<b>18 to 24 years old</b>	50	39	60	+11	-10	361	345	431	+16	+5	-70	-16	465	463	537	+2	+0	-72	-13
<b>65 years old and over</b>	78	61	83	+17	-5	515	473	602	+42	+9	-87	-14	685	720	848	-35	-5	-163	-19
<b>On the road network</b>																			
<b>Urban area</b>	72	86	101	-14	-29	1 242	1 155	1 457	+87	+8	-215	-15	1 584	1 642	1 963	-58	-4	-379	-19
<b>Rural</b>	165	158	187	+7	-22	644	643	776	+1	+0	-132	-17	844	904	1 037	-60	-7	-193	-19
<b>Motorway</b>	26	22	22	+4	+4	192	156	213	+36	+23	-21	-10	237	206	274	+31	+15	-37	-14

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 08/10/2021

*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.*

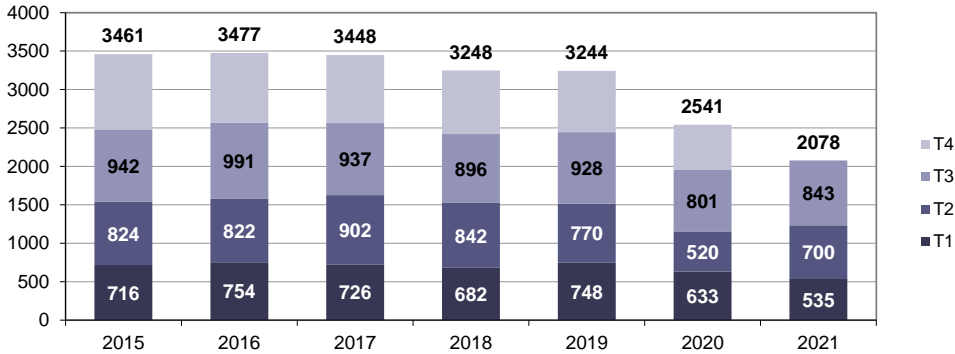
*The "motorway" network concerns the traffic lanes with motorway status, indicated by blue signs.*

## Road traffic fatalities variation by quarterly for each year

	Q1					Q2					Q3				
	2021	2020	2019	2021-2020	2021-2019	2021	2020	2019	2021-2020	2021-2019	2021	2020	2019	2021-2020	2021-2019
<b>Accidents</b>	10 524	11 056	12 514	-5%	-16%	13 804	8 417	14 246	64%	-3%	14 958	14 543	14 667	3%	2%
<b>Fatalities</b>	535	633	748	-15%	-28%	700	520	770	35%	-9%	843	801	928	5%	-9%
<b>Injured</b>	12 916	13 676	15 441	-6%	-16%	17 167	10 217	17 952	68%	-4%	19 312	18 505	18 724	4%	3%

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 08/10/2021

Road fatalities in the third quarter of 2021 amounted to 843 fatalities, +5% higher than in the third quarter of 2020 (801 fatalities) and -9% lower than in the third quarter of 2019 (928 fatalities), the pre-pandemic reference. The decrease mainly concerns car users, pedestrians, motorcyclists and moped riders: 387 car users, 95 pedestrians, 201 motorcyclists and 27 moped riders were killed in the 3rd quarter of 2021, which represent a decrease of -10%, -14%, -10% and -41% respectively compared to the 3rd quarter of 2019. A +10% increase in cyclists fatalities is to be noted in the 3rd quarter of 2021 with 68 killed compared to 62 in the 3rd quarter of 2019.

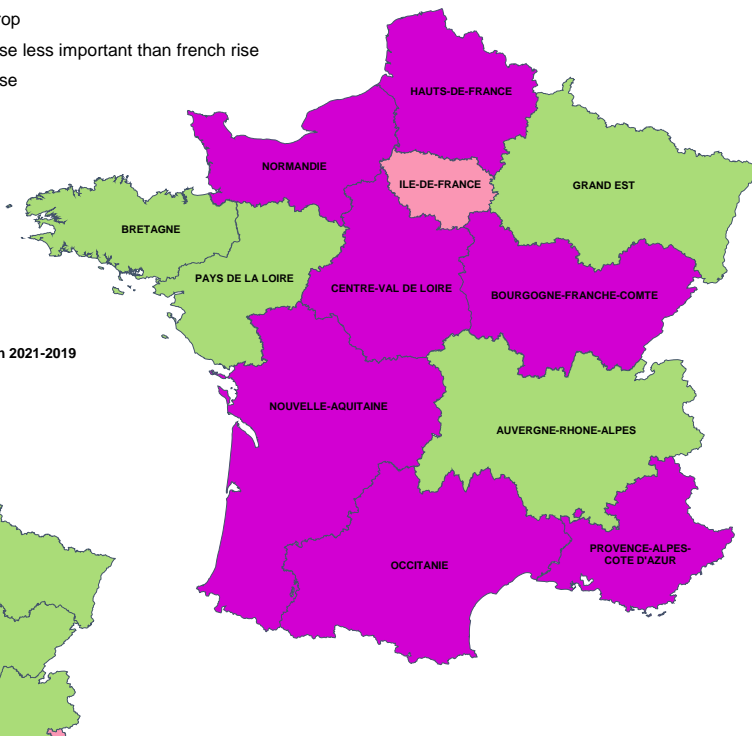


Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
Labelled series (definitive until 2020), 2021 estimate based on data as of 08/10/2021

## Territorial report

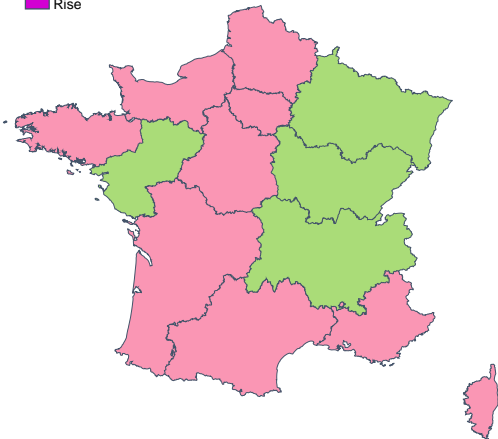
### The 9 first cumulative months - Variation 2021-2020

- Drop
- Rise less important than french rise
- Rise



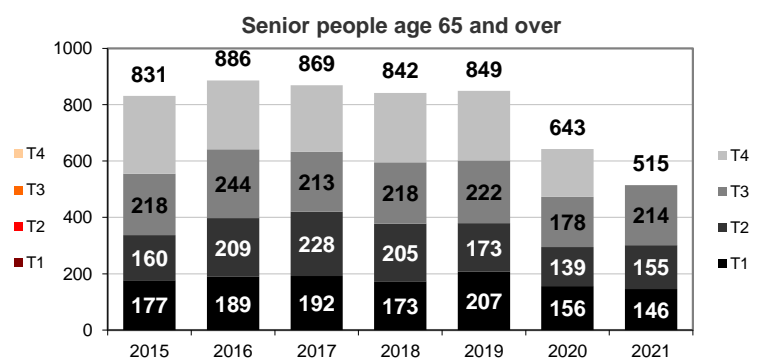
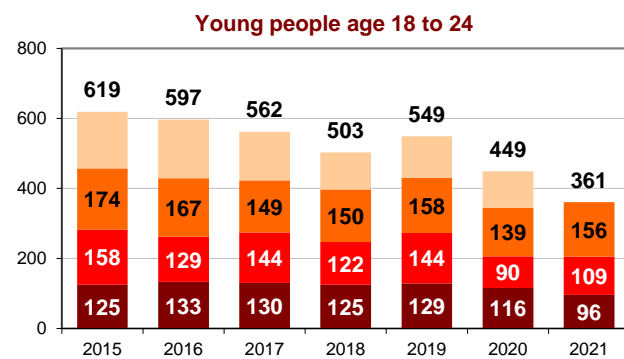
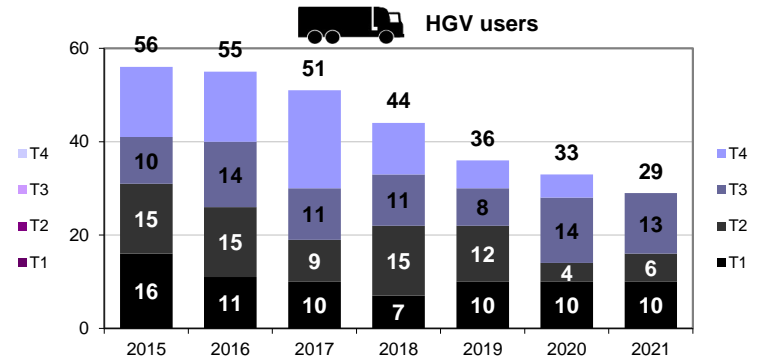
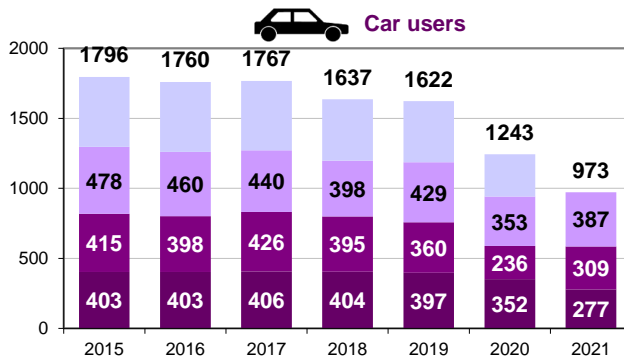
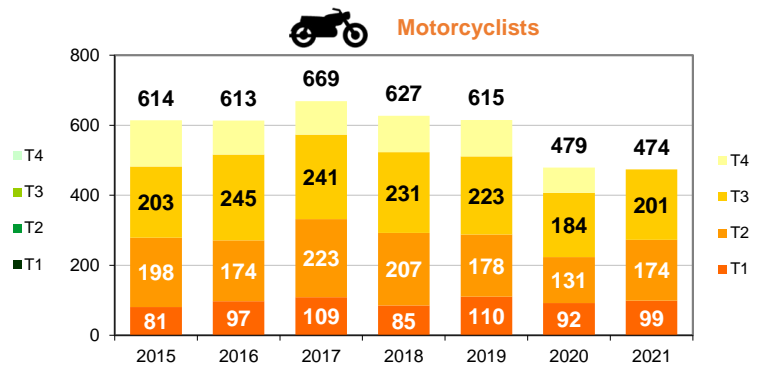
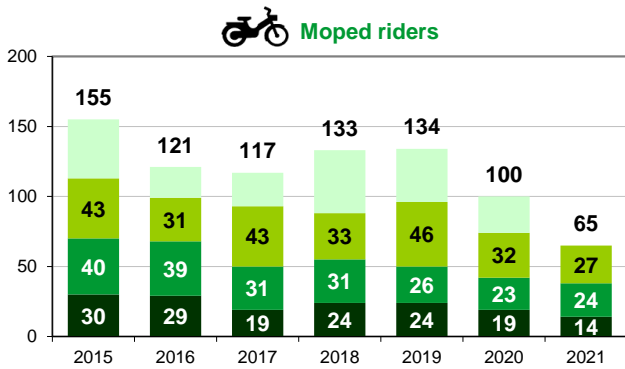
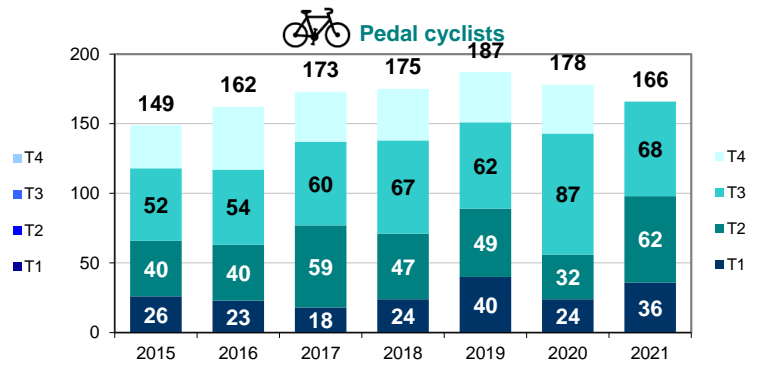
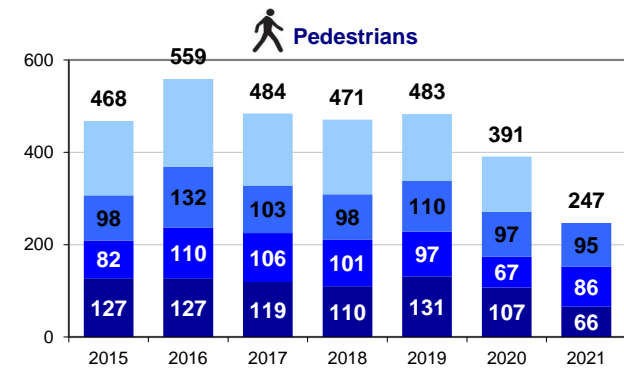
### The 9 first cumulative months - Variation 2021-2019

- Drop more important than french drop
- Drop less important than french drop
- Rise



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 08/10/2021

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

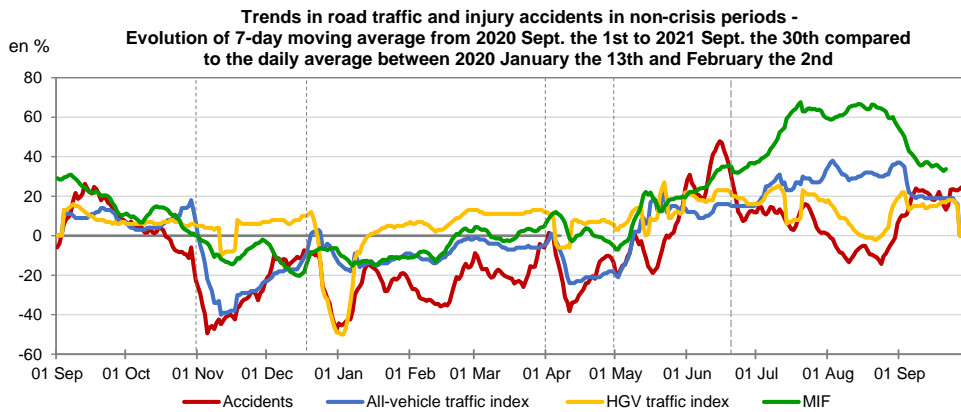


Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
 Labelled series (definitive until 2020), 2021 estimate based on data as of 08/10/2021

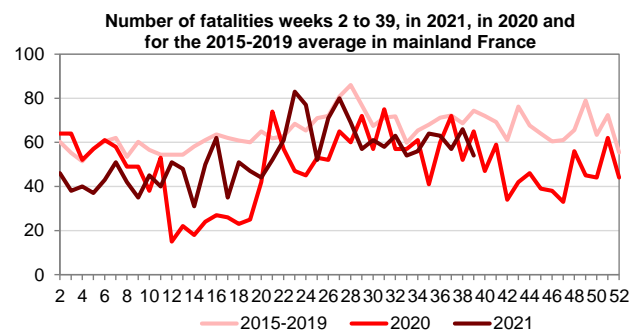
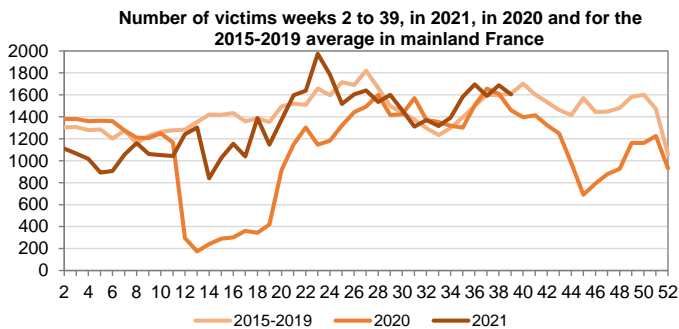
## Impact monitoring of the health crisis - Third quarter of 2021 (1 July - 30 September)

In the context of the health crisis linked to Covid-19, since 20 June there is no longer a curfew in mainland France.

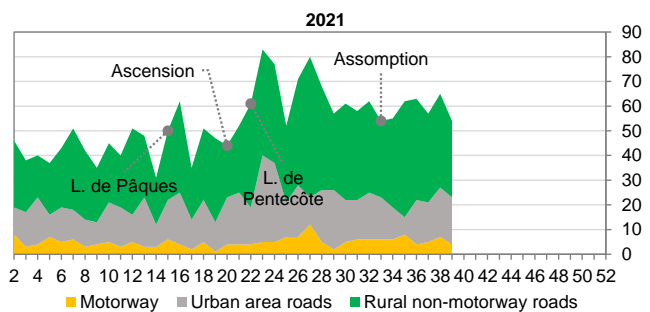
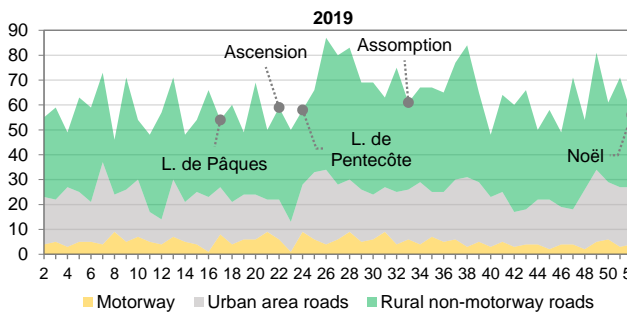
From the end of June 2021, traffic is on the rise again (+40% compared to the pre-crisis reference), as well as the number of speeding violation messages (MIF), whose increase is 1.5 times higher, suggesting more frequent speeding. From the end of August onwards, traffic and the number of MIFs fall and stabilise in September. In parallel with these developments, the accident rate drops with a low point in August (-14% compared to the pre-crisis reference).



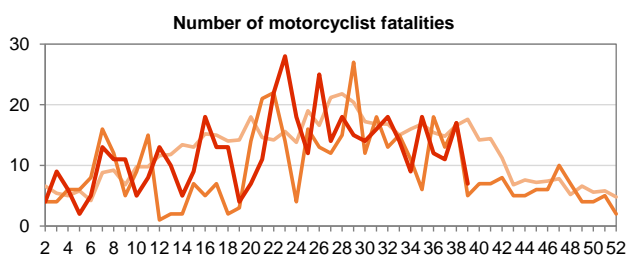
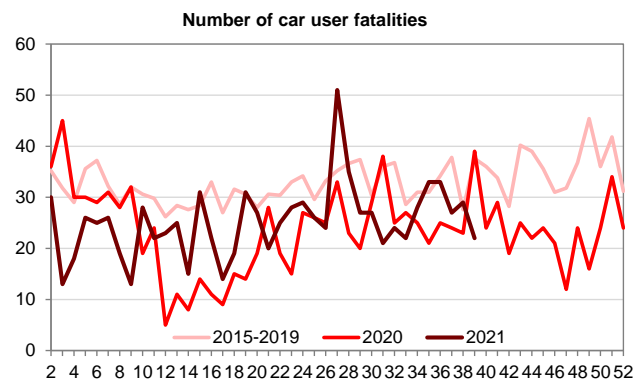
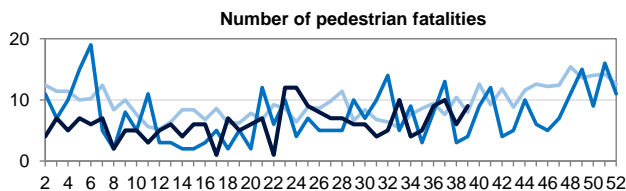
Sources: ONISR - definitive data labelled until 2020, provisional data for 2021, as of 8/10/2021  
Cerema - Road traffic index (national conceded network) cumulative 7 days sliding, available on 8/10/2021  
DSR - provisional infraction messages (MIF), as of 23/09/2021



### Fatalities by road environment per week, 2nd to 39th week in mainland France



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



In the third quarter of 2021, deaths of motorists (despite a peak in the week of the summer school holidays) and motorcyclists are lower than the average for the third quarters of 2015-2019 but higher than in the third quarter of 2020, in contrast to deaths of pedestrians, which are lower than in 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 8/10/2021

Dashboard for September 2021

France mainland - Page 6/11

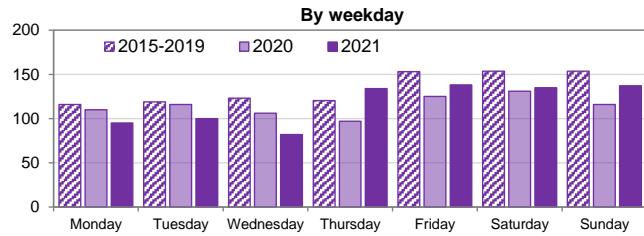
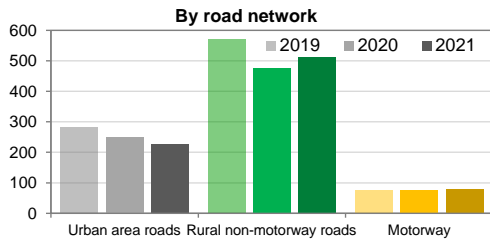
French Road Safety Observatory (ONISR) - Ministère de l'intérieur - Place Beauvau 75800 Paris cedex 08

tél. : 01 86 21 59 02 - courriel : onisr-dscr@interieur.gouv.fr

site Web : <http://www.onisr.securite-routiere.gouv.fr/en>

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

### Number of fatalities in the 3rd quarter for 2021, 2020, and 2015-2019 average, in France mainland

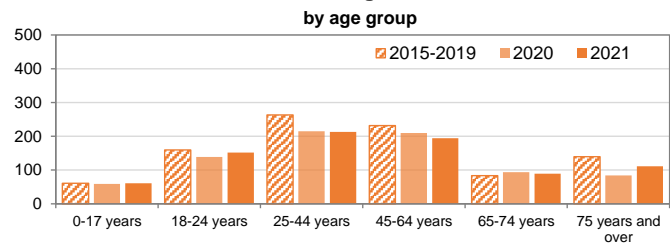
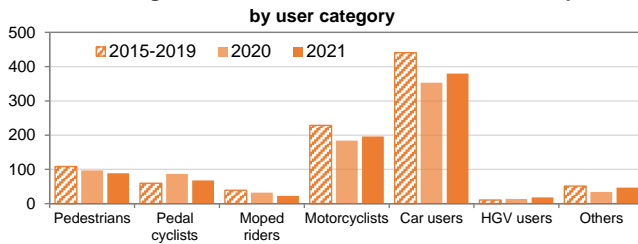


\* due to the introduction of 80km/h on the rural non-motorway roads in 2018, the comparison is with the year 2019.

In urban areas, fatalities remain lower than in the third quarter of 2020, which is already very low. In rural areas, fatalities are higher than in the third quarter of 2020 but lower than in the third quarter of 2019. On the other hand, on motorways, fatalities are higher than in the third quarter of previous years.

Depending on the day of the week, fatalities are distributed differently in the third quarter of 2021, with a higher number of fatalities on Thursdays than in previous years. Mortality is distributed over the last 4 days of the week and not over the last 3 days of previous years.

### Change in the number of fatalities in the 3rd quarter for 2021, 2020, and 2015-2019 average, in France mainland

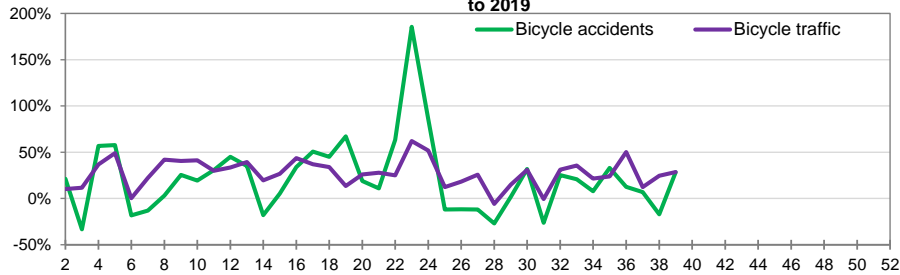


In the third quarter of 2021, car users and motorcyclist fatalities, despite an increase, remain lower than in the pre-crisis years. Pedestrian deaths remain lower than in the third quarters of previous years. Cyclists' deaths are lower than in the third quarter of 2020 and tend towards the third quarter of the pre-crisis years.

Compared to the third quarter of 2020, only the fatalities of people aged 75 and over is up, but without reaching the level of the pre-crisis years. While the fatalities of 0-17 year olds and 65-74 year olds has remained stable in the third quarter of all years.

### Cyclists killed and injured in the 3rd quarter for 2021 compared to previous years, in France mainland

Trend in cyclist use and injury accidents with bicycles per week in 2021 compared to 2019

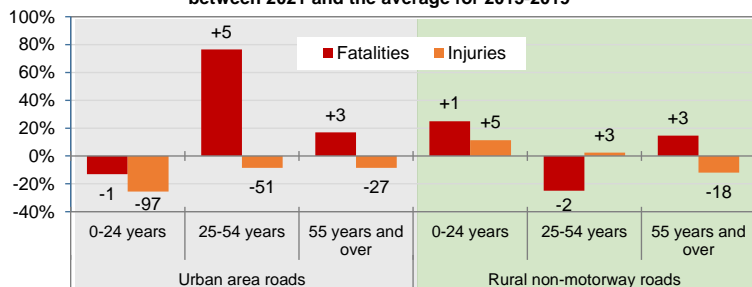


Sources: ONISR - Number of accidents, definitive data labelled until 2020, raw data for 2021 stopped on 8/10/2021  
Vélos & Territoires - Indicators for monitoring bicycle traffic (average number of daily passages), available on 6/10/2021

July and August 2021, the number of bicycle passages varies due to the capricious weather. From September onwards, with the return to school life and face-to-face work, cyclists get back on the road with an average increase of 28% in the number of passages over the last four weeks.

Accidents involving at least one cyclist follow the trend in cycling, the only exception being week 23, which in 2019 was marked by the heatwave with the lowest accident rate in the last 10 years, compared to week 23 in 2021 with the highest accident rate in the last 10 years.

### Change in the number of fatalities and injuries in the 3rd quarter between 2021 and the average for 2015-2019

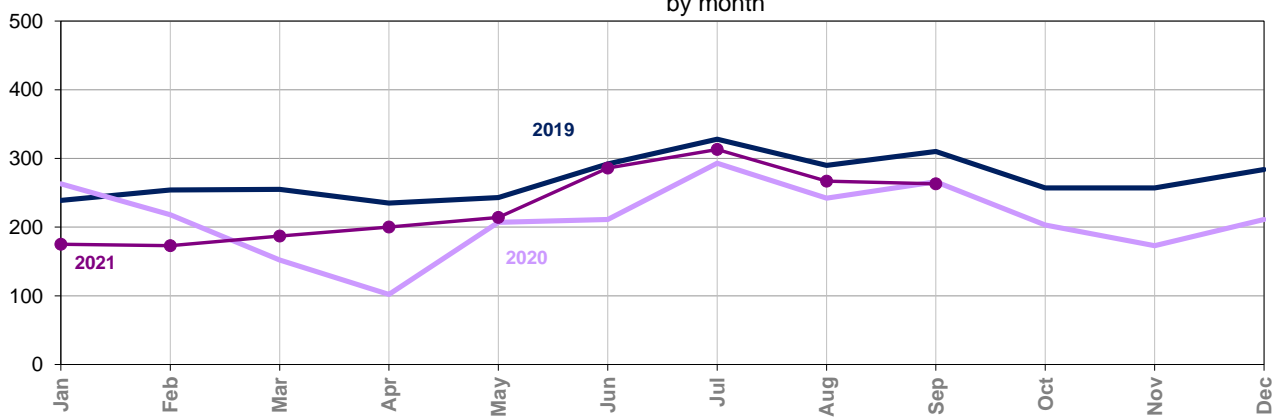


68 cyclists were killed in the third quarter of 2021 (34 in urban areas and 34 in rural areas) compared with an average of 59 killed in the third quarters of 2015-2019 (27 in urban areas and 32 in rural areas).

In urban areas, the number of cyclists killed is higher than in the third quarters of 2015-2019, but the number of injuries is falling, especially among the under-25s. In rural areas, the number of cyclists killed over 55 years old is higher than in the third quarters of 2015-2019, while the number of injuries is lower than in the reference period.

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 8/10/2021

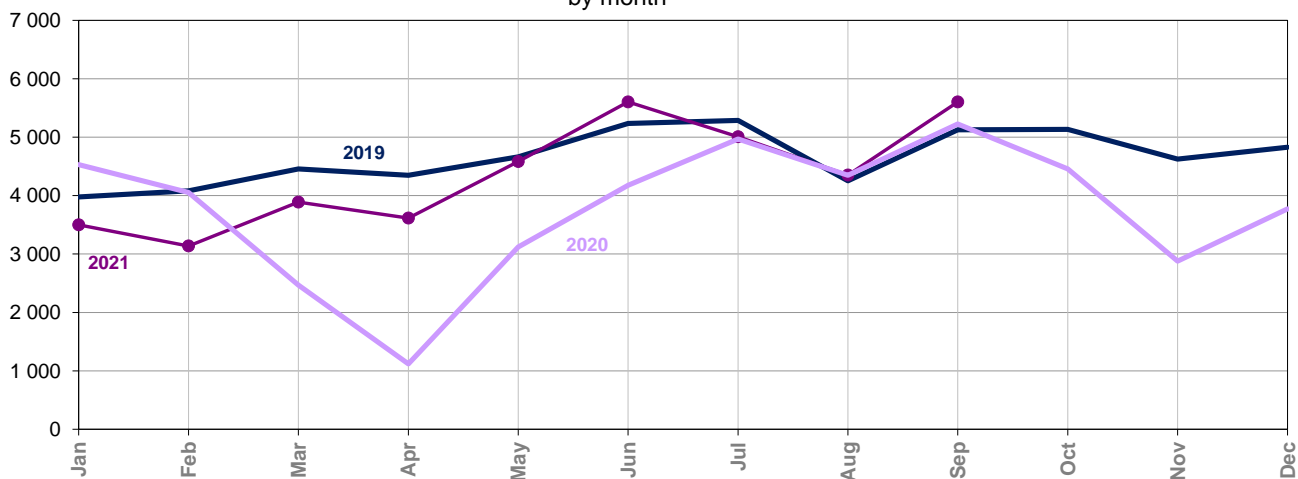
## Fatalities within 30 days by month



	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	175	173	187	200	214	286	313	267	263			

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 08/10/2021

## Injury accidents by month



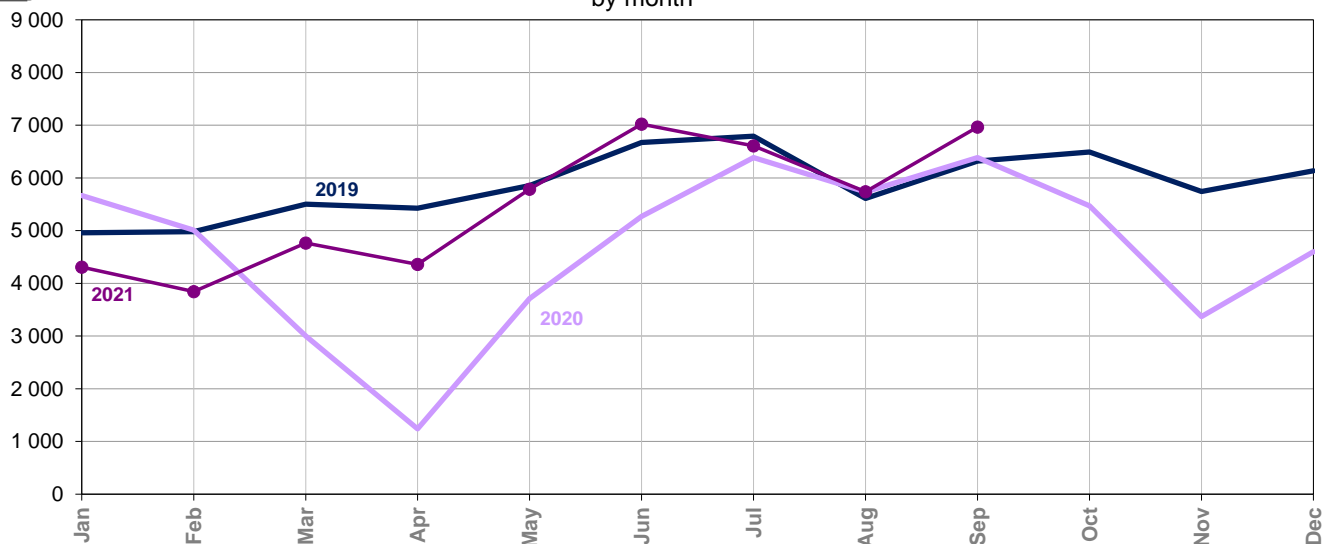
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	4 545	4 299	5 326	5 866	5 904	6 546	6 288	5 147	6 408	6 570	5 929	4 460
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	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	3 500	3 137	3 887	3 616	4 584	5 604	5 006	4 350	5 602			

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 08/10/2021

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
<b>2010</b>	5 715	5 430	6 573	7 338	7 554	8 142	8 034	6 663	7 978	8 072	7 325	5 637
<b>2011</b>	6 025	5 478	6 553	7 256	7 519	7 165	7 036	6 101	7 346	7 474	6 440	6 858
<b>2012</b>	6 095	4 705	6 244	5 602	6 593	6 981	6 792	5 759	7 134	7 355	6 419	6 172
<b>2013</b>	5 178	4 593	4 878	5 481	5 678	6 576	7 017	5 735	6 759	6 602	6 053	6 057
<b>2014</b>	5 720	5 091	5 697	5 953	6 316	6 850	6 146	5 433	6 608	6 933	6 312	5 989
<b>2015</b>	5 260	4 685	5 296	5 771	5 968	6 857	6 545	5 570	6 534	6 285	6 022	6 009
<b>2016</b>	5 915	4 839	5 459	5 354	6 273	6 627	6 622	5 463	6 530	6 855	6 527	6 181
<b>2017</b>	5 419	4 787	6 156	6 233	6 367	7 193	6 795	5 523	6 295	6 497	6 192	5 927
<b>2018</b>	5 201	4 148	5 012	5 884	6 255	6 715	6 532	5 407	6 614	6 688	5 803	5 628
<b>2019</b>	4 959	4 982	5 500	5 427	5 854	6 671	6 792	5 612	6 320	6 493	5 743	6 137
<b>2020</b>	5 666	5 010	3 000	1 239	3 710	5 268	6 386	5 733	6 386	5 468	3 370	4 600
<b>2021</b>	4 307	3 844	4 765	4 361	5 786	7 020	6 609	5 738	6 965			

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 08/10/2021

**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 Mayotte. Some territories are also subject to a lockdown, especially during weekends.

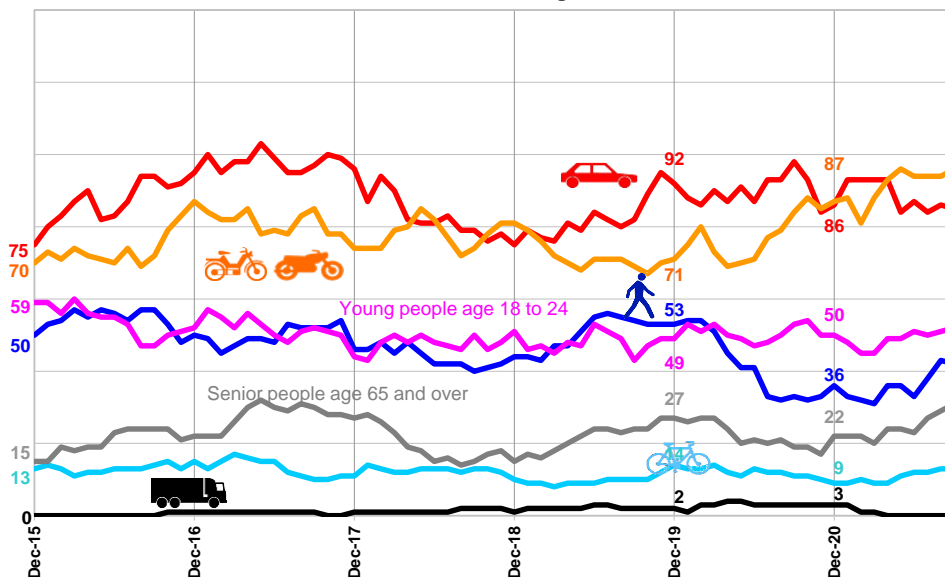
In **September 2021** the road safety indicators for french overseas are **lower** than in **September 2020**, **higher** than in **September 2019** :  
**241 injury accidents** (219 in the DOM and 22 in the COM-NC) compared to 246 accidents in September 2020 (213 and 33 respectively);  
**280 injured** (248 in the DOM and 32 in the COM-NC) compared to 307 injuries in September 2020 (262 and 45 respectively);  
**26 fatalities** (19 in the DOM and 7 in the COM-NC) compared to 28 fatalities in September 2020 (22 and 6 respectively).



	September					Since the beginning of the year					On a rolling 12 months										
	2021	2020	2019	2021-2020 Diff.	2021-2020 %	2021-2019 Diff.	2021-2019 %	2021	2020	2019	2021-2020 Diff.	2021-2020 %	2021-2019 Diff.	2021-2019 %	2021	2020	2019	2021-2020 Diff.	2021-2020 %	2021-2019 Diff.	2021-2019 %
<b>Accidents</b>	241	246	217	- 5	-2	+ 24	+11	2 204	1 820	2 057	+ 384	+21	+ 147	+7	3 007	2 587	2 790	+ 420	+16	+ 217	+8
<b>Fatalities</b>	26	28	17	- 2	ns	+ 9	ns	182	170	173	+ 12	+7	+ 9	+5	251	251	238	+ 0	+0	+ 13	+5
<b>Injured</b>	280	307	277	- 27	-9	+ 3	+1	2 749	2 366	2 693	+ 383	+16	+ 56	+2	3 795	3 348	3 670	+ 447	+13	+ 125	+3

ns: non-significant change  
 Data relating to injury accidents recorded by the police - Geographic scope: DOM + COM + New Caledonia  
 Source: ONISR - definitive data until 2020, provisional data 2021 stopped on 08/10/2021

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



**Number users fatalities cumulated on a rolling 12 months, in**

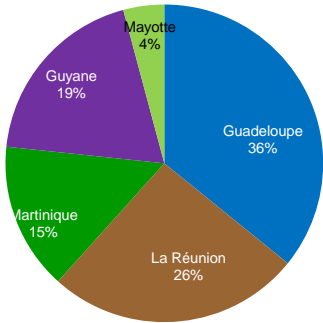
**September 2021**

**% compared with 2019**

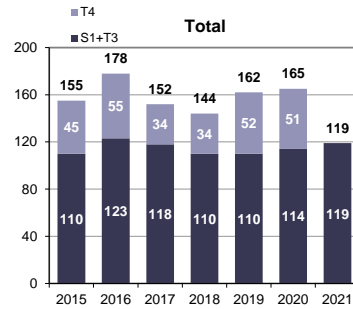
- Car users**: 85 ; -8%
- PTW**: 96 ; +35%
- Pedestrians**: 42 ; -21%
- Young people**: 52 ; +6%
- Senior people**: 31 ; +15%
- Cyclists**: 13 ; ns
- HGV users**: 0 ; ns

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

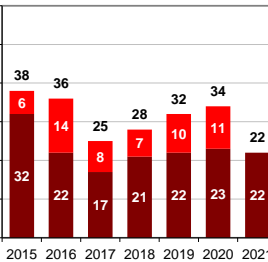
### French overseas counties



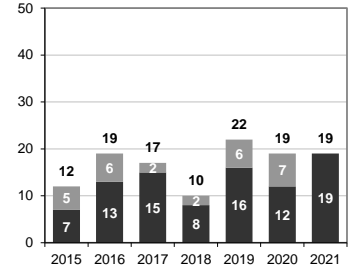
119 fatalities in 2021



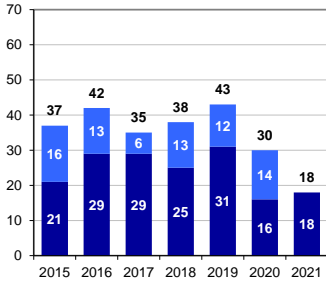
#### Young people age 18 to 24



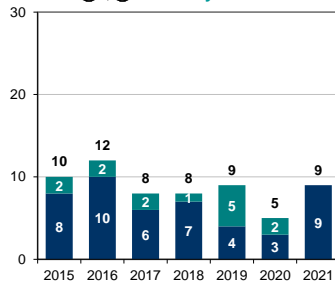
#### Senior people age 65 and over



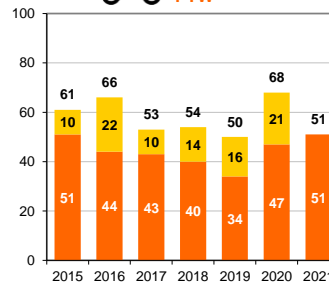
#### Pedestrians



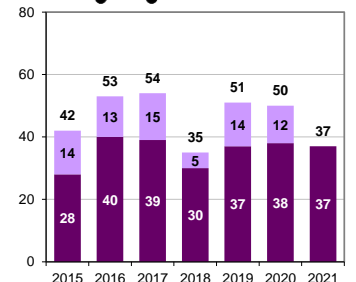
#### Pedal cyclists



#### PTW

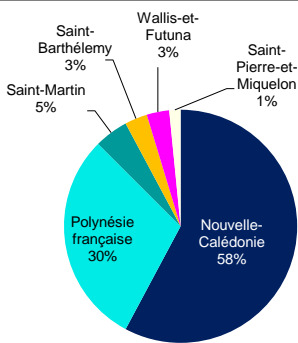


#### Car users

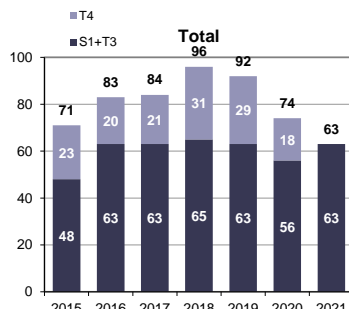


Data relating to injury accidents recorded by the police - Geographic scope: DOM  
Source: ONISR - definitive labelled data until 2020, provisional data 2021 stopped on 08/10/2021

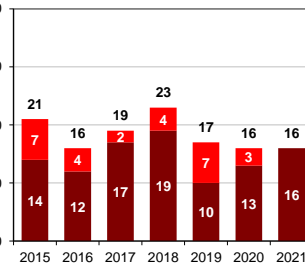
### French overseas local authorities and New-Caledonia



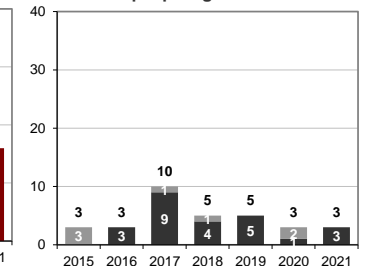
63 fatalities in 2021



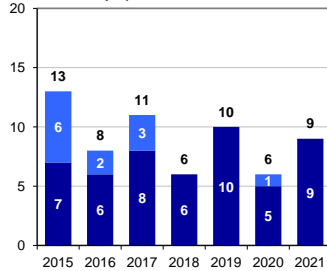
#### Young people age 18 to 24



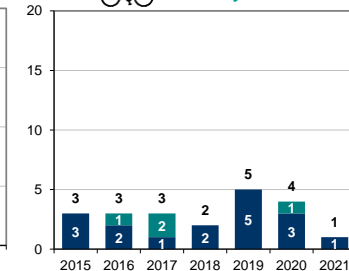
#### Senior people age 65 and over



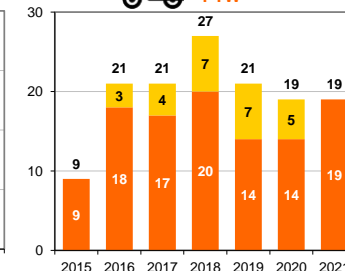
#### Pedestrians



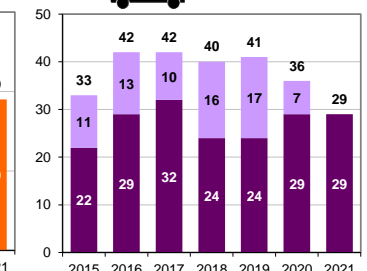
#### Pedal cyclists



#### 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 08/10/2021