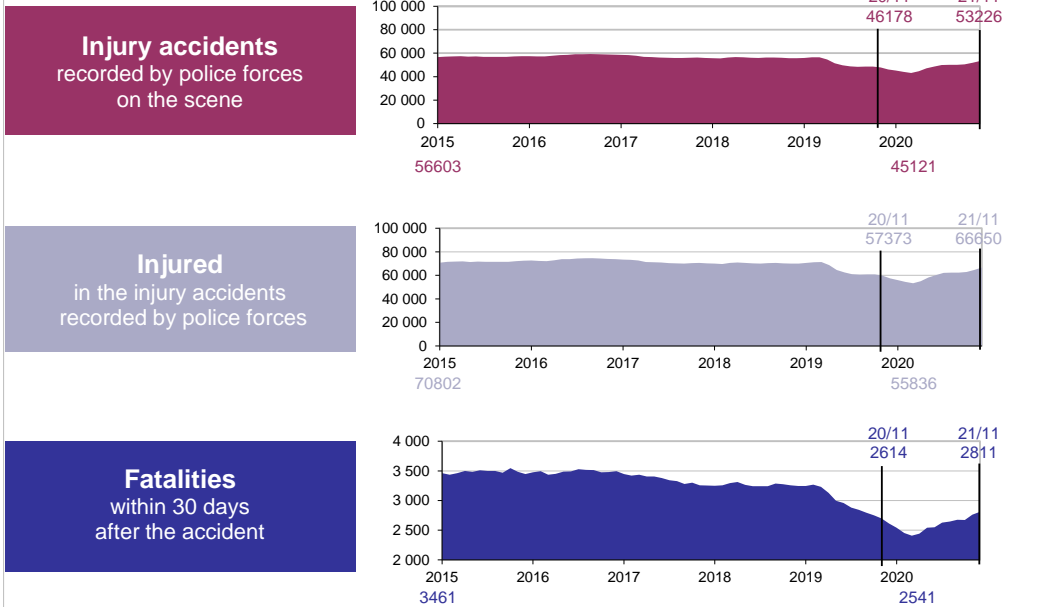


**Warning: the health crisis** linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities. Since March 2020, the evolution of road accidents reflects the hazards of the measures and the way French people have adapted their mobility according to the periods.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

**4 366 injury accidents**  
in November

+1 488 compared with 2020  
- 259 compared with 2019

**5 421 injured**  
in November

+2 051 compared with 2020  
- 322 compared with 2019

**221 fatalities**  
in November

+ 48 compared with 2020  
- 36 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 08/12/2021

**221 people were killed** on the roads of mainland France in November 2021 compared to 173 in November 2020, i.e. 48 more people killed. This result is down compared to November 2019 (36 fewer killed, i.e. -14%) and also down compared to the average for November 2015-2019 (-18%).

The number of injury accidents recorded by police forces was 4,366 in November 2021, higher than last year's result (2,878 accidents, that is to say 1,488 more injury accidents than in November 2020) but lower than the result for November 2019 (4,625 accidents, that is to say 259 fewer injury accidents and a decrease of -6%).

5,421 people were injured in November 2021, a result +61% higher than November 2020 and -6% lower than November 2019: there were 3,370 injured in November 2020 and 5,743 injured in November 2019.

Travel during November 2021 was much higher than in November 2020 (an average of +35% compared to November 2020, according to Cerema's traffic dataviz, due to the second lockdown of the population related to the the pandemic). Thus, the results concerning road accidents reflect the resumption of mobility of the French, but certainly less than during the months of November before the pandemic.

	November				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.	%
<b>Accidents</b>	4 366	2 878	4 625	+1 488	+52	- 259	-6	49 454	41 349	51 187	+8 105	+20	-1 733	-3	53 226	46 178	55 658	+7 048	+15	-2 432	-4
<b>Fatalities</b>	221	173	257	+ 48	+28	- 36	-14	2 600	2 330	2 960	+ 270	+12	- 360	-12	2 811	2 614	3 246	+ 197	+8	- 435	-13
<b>Injured</b>	5 421	3 370	5 743	+2 051	+61	- 322	-6	62 050	51 236	64 353	+10 814	+21	-2 303	-4	66 650	57 373	69 981	+9 277	+16	-3 331	-5

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 08/12/2021

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 profoundly 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 1,333 fatalities compared to 1,622 for the entire year of 2019, which represent a decrease of -18% over almost two years.

**Pedestrian** fatalities also dropped sharply over this period: an estimated 398 pedestrians were killed in the last 12 months compared to 483 for the entire year of 2019, which means a drop of -18%.

These very strong decreases are to be related to 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 11 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.

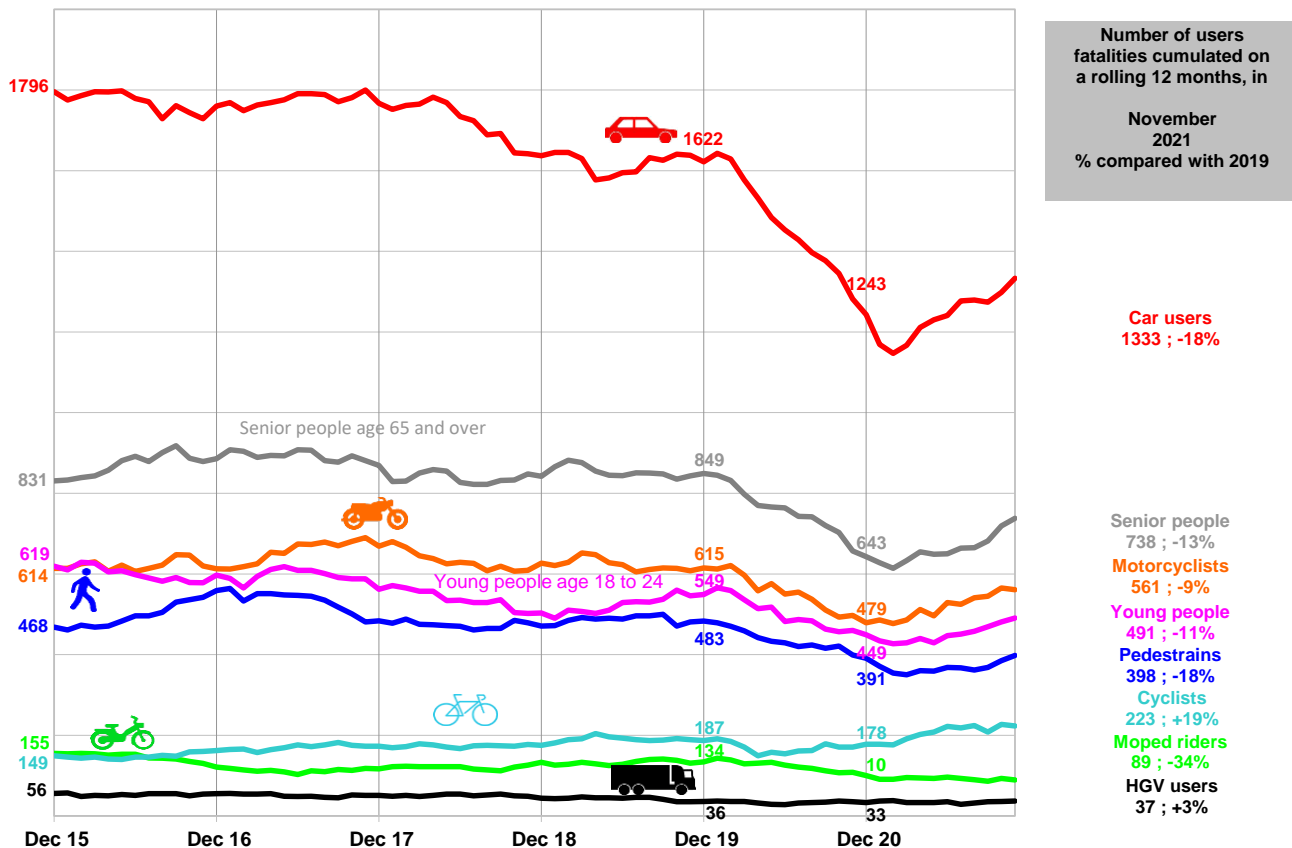
**Powered two-wheeler** fatalities over the last 12 months are still lower than in 2019, but the decrease is less important than the one observed in 2020.

**Motorcyclist** fatalities are reduced by only -9% with 561 killed in the last 12 months compared to 615 fatalities in 2019. The sharp decline in **moped rider** fatalities has been maintained since the beginning of 2021, -34% compared to 2019 with 89 moped rider 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 -11% in the last 12 months compared to 2019 (491 people killed compared to 549 in 2019), a trend that continues for the first half of 2021 with 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 : 223 cyclists were killed in the last 12 months, an increase of +19% 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 the 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 08/12/2021

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

In November 2021, no measures restricting the mobility of French people were in place in mainland France, whereas in November 2020 a lockdown was in place with a first reduction on 28 November 2020. Fatalities in November 2021 are thus much higher than those recorded in November 2020, but remains lower than the average of November of the last 5 years before the pandemic.

**Pedestrian** fatalities in November 2021 are higher than those recorded in November 2020 and lower than those in November 2019. Thus, 43 pedestrians were killed in November 2021, 13 more than in November 2020 and 9 fewer than in November 2019. Pedestrian fatalities for this month of November 2021 are lower than those observed in November over the 5-year pre-pandemic average.

**Cyclist** fatalities for November 2021, with 11 cyclists killed, are in the same range as those recorded in November 2020 and November 2019.

**Motorcyclist** fatalities, with 26 fatalities, are slightly below the pre-pandemic level in November.

**Car user** fatalities are higher than in November 2020 and lower than pre-pandemic levels: 119 car users were killed in November 2021 compared to 84 in November 2020 (35 more fatalities) and 147 in November 2019 (28 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.

**9 children or teenagers** were killed on the roads in November 2021, which is similar to November 2020 and significantly lower than November 2019. Since the beginning of the year, child or teenager fatalities are much higher than in 2020 or 2019 (+27% and +20% higher, respectively), but in the same range as previous years.

**42 young people aged 18-24** were killed on the roads in November 2021, 10 more than in November 2020 and 13 more than in November 2019; but this result remains close to the average for November in the 5 pre-pandemic years.

**61 seniors people aged 65 or over** were killed on the roads in November 2021, a number of fatalities that is higher than in November 2020 (19 more fatalities) but much lower than in November before the pandemic (20 fewer fatalities on average).

**In urban areas**, fatalities are similar to November 2020 and lower than November 2019, with respectively 2 more and 15 fewer fatalities.

**On rural roads**, fatalities are significantly higher than in November 2020, with 42 more fatalities, and lower than in November 2019 with 17 fewer fatalities.

	November					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.	%
<b>Pedestrians</b>	43	30	52	+13	-9	344	337	421	+7	+2	-77	-18	398	399	481	-1	+0	-83	-17
<b>PMDs motorized</b>	3	2	1	+1	+2	18	7	10	+11	+157	+8	+80	18	7	nc	+11	+157	+8	+80
<b>Cyclists</b>	11	12	12	-1	-1	208	163	179	+45	+28	+29	+16	223	171	189	+52	+30	+34	+18
<b>Moped riders</b>	6	10	9	-4	-3	81	92	118	-11	-12	-37	-31	89	108	131	-19	-18	-42	-32
<b>Motorcyclists</b>	26	30	26	-4	+0	547	465	583	+82	+18	-36	-6	561	497	608	+64	+13	-47	-8
<b>Car users</b>	119	84	147	+35	-28	1 222	1 132	1 472	+90	+8	-250	-17	1 333	1 282	1 638	+51	+4	-305	-19
<b>HGV users</b>	2	1	3	+1	-1	37	33	34	+4	+12	+3	+9	37	35	35	+2	+6	+2	+6
<b>Under 18 years old</b>	9	9	13	+0	-4	171	135	143	+36	+27	+28	+20	187	145	157	+42	+29	+30	+19
<b>18 to 24 years old</b>	42	32	29	+10	+13	456	414	503	+42	+10	-47	-9	491	460	546	+31	+7	-55	-10
<b>65 years old and over</b>	61	42	88	+19	-27	669	574	766	+95	+17	-97	-13	738	657	843	+81	+12	-105	-12
<b>On the road network</b>																			
<b>Urban area</b>	65	63	80	+2	-15	806	777	933	+29	+4	-127	-14	872	881	1 019	-9	-1	-147	-14
<b>Rural</b>	144	102	161	+42	-17	1 565	1 367	1 783	+198	+14	-218	-12	1 695	1 528	1 958	+167	+11	-263	-13
<b>Motorway</b>	12	8	16	+4	-4	230	186	244	+44	+24	-14	-6	245	205	269	+40	+20	-24	-9

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 08/12/2021

*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.*

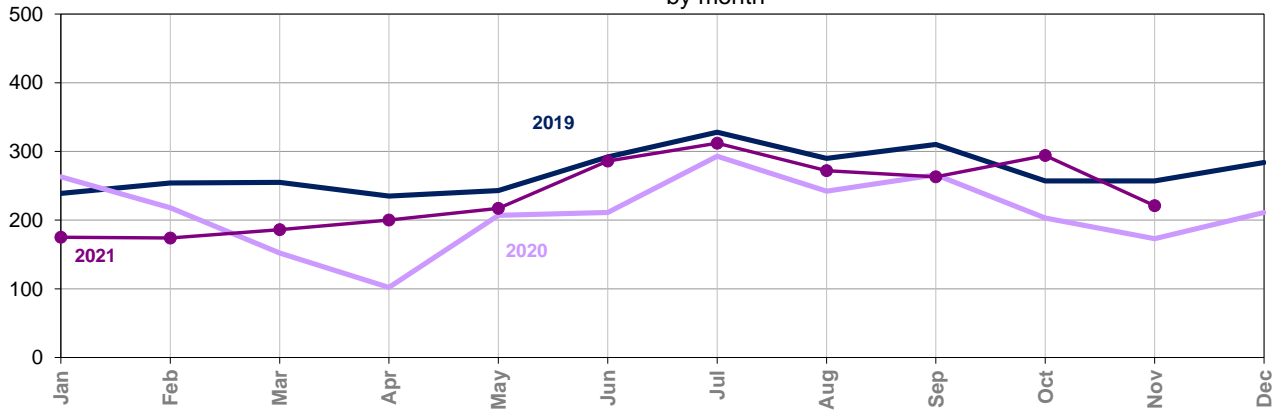
*Young people aged between 18 and 24 inclusive are the category most at risk in terms of road safety.*

*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.*

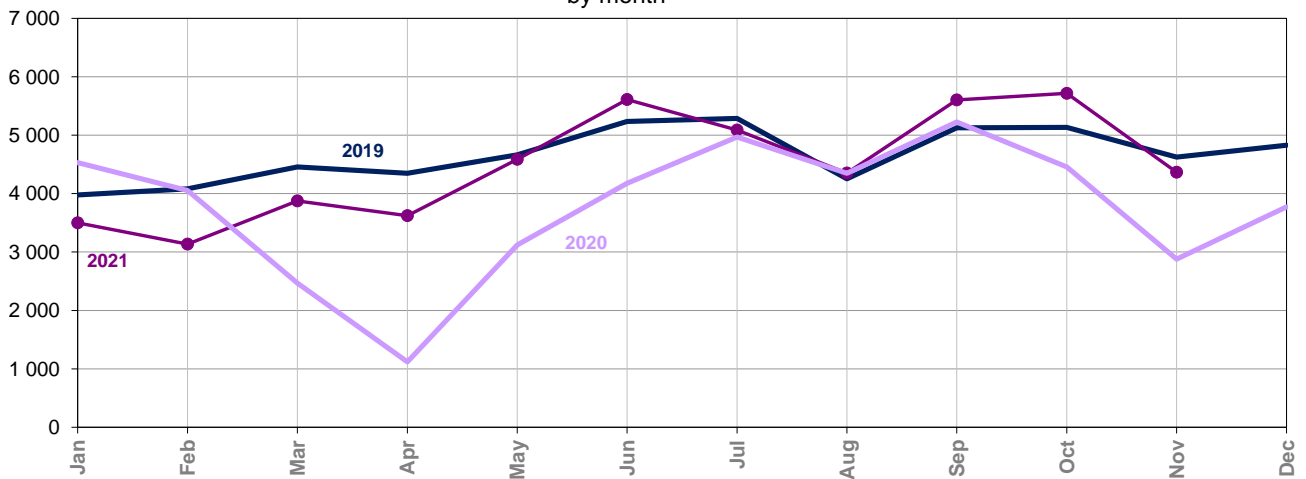
### Fatalities within 30 days by month



	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	175	174	186	200	217	286	312	272	263	294	221	

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 08/12/2021

### Injury accidents by month

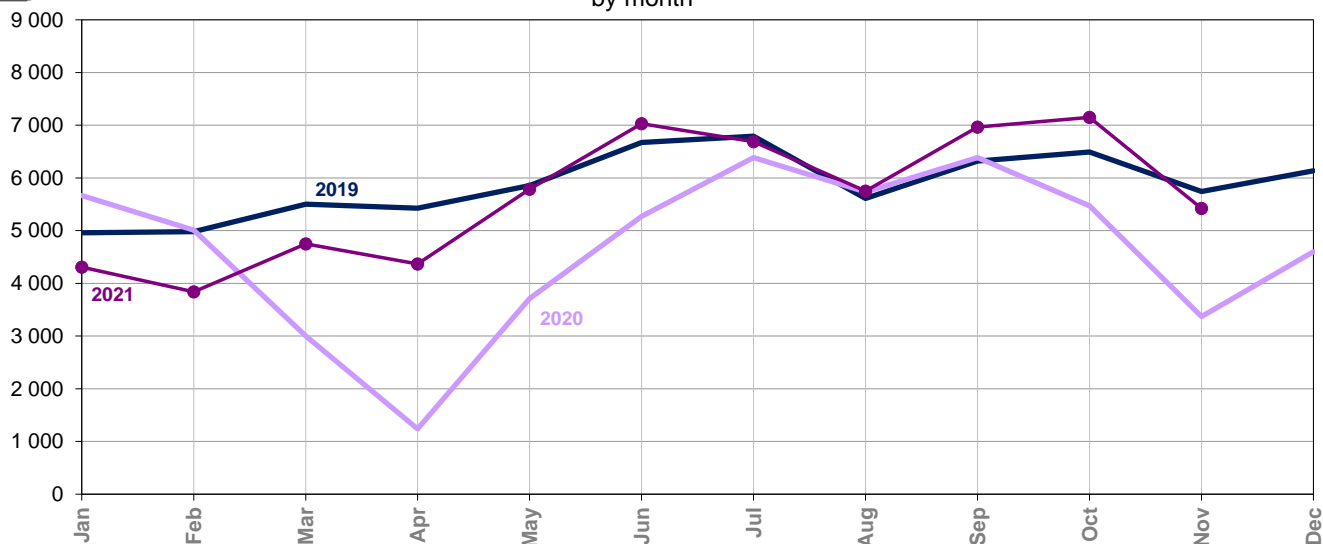


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	4 545	4 299	5 326	5 866	5 904	6 546	6 288	5 147	6 408	6 570	5 929	4 460
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	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	3 135	3 873	3 621	4 587	5 612	5 088	4 353	5 602	5 717	4 366	

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 08/12/2021

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>	4 309	3 839	4 748	4 366	5 787	7 029	6 687	5 750	6 965	7 149	5 421	

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 08/12/2021

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 **November 2021**, the road safety indicators for french overseas are **higher** than in November 2020 except for injured, and **lower** than in November 2019 except for injury accidents:

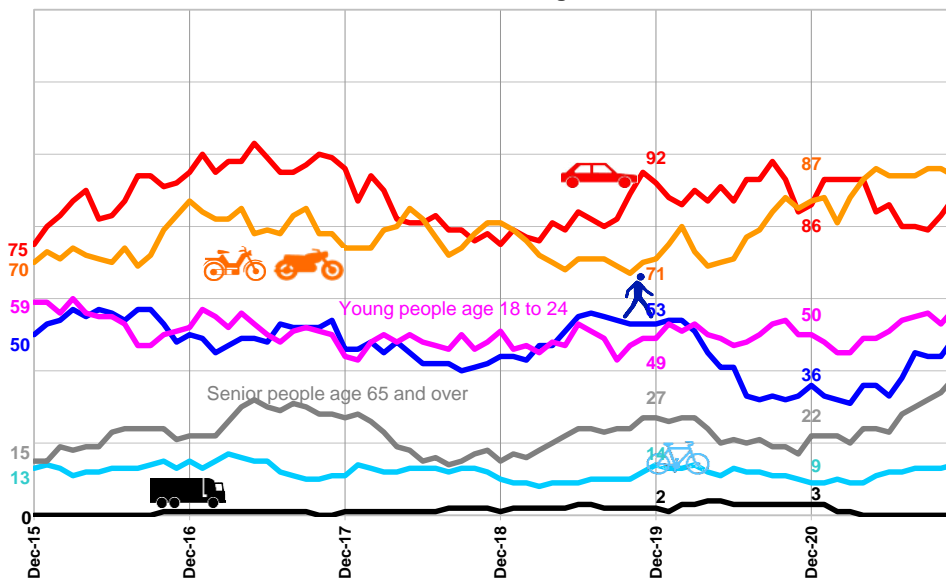
- 272 injury accidents** (207 in the DOM and 65 in the COM-NC) compared to 252 injury accidents in November 2020 (204 and 48 respectively);
- 316 injured** (243 in the DOM and 73 in the COM-NC) compared to 322 injured in November 2020 (260 and 62 respectively);
- 30 fatalities** (15 in the DOM and 15 in the COM-NC) compared to 24 fatalities in November 2020 (17 and 7 respectively).



	November			2021-2020				2021-2019				Since the beginning of the year						On a rolling 12 months					
	2021	2020	2019	Diff.	%	Diff.	%	2021	2020	2019	Diff.	%	Diff.	%	2021-2020	2021-2019	2021	2020	2019	Diff.	%	Diff.	%
<b>Accidents</b>	272	252	268	+ 20	+8	+ 4	+1	2 712	2 330	2 566	+ 382	+16	+ 146	+6	3 005	2 588	2 815	+ 417	+16	+ 190	+7		
<b>Fatalities</b>	30	24	39	+ 6	ns	- 9	-23	239	215	235	+ 24	+11	+ 4	+2	263	234	255	+ 29	+12	+ 8	+3		
<b>Injured</b>	316	322	341	- 6	-2	- 25	-7	3 373	3 034	3 342	+ 339	+11	+ 31	+1	3 751	3 367	3 691	+ 384	+11	+ 60	+2		

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 08/12/2021

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



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

**November 2021**

**% compared with 2019**

- Car users**: 88 ; -4%
- PTW**: 94 ; +32%
- Pedestrians**: 49 ; -8%
- Young people**: 57 ; +16%
- Senior people**: 38 ; +41%
- Cyclists**: 14 ; ns
- HGV users**: 0 ; ns