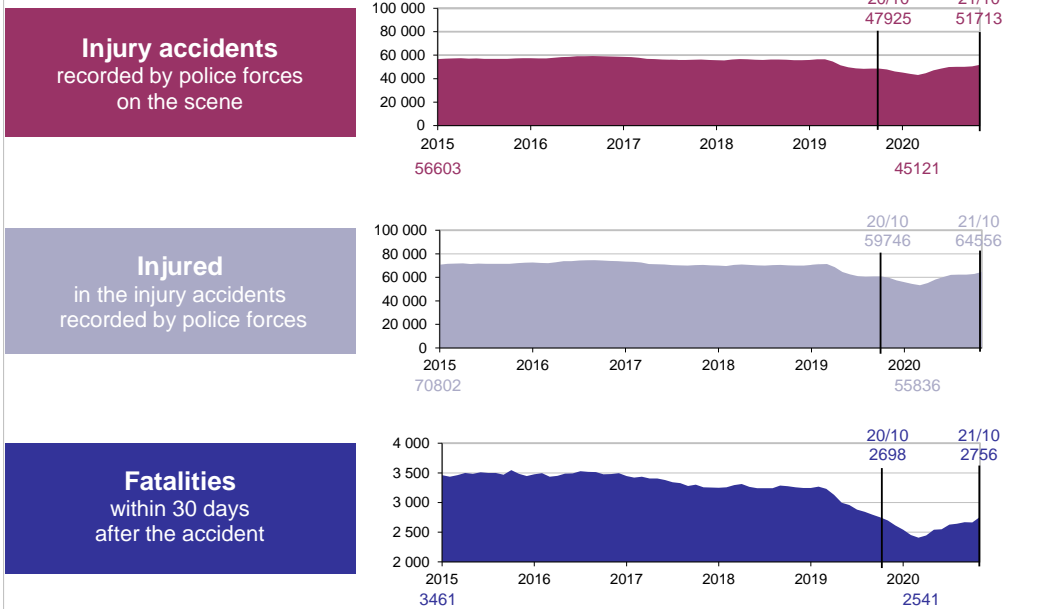


Warning: the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities. Since March 2020, the evolution of road accidents reflects the hazards of the measures and the way French people have adapted their mobility according to the periods. A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

5 717 injury accidents
in October

+1 262 compared with 2020
+ 582 compared with 2019

7 149 injured
in October

+1 681 compared with 2020
+ 656 compared with 2019

294 fatalities
in October

+ 91 compared with 2020
+ 37 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 08/11/2021

294 people were killed on the roads of mainland France in October 2021 compared to 203 in October 2020, i.e. 91 more people killed. This result is up compared to October 2019 (37 more people killed, i.e. +14%) but is slightly down compared to the average for October 2015-2019 (-5%).

The number of injury accidents recorded by police forces was 5,717 in October 2021, higher than last year's result (4,455 accidents, that is to say 1,262 more injury accidents than October 2020) as well as the October 2019 result (5,135 accidents, that is to say 582 more injury accidents and an increase of +11%).

7,149 people were injured in October 2021, a result +31% higher than October 2020 and +10% higher than October 2019: there were 5,468 injured in October 2020 and 6,493 injured in October 2019.

Travel during October 2021 was slightly higher than in October 2020 (around +5% on average compared to October 2020 according to Cerema's traffic dataviz, both on weekdays and weekends). Thus, the results concerning accidents, injured and fatalities reflect the resumption of French mobility, with an accident rate of the same order as that of the pre-pandemic months of October.

	October				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	5 717	4 455	5 135	+1 262	+28	+ 582	+11	45 063	38 471	46 562	+6 592	+17	-1 499	-3	51 713	47 925	55 731	+3 788	+8	-4 018	-7
Fatalities	294	203	257	+ 91	+45	+ 37	+14	2 372	2 157	2 703	+ 215	+10	- 331	-12	2 756	2 698	3 257	+ 58	+2	- 501	-15
Injured	7 149	5 468	6 493	+1 681	+31	+ 656	+10	56 586	47 866	58 610	+8 720	+18	-2 024	-3	64 556	59 746	70 041	+4 810	+8	-5 485	-8

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 08/11/2021

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 1,303 fatalities compared to 1,622 for the entire year of 2019, which represent a decrease of -20% over a bit more more than a year.

Pedestrian fatalities also dropped sharply over this period: an estimated 383 pedestrians were killed in the last 12 months compared to 483 for the entire year of 2019, which means a drop of -21%.

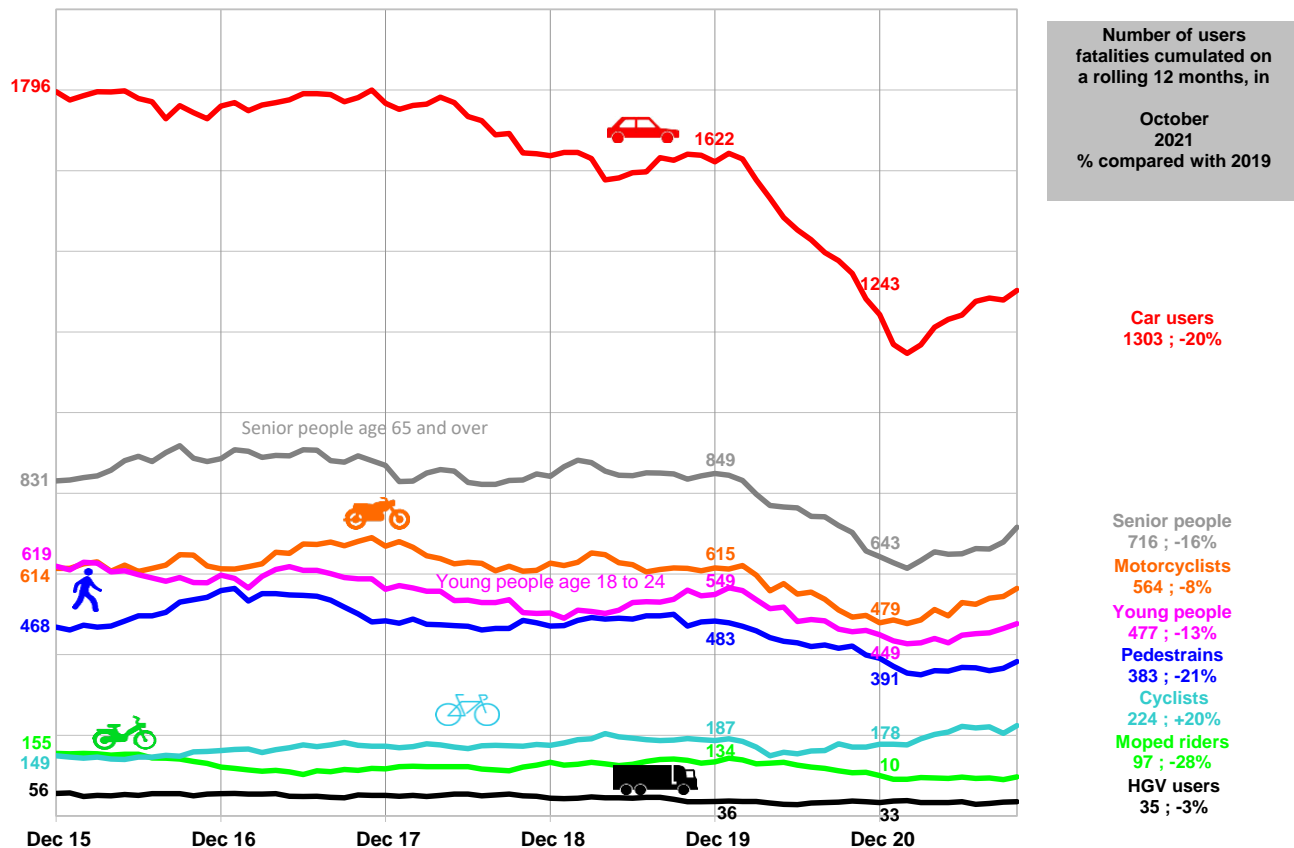
These very strong declines are to be put in relation with the strong decrease in the fatalities of **seniors aged 65 years or more**, especially those aged 75 years or more, who have severely limited their movements during lockdowns, but also the younger age groups, strongly affected by the trips restrictions related to curfews. During these first 10 months of 2021, the still marked decrease in pedestrian and car user fatalities compared to the pre-pandemic period is expressed in urban areas and outside.

The fatalities of **powered two-wheeler** over the last 12 months is still lower than in 2019, but the decrease is less important than the one observed in 2020. **Motorcyclist** fatalities are reduced by only -8% with 564 fatalities in the last 12 months compared to 614 fatalities in 2019. The sharp decline in **moped rider** fatalities has continued since the beginning of 2021, -28% compared to 2019 with 97 moped rider fatalities in the last 12 months compared to 134 in 2019; a decline that affects all age groups.

Fatalities among **young adults aged 18-24**, at high risk of serious road accidents, have decreased by -13% in the last 12 months compared to 2019 (477 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, **cyclist** fatalities over the last 12 months are higher than in 2019 and are on the rise again for this month of October 2021 after a decrease observed for September 2021: 224 cyclists were killed over the last 12 months, i.e. +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 08/11/2021

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

In October 2021, no measures restricting the mobility of French people were in place in mainland France, whereas in October 2020 a curfew had been progressively implemented in the country from October 17. Fatalities in October 2021 are thus much higher than those recorded in October 2020, but are similar to those recorded in the pre-pandemic months of October.

Pedestrian fatalities in October 2021 are significantly higher than those recorded in October 2020 but also October 2019. Thus, 53 pedestrians were killed in October 2021, 22 more than in October 2019 and 17 more than in October 2020. However, it would be only slightly higher than the pedestrian fatalities observed in October over the 5-year pre-pandemic average.

Cyclist fatalities in October 2021, with 27 cyclists killed, are significantly higher than in October 2020 (19 more killed) and also higher than in October 2019 (11 more killed).

Motorcyclist fatalities, with 48 fatalities, are back to the pre-pandemic level observed in October.

Car user fatalities are higher than in October 2020 and lower than before the pandemic: 131 car users were killed in October 2021 compared to 107 in October 2020 (24 more fatalities) and 139 in October 2019 (8 fewer fatalities). Car user fatalities in 2021 remained well below the car user fatalities recorded in 2019 in every month (about 30 fewer fatalities on average per month), with the exception of last July.

10 children or teenagers were killed on the roads in October 2021, slightly less than in October 2020 or October 2019. Since the beginning of the year, child or teenager fatalities are much higher than in 2020 or 2019 (+29% and +25% higher, respectively), but in the same range as previous years.

49 young people aged 18-24 were killed on the roads in October 2021, 12 more than in October 2020 and 6 more than in October 2019.

96 seniors citizens aged 65 or over were killed on the roads in October 2021, a number of fatalities that is significantly higher than in October 2020 (37 more fatalities) and also higher than in October before the pandemic.

In urban areas, fatalities are significantly higher than in October 2020 and October 2019, with 23 and 17 more fatalities respectively.

On rural roads, fatalities are significantly higher than October 2020, with 69 more fatalities, and slightly higher than October 2019 with 14 more fatalities.

	October					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	53	36	31	+17	+22	299	307	369	-8	-3	-70	-19	383	421	471	-38	-9	-88	-19
PMDs motorized	0	1	2	-1	-2	14	5	9	+9	+180	+5	+56	16	6	nc	+10	+167	+7	+78
Cyclists	27	8	16	+19	+11	197	151	167	+46	+30	+30	+18	224	171	192	+53	+31	+32	+17
Moped riders	15	8	13	+7	+2	79	82	109	-3	-4	-30	-28	97	107	138	-10	-9	-41	-30
Motorcyclists	48	28	46	+20	+2	520	435	557	+85	+20	-37	-7	564	493	614	+71	+14	-50	-8
Car users	131	107	139	+24	-8	1 108	1 048	1 325	+60	+6	-217	-16	1 303	1 345	1 641	-42	-3	-338	-21
HGV users	5	4	1	+1	+4	34	32	31	+2	+6	+3	+10	35	37	35	-2	-5	+0	+0
Under 18 years old	10	14	14	-4	-4	163	126	130	+37	+29	+33	+25	188	149	156	+39	+26	+32	+21
18 to 24 years old	49	37	43	+12	+6	410	382	474	+28	+7	-64	-14	477	457	560	+20	+4	-83	-15
65 years old and over	96	59	76	+37	+20	605	532	678	+73	+14	-73	-11	716	703	835	+13	+2	-119	-14
On the road network																			
Urban area	94	71	77	+23	+17	743	714	853	+29	+4	-110	-13	872	898	1 020	-26	-3	-148	-15
Rural	179	110	165	+69	+14	1 410	1 265	1 622	+145	+11	-212	-13	1 642	1 587	1 973	+55	+3	-331	-17
Motorway	22	22	15	+0	+7	220	178	228	+42	+24	-8	-4	243	213	264	+30	+14	-21	-8

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 08/11/2021

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 km/h 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.

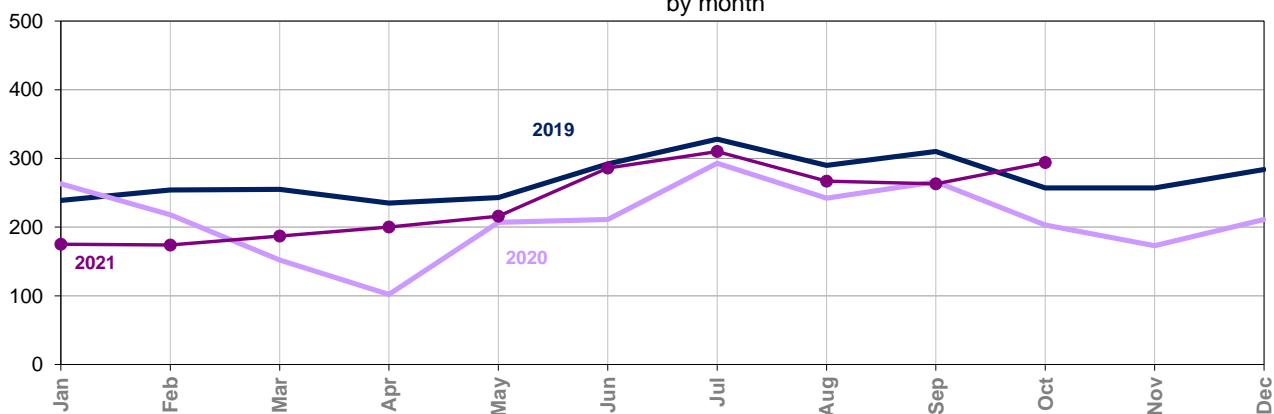
Young people aged between 18 and 24 inclusive are the category most at risk in terms of road safety.

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.

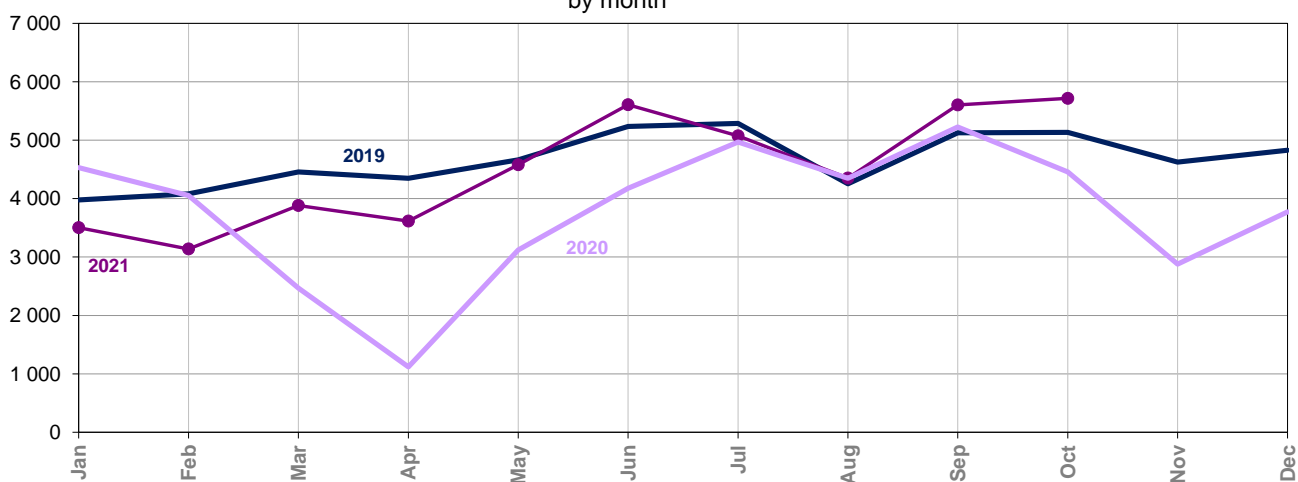
Fatalities within 30 days by month



	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	175	174	187	200	216	286	310	267	263	294		

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 08/11/2021

Injury accidents by month

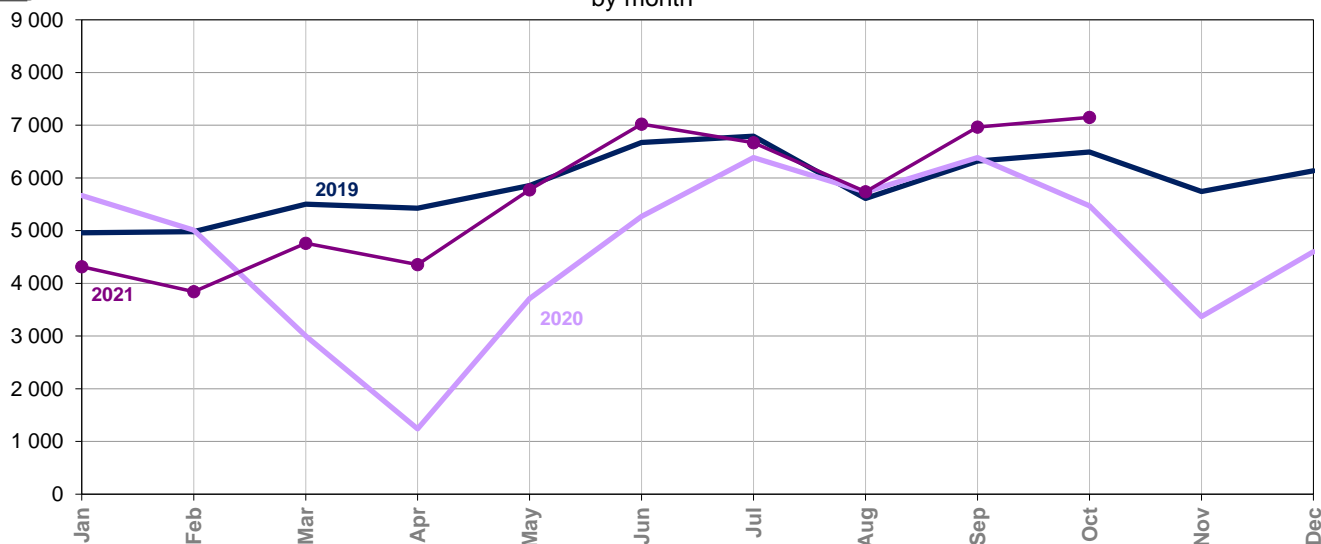


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	4 545	4 299	5 326	5 866	5 904	6 546	6 288	5 147	6 408	6 570	5 929	4 460
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	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	3 503	3 137	3 880	3 615	4 579	5 607	5 073	4 350	5 602	5 717		

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 08/11/2021

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	4 314	3 842	4 761	4 356	5 773	7 020	6 668	5 738	6 965	7 149		

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 08/11/2021

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.

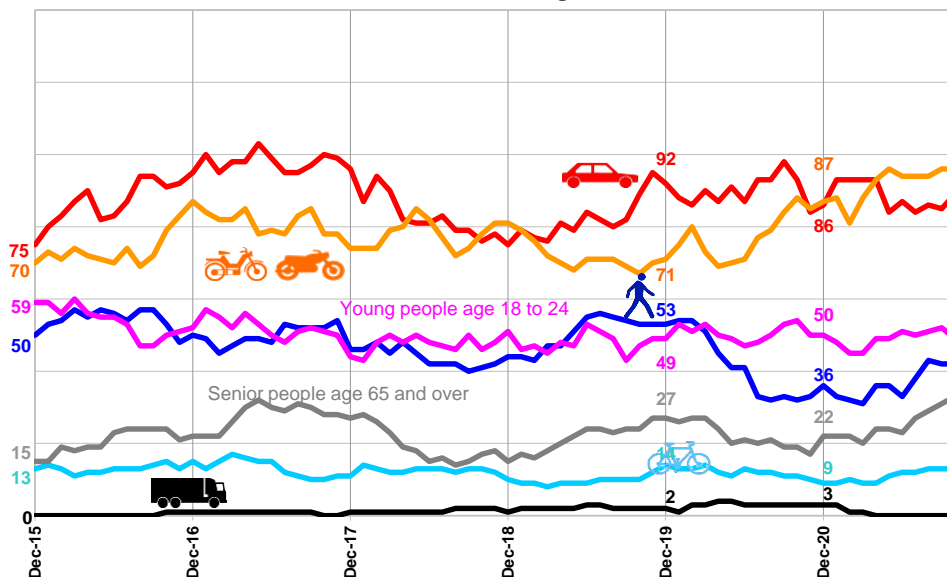
In **October 2021**, the road safety indicators for french overseas are **lower** than in October **2020**, except for fatalities, and **similar** to those in October **2019**:
243 injury accidents (215 in the DOM and 28 in the COM-NC) compared to 258 injury accidents in October 2020 (201 and 57 respectively);
307 injured (273 in the DOM and 34 in the COM-NC) compared to 346 injured in October 2020 (250 and 96 respectively);
24 fatalities (20 in the DOM and 4 in the COM-NC) compared to 21 fatalities in October 2020 (16 and 5 respectively).



	October					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 %		
Accidents	243	258	241	- 15	-6	+ 2	+ 1	2 452	2 078	2 298	+ 374	+ 18	+ 154	+ 7	2 997	2 604	2 784	+ 393	+ 15	+ 213	+ 8
Fatalities	24	21	23	+ 3	ns	+ 1	ns	209	191	196	+ 18	+ 9	+ 13	+ 7	257	249	241	+ 8	+ 3	+ 16	+ 7
Injured	307	346	308	- 39	-11	- 1	+ 0	3 066	2 712	3 001	+ 354	+ 13	+ 65	+ 2	3 766	3 386	3 659	+ 380	+ 11	+ 107	+ 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 08/11/2021

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



Number users fatalities cumulated on a rolling 12 months, in

October 2021

% compared with 2019

- Car users**: 89 ; -3%
- PTW**: 96 ; +35%
- Pedestrians**: 42 ; -21%
- Young people**: 49 ; +0%
- Senior people**: 33 ; +22%
- Cyclists**: 13 ; ns
- HGV users**: 0 ; ns