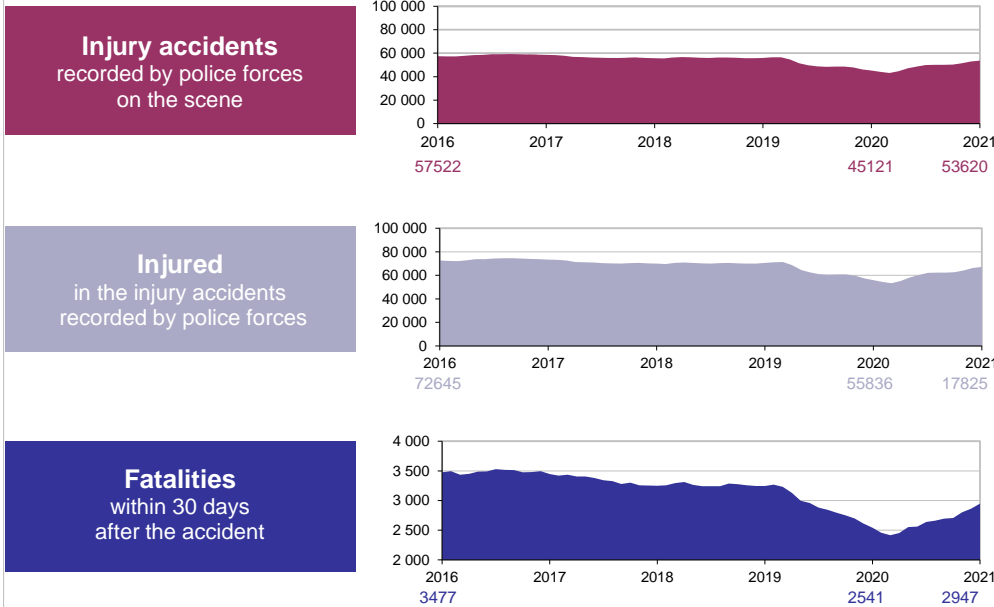


**Warning: the health crisis** linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities. Since March 2020, the evolution of road accidents reflects the hazards of the measures and the way French people have adapted their mobility according to the periods.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

**4 407 injury accidents**  
in December

+ 635 compared with 2020  
- 422 compared with 2019

**5 518 injured**  
in December

+ 918 compared with 2020  
- 619 compared with 2019

**296 fatalities**  
in December

+ 85 compared with 2020  
+ 12 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 21/01/2022

**296 people were killed on the roads** of mainland France in December 2021 compared with 211 in December 2020, i.e. 85 more people killed. This result is slightly higher than in December 2019 (12 more people killed, i.e. +4%) and is comparable to the average for December 2015-2019.

The number of bodily injury accidents recorded by the police stood at 4,407 in December 2021, higher than last year's result (3,772 accidents, i.e. 635 more bodily injury accidents than in December 2020) but lower than the result for December 2019 (4,829 accidents, i.e. 422 fewer bodily injury accidents and a decrease of -9%)

5,518 people were injured in December 2021, which is +20% higher than in December 2020 and -10% lower than in December 2019: 4,600 people were injured in December 2020 and 6,137 in December 2019.

Travel in December 2021 was higher than in December 2020 (an average of +15% compared to December 2020, according to Cerema's traffic dataviz, due to the restrictions in place during the 2nd confinement of the French population until 15 December). Thus the results concerning road accidents reflect the resumption of French mobility.

	December								Since the beginning of the year							
	2021	2020	2019	2021-2020		2021-2019		2021	2020	2019	2021-2020		2021-2019			
				Diff.	%	Diff.	%				Diff.	%	Diff.	%		
<b>Accidents</b>	4 407	3 772	4 829	+ 635	+17	- 422	-9	53 620	45 121	56 016	+8 499	+19	-2 396	-4		
<b>Fatalities</b>	296	211	284	+ 85	+40	+ 12	+4	2 947	2 541	3 244	+ 406	+16	- 297	-9		
<b>Injured</b>	5 518	4 600	6 137	+ 918	+20	- 619	-10	67 141	55 836	70 490	+11 305	+20	-3 349	-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 21/01/2022

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 1,411 fatalities compared to 1,622 for the entire year of 2019, which represent a decrease of -13% compared with the pre-pandemic situation.

**Pedestrian** fatalities also dropped sharply over this period: an estimated 416 pedestrians were killed in the last 12 months compared to 483 for the entire year of 2019, which means a drop of -14%.

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, whose journeys were brought forward before 6 pm, thus on the winter daytime period, but also the younger age groups, strongly concerned by the evening travel restrictions linked to the curfews until mid-June. During these 12 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.

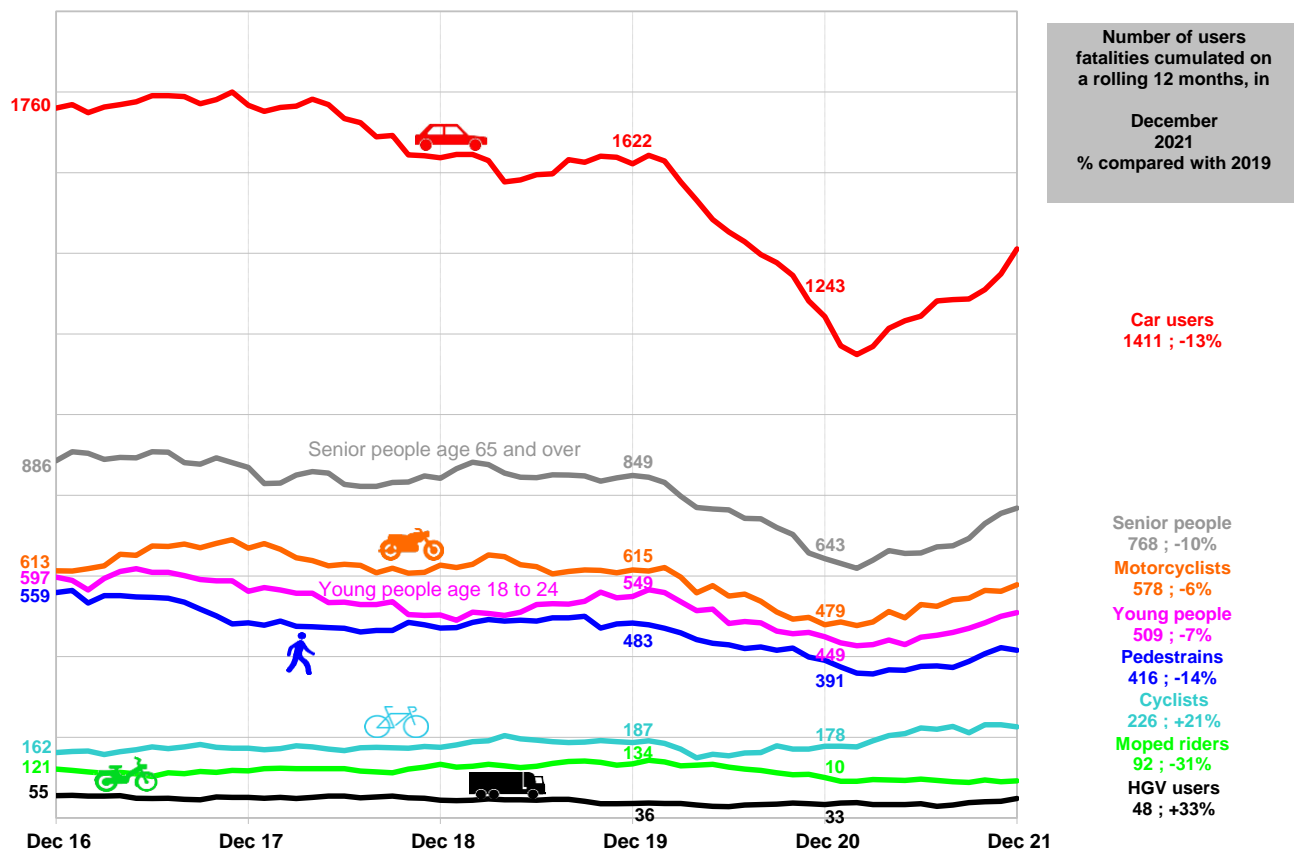
**Powered two-wheeler** fatalities over the last 12 months are still lower than in 2019, but the decrease is less important than the one observed in 2020.

**Motorcyclist** fatalities are reduced by only -6% with 578 killed in the last 12 months compared to 615 fatalities in 2019. The sharp decline in **moped rider** fatalities continues in 2021, -31% compared to 2019 with 92 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 -7% in the last 12 months compared to 2019 (509 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 : 226 cyclists were killed in the last 12 months, an increase of +21% compared to 2019 (and even +35% in rural areas). 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 among **heavy goods** vehicle users rose sharply at the end of the year. It is up by 33% compared to 2019 but remains similar to the average for the years 2015-2019.



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 21/01/2022

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

In December 2021, no measures restricting the mobility of French people are in place in metropolitan France, whereas in December 2020, containment was in place until 15 December 2020. Fatalities in December 2021 are thus much higher than those recorded in December 2020, but remain similar to the average for the last five years before the pandemic.

**Pedestrian** fatalities in December 2021 are lower than in December 2020 and December 2019. Thus, 48 pedestrians were killed in December 2021, 6 fewer than in December 2020 and 14 fewer than in December 2019. Pedestrian fatalities for December 2021 are lower than the average for the five years prior to the pandemic.

**Cyclist** fatalities for December 2021, with 10 cyclists killed, are lower than December 2020 and of the same order of magnitude as December 2019.

**Motorcyclist** fatalities, with 30 fatalities, are higher than the pre-pandemic level in December with about 5 more fatalities per year.

Fatalities for **car users** are higher than in December 2020 and similar to the pre-pandemic situation: 173 car users were killed in December 2021 compared to 111 in December 2020 (62 more fatalities) and 150 in December 2019 (23 more fatalities). Car fatalities in 2021 remained well below the car fatalities recorded in 2019 in every month (around 30 fewer fatalities on average per month), with the exception of last July.

**18 children or teenagers** were killed on the roads in December 2021, which is similar to December 2020 and higher than December 2019. Since the beginning of the year, fatalities for children or teenagers are much higher than in 2020 or 2019 (respectively +21% and +20% higher), but in the same order as in previous years.

**44 young people aged 18-24** were killed on the roads in December 2021, 9 more than in December 2020 and 2 less than in December 2019. This is slightly lower than the average for December in the five pre-pandemic years.

**82 senior citizens aged 65 or over** died on the roads in December 2021, a fatality higher than in December 2020 (13 more fatalities) but similar to the pre-pandemic months of December.

In **urban areas**, fatalities are significantly higher than in December 2020 and similar to December 2019, with 37 more and one less fatality respectively. In **rural areas**, fatalities are higher than in December 2020, with 36 more fatalities, and slightly higher than in December 2019, with 5 more fatalities.

	December					Since the beginning of the year						
	2021	2020	2019	2021-2020	2021-2019	2021	2020	2019	2021-2020		2021-2019	
				Diff.	Diff.				Diff.	%	Diff.	%
<b>Pedestrians</b>	48	54	62	-6	-14	416	391	483	+25	+6	-67	-14
<b>PMDs motorized</b>	3	0	0	+3	+3	22	7	10	+15	+214	+12	+120
<b>Cyclists</b>	10	15	8	-5	+2	226	178	187	+48	+27	+39	+21
<b>Moped riders</b>	10	8	16	+2	-6	92	100	134	-8	-8	-42	-31
<b>Motorcyclists</b>	30	14	32	+16	-2	578	479	615	+99	+21	-37	-6
<b>Car users</b>	173	111	150	+62	+23	1 411	1 243	1 622	+168	+14	-211	-13
<b>HGV users</b>	7	0	2	+7	+5	48	33	36	+15	+45	+12	+33

<b>Under 18 years old</b>	18	16	10	+2	+8	183	151	153	+32	+21	+30	+20
<b>18 to 24 years old</b>	44	35	46	+9	-2	509	449	549	+60	+13	-40	-7
<b>65 years old and over</b>	82	69	83	+13	-1	768	643	849	+125	+19	-81	-10

### On the road network

<b>Urban area</b>	103	66	104	+37	-1	961	843	1 037	+118	+14	-76	-7
<b>Rural</b>	166	130	161	+36	+5	1 732	1 497	1 944	+235	+16	-212	-11
<b>Motorway</b>	27	15	19	+12	+8	254	201	263	+53	+26	-9	-3

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 21/01/2022

*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.*

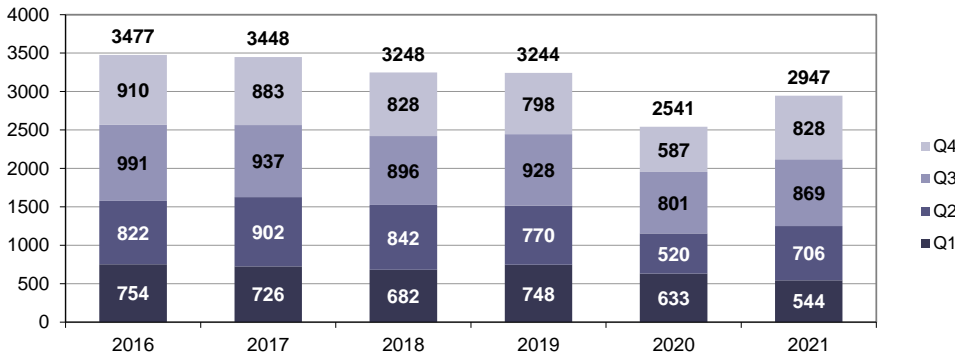
*The "motorway" network concerns the traffic lanes with motorway status, indicated by blue signs.*

## Road traffic fatalities variation by quarterly for each year

	Q1					Q2					Q3					Q4				
	2021	2020	2019	2021-2020	2021-2019	2021	2020	2019	2021-2020	2021-2019	2021	2020	2019	2021-2020	2021-2019	2021	2020	2019	2021-2020	2021-2019
<b>Accidents</b>	10 525	11 056	12 514	-5%	-16%	13 817	8 417	14 246	+64%	-3%	14 882	14 543	14 667	+2%	+1%	14 396	11 105	14 589	+30%	-1%
<b>Fatalities</b>	544	633	748	-14%	-27%	706	520	770	+36%	-8%	869	801	928	+8%	-6%	828	587	798	+41%	+4%
<b>Injured</b>	12 915	13 676	15 441	-6%	-16%	17 173	10 217	17 952	+68%	-4%	19 197	18 505	18 724	+4%	+3%	17 856	13 438	18 373	+33%	-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 21/01/2022

Road fatalities in the **4th quarter of 2021** amounted to **828 deaths**, +41% higher than in the 4th quarter of 2020 (587 deaths) and **+4% higher than in the 4th quarter of 2019** (798 deaths), **the pre-pandemic reference**. The increase mainly concerns cyclists and 18-24 year olds: 50 cyclists were killed in Q4 2021, an increase of +39%; 143 young adults aged 18-24 were killed in Q4 2021 compared to 118 in Q4 2019, an increase of +21%.

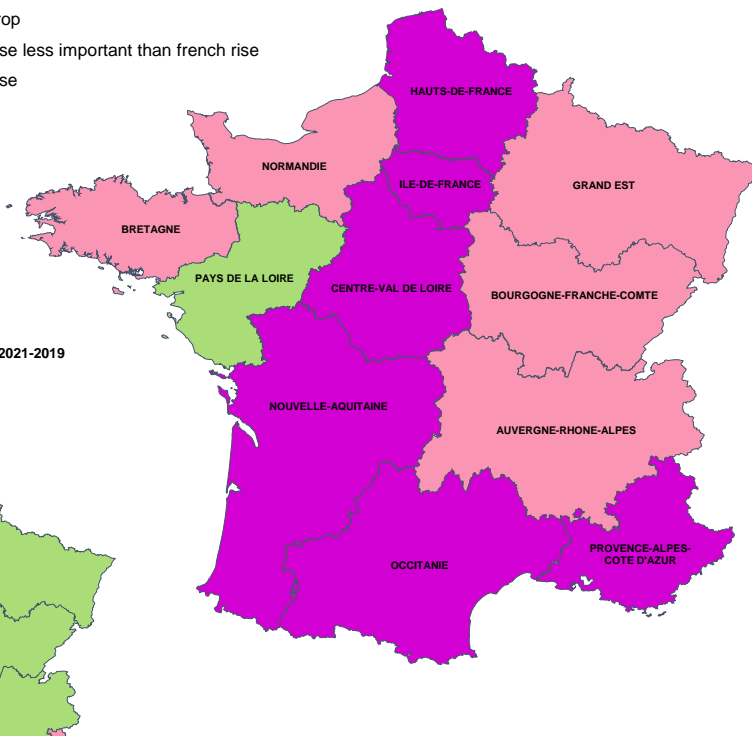


Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
Labelled series (definitive until 2020), 2021 estimate based on data as of 21/01/2022

## Territorial report

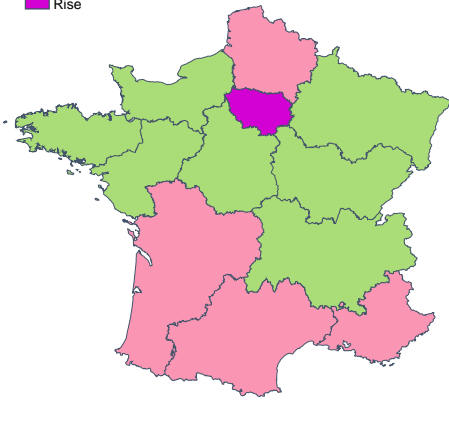
### The 12 cumulative months - Variation 2021-2020

- Drop
- Rise less important than french rise
- Rise



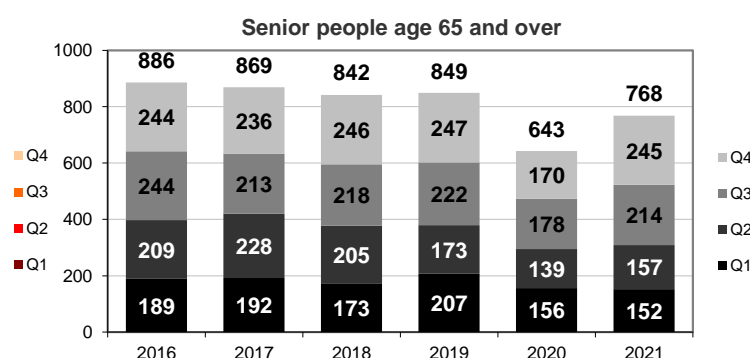
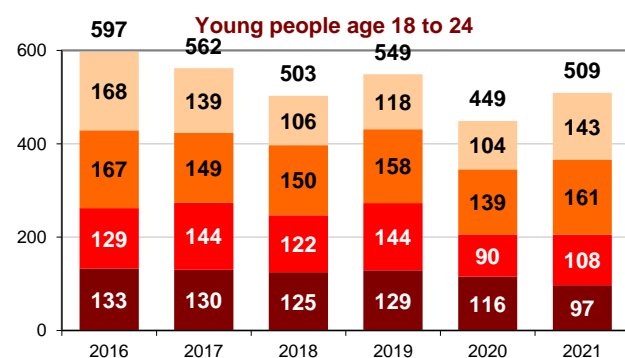
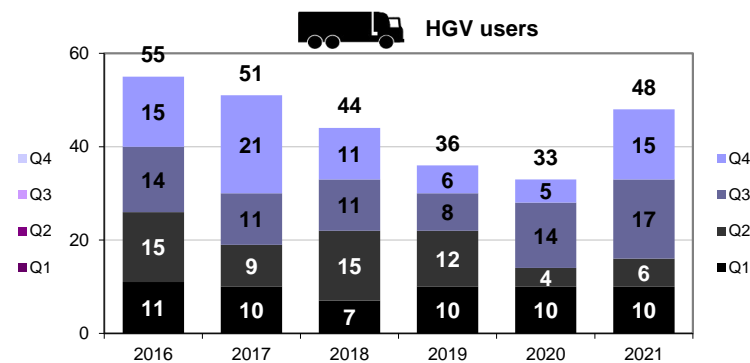
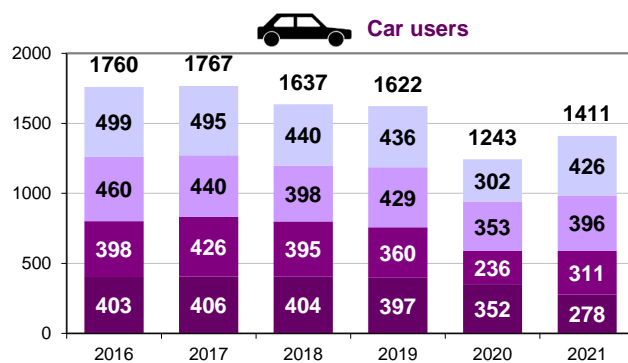
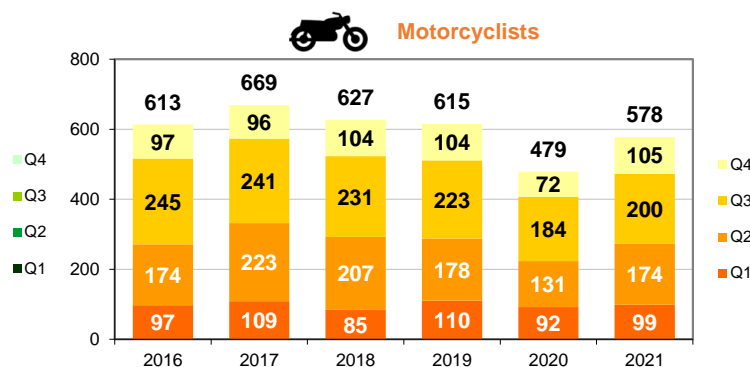
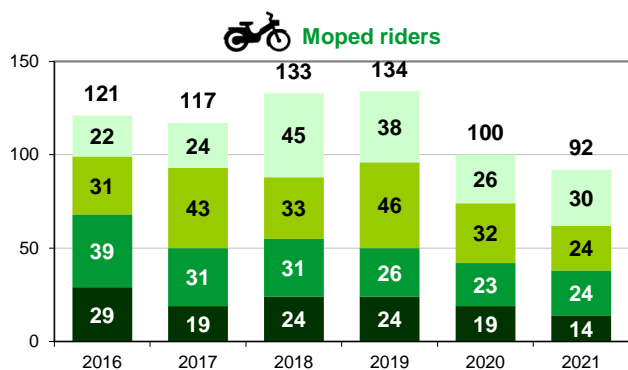
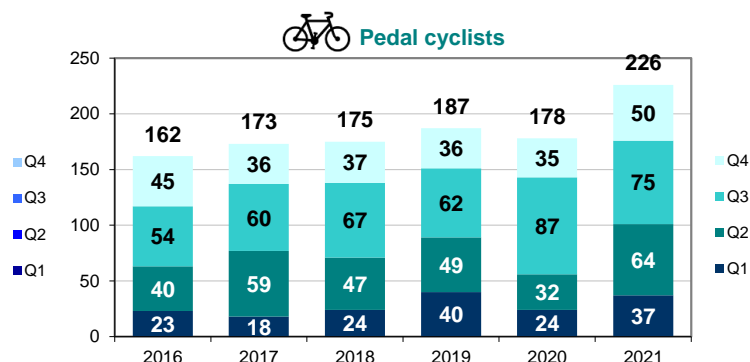
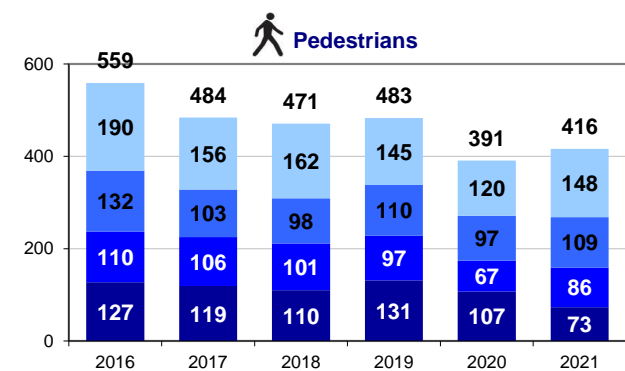
### The 12 cumulative months - Variation 2021-2019

- 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 21/01/2022

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

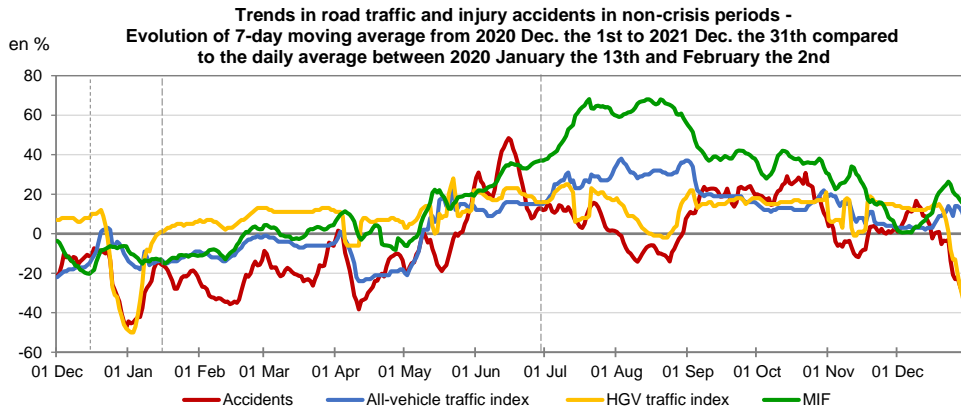


Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
 Labelled series (definitive until 2020), 2021 estimate based on data as of 21/01/2022

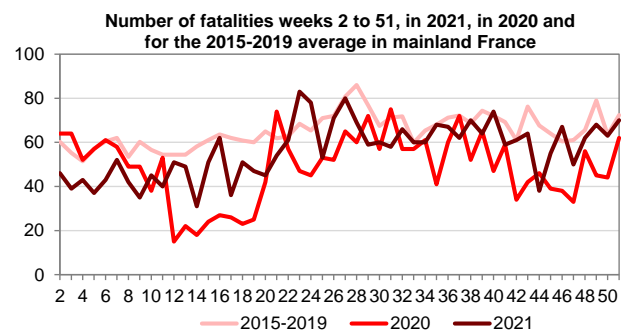
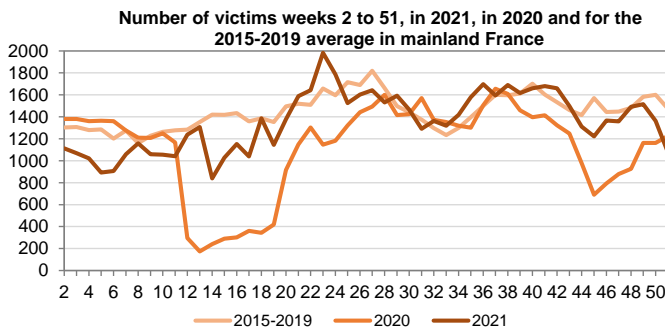
# Impact monitoring of the health crisis - Fourth quarter of 2021 (1 October - 31 December)

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

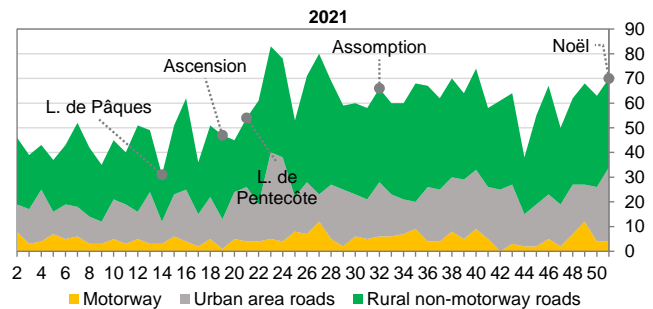
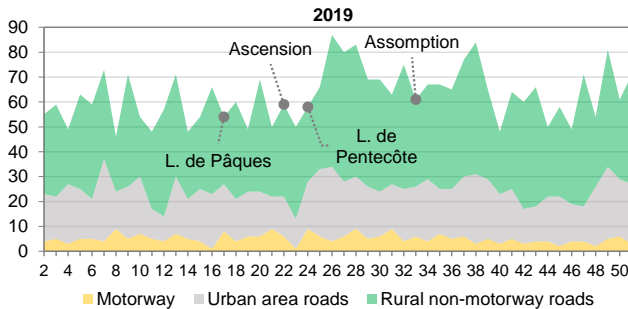
Following the lifting of the curfew at the end of June 2021, there is a peak in traffic and offences in July and August, from September onwards the trend is downwards and then upwards again in December. At the same time, after a drop in the summer, the number of road accidents starts to rise again in September until the end of October, then drops until mid-November. After a slight peak at the beginning of December, accidents fall sharply at the end of 2021.



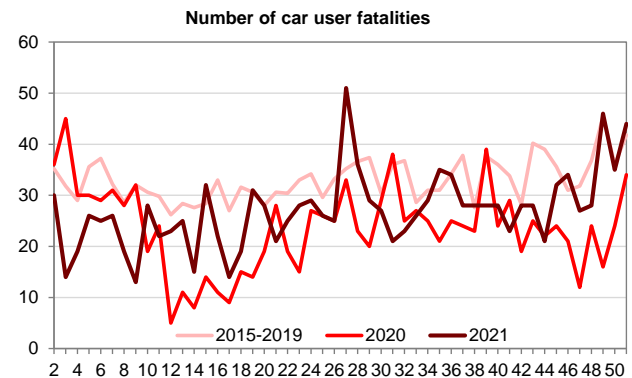
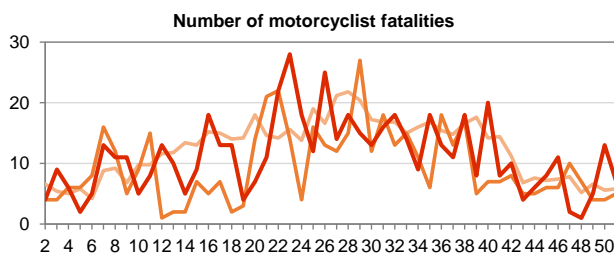
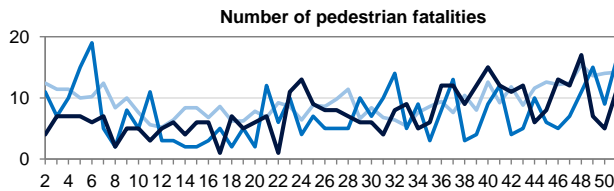
Sources: ONISR - definitive data labelled until 2020, provisional data for 2021, as of 21/01/2022  
 Cerema - Road traffic index (national conceded network) cumulative 7 days sliding, available on 16/01/2022  
 DSR - provisional infraction messages (MIF), as of 21/01/2022



## Fatalities by road environment per week, 2nd to 51st week in mainland France



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

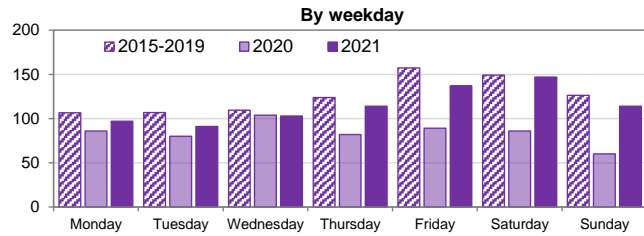
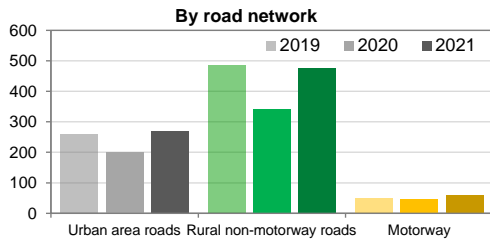


In the fourth quarter of 2021, car user fatalities, which were lower than the average for the fourth quarter of 2015-2019, tend to catch up by the end of December. Pedestrian and motorcyclist fatalities are equivalent to the average for the fourth quarters of 2015-2019.

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 21/01/2022

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

### Number of fatalities in the 4th quarter for 2021, 2020, and 2015-2019 average, in France mainland

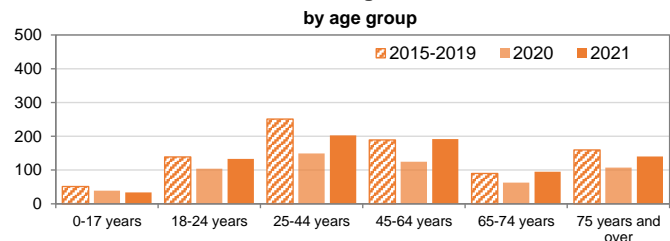
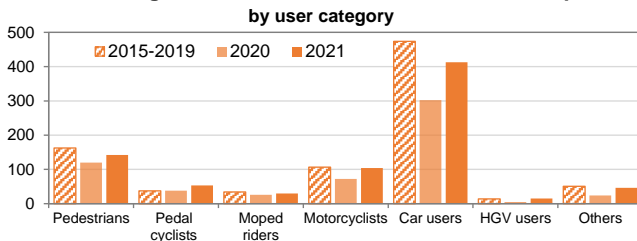


\* due to the introduction of 80km/h on the rural non-motorway roads in 2018, the comparison is with the year 2019.

In **urban areas**, fatalities are equivalent to those of the fourth quarter of 2019. In **rural areas**, fatalities are slightly lower than in the fourth quarter of 2019. On the other hand, on **motorways**, fatalities are higher than in the fourth quarter of previous years.

**Depending on the day of the week**, fatalities in the fourth quarter of 2021 tend to be similar to the average for the quarters of 2015-2019, particularly with a higher number of fatalities on Wednesdays and Saturdays. Fatalities are more concentrated on Saturdays than on Fridays, contrary to the average for the 2015-2019 quarters, when the opposite was true.

### Change in the number of fatalities in the 4th quarter for 2021, 2020, and 2015-2019 average, in France mainland

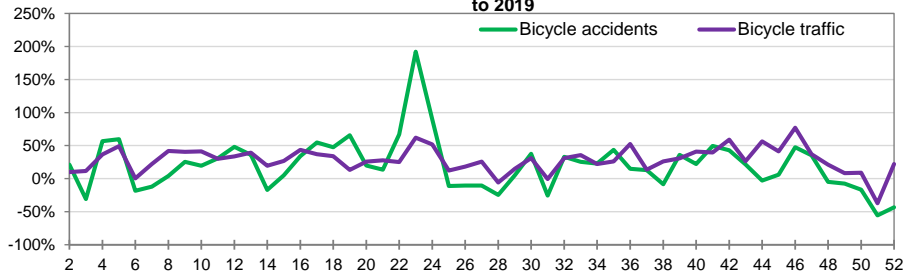


In the fourth quarter of 2021, only **cyclists** fatalities are higher than in the fourth quarter of the pre-crisis years, while **pedestrians** and **car users** fatalities remain lower than in the pre-crisis years. The other fatalities are equivalent to those of the pre-crisis years.

Compared to the 4th quarter of 2020, only the fatalities of **0-17 year olds** are down. Fatalities among **25-44 year-olds** and those **aged 75 and over** remain lower than in the pre-crisis years, while fatalities among **18-24 year-olds** and **45-74 year-olds** are equivalent to those in the pre-crisis years.

### Cyclists killed and injured in the 4th 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

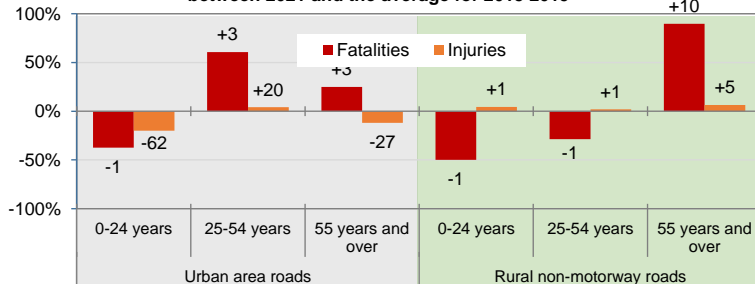


Sources: ONISR - Number of accidents, definitive data labelled until 2020, raw data for 2021 stopped on 21/01/2022  
Vélos & Territoires - Indicators for monitoring bicycle traffic (average number of daily passages), available on 5/01/2022

Despite the winter weather that is gradually settling in, the number of cyclists remains high. In this off-season, it is clearly higher than in 2019 (+46% over the October-November period).

Accidents involving at least one cyclist followed the trend in cycle traffic, the only exception being weeks 44 and 45, when accidents were stable while traffic was up by 50%.

### Change in the number of fatalities and injuries in the 4th quarter between 2021 and the average for 2015-2019



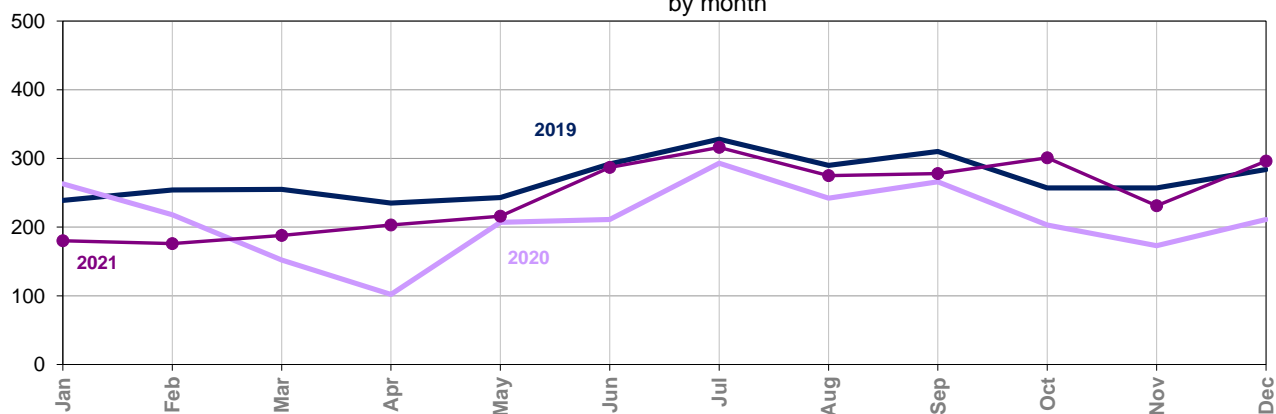
**50 cyclists were killed in the third quarter of 2021** (24 in urban areas and 26 in rural areas) **compared with an average of 37 killed in the third quarters of 2015-2019** (19 in urban areas and 18 in rural areas).

In **urban areas**, the number of cyclists killed is higher than in the fourth 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 fourth quarters of 2015-2019, while the number of injuries is equivalent 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 21/01/2022

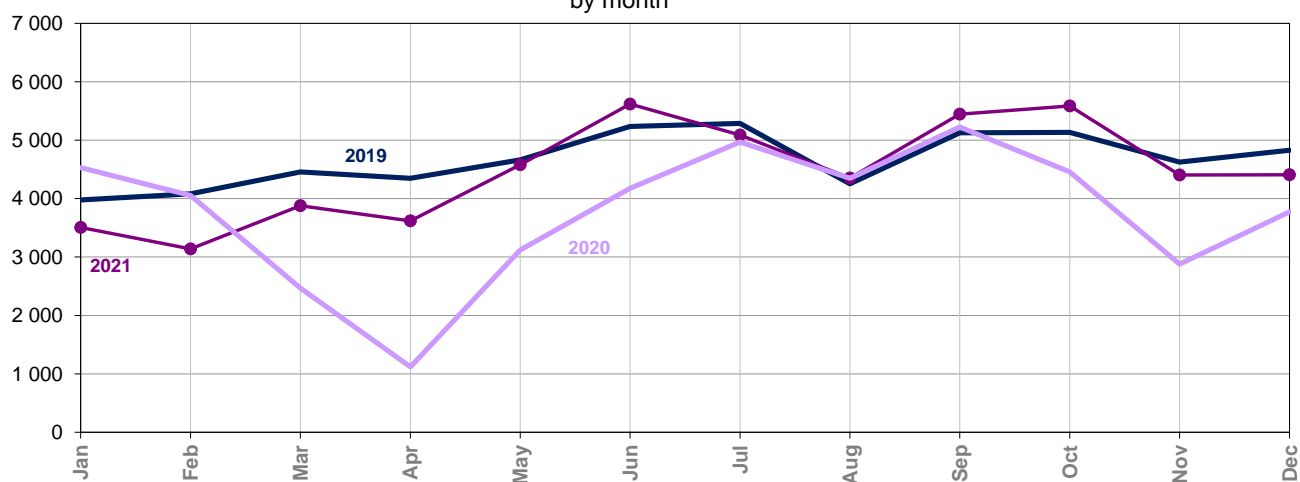
## Fatalities within 30 days by month



	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	180	176	188	203	216	287	316	275	278	301	231	296

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 21/01/2022

## Injury accidents by month



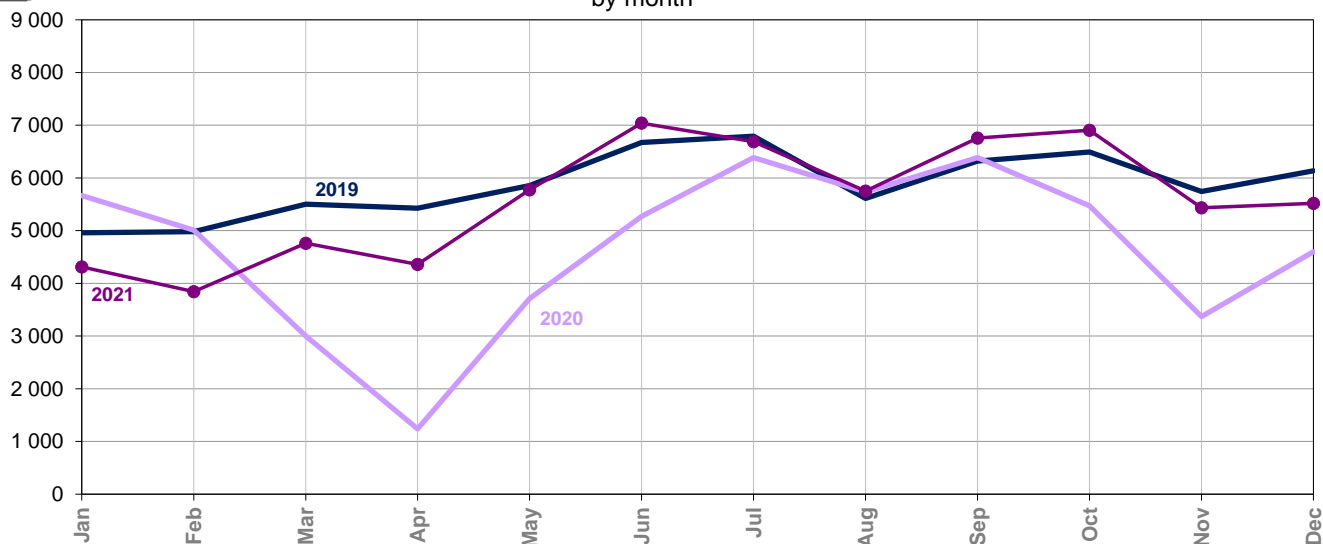
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2010	4 545	4 299	5 326	5 866	5 904	6 546	6 288	5 147	6 408	6 570	5 929	4 460
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	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	3 508	3 139	3 878	3 619	4 579	5 619	5 087	4 350	5 445	5 585	4 404	4 407

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 21/01/2022

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>	4 312	3 843	4 760	4 360	5 774	7 039	6 689	5 750	6 758	6 906	5 432	5 518

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 21/01/2022

**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.

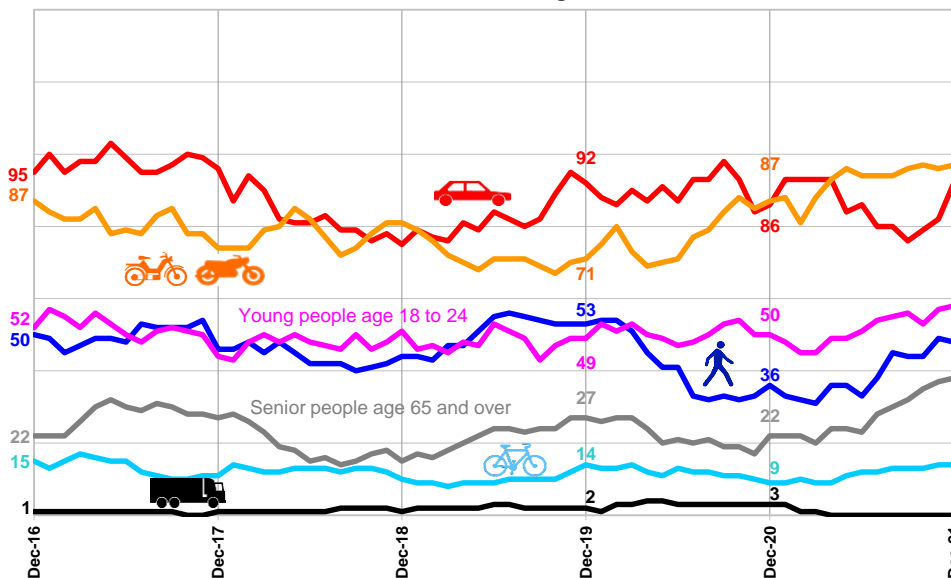
In **December 2021**, the road safety indicators for french overseas are **higher** than in December **2020** for fatalities, **higher** than in December **2019**: **282 injury accidents** (236 in the DOM and 46 in the COM-NC) compared to 293 injury accidents in December 2020 (243 and 50 respectively); **370 injured** (322 in the DOM and 48 in the COM-NC) compared to 378 injured in December 2020 (308 and 70 respectively); **36 fatalities** (27 in the DOM and 9 in the COM-NC) compared to 24 fatalities in December 2020 (18 and 6 respectively).



	December			2021-2020				2021-2019				Since the beginning of the year					
	2021	2020	2019	Diff.	%	Diff.	%	2021	2020	2019	Diff.	%	Diff.	%			
<b>Accidents</b>	282	293	258	- 11	-4	+ 24	+9	2 970	2 623	2 824	+ 347	+13	+ 146	+5			
<b>Fatalities</b>	36	24	19	+ 12	ns	+ 17	ns	274	239	254	+ 35	+15	+ 20	+8			
<b>Injured</b>	370	378	333	- 8	-2	+ 37	+11	3 767	3 412	3 675	+ 355	+10	+ 92	+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 21/01/2022

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



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

**December 2021**

**% compared with 2019**

- Car users**: 92 ; +0%
- PTW**: 97 ; +37%
- Pedestrians**: 48 ; -9%
- Young people**: 58 ; +18%
- Senior people**: 38 ; +41%
- Cyclists**: 14 ; ns
- HGV users**: 0 ; ns

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

