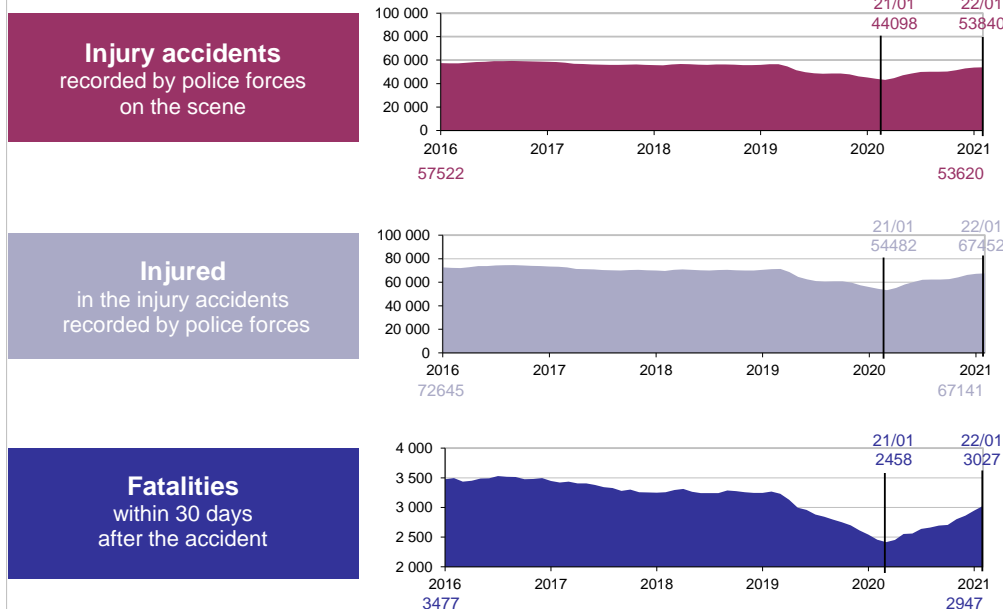


Warning: the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities. Since March 2020, the evolution of road accidents reflects the hazards of the measures and the way French people have adapted their mobility according to the periods. In January 2022, teleworking is strongly recommended in metropolitan France and there are no travel restrictions.

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

3 728 injury accidents
in January

+ 220 compared with 2021
- 249 compared with 2019

4 623 injured
in January

+ 311 compared with 2021
- 336 compared with 2019

260 fatalities
in January

+ 80 compared with 2021
+ 21 compared with 2019

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020, quasi-definitive2021), 2022 estimate based on data as of 08/02/2022

260 people were killed on the roads in mainland France in **January 2022**, compared with 180 in January 2021, i.e. 80 more people killed. This result is up compared to January 2019 (21 more people killed, i.e. +9%) and also compared to the average for January 2015-2019 (+6%).

The number of injury accidents recorded by police forces was 3,728 in January 2022, higher than last year's result (3,508 accidents, that is to say 220 more injury accidents than in January 2021) but lower than January 2019's result (3,977 accidents, that is to say 249 fewer injury accidents and a decrease of -6%).

4,623 people were injured in January 2022, a result +7% higher than January 2021 and -7% lower than January 2019: there were 4,312 injured in January 2021 and 4,959 injured in January 2019.

Travel in January 2022 was higher than in January 2021 (around +10% on average compared to January 2021, according to the Cerema traffic dataviz). Thus, the results concerning road accidents reflect the resumption of French mobility, with mortality even higher than in January before the pandemic.

	January			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	3 728	3 508	3 977	+ 220	+6	- 249	-6	3 728	3 508	3 977	+ 220	+6	- 249	-6	53 840	44 098	56 016	+9 742	+22	-2 176	-4
Fatalities	260	180	239	+ 80	+44	+ 21	+9	260	180	239	+ 80	+44	+ 21	+9	3 027	2 458	3 244	+ 569	+23	- 217	-7
Injured	4 623	4 312	4 959	+ 311	+7	- 336	-7	4 623	4 312	4 959	+ 311	+7	- 336	-7	67 452	54 482	70 490	+12 970	+24	-3 038	-4

* Cumulative 12 months from February 2021 to January 2022, Cumulative 12 months from February 2020 to January 2021, cumulative January to December 2019 (base year)

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020, quasi-definitive2021), 2022 estimate based on data as of 08/02/2022

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 deeply affected trips since March 2020, for all users, but to varying degrees depending on the alternation of restrictions and authorized movements. Even if the pandemic is still active, trips and accident rates are returning to near pre-pandemic levels, sometimes with changes linked to new habits.

Car users usually account for half of the road deaths. Their fatalities over the last 12 months is estimated at 1,468 fatalities compared to 1,622 for the entire year of 2019, which represent a decrease of -9% over just over two years.

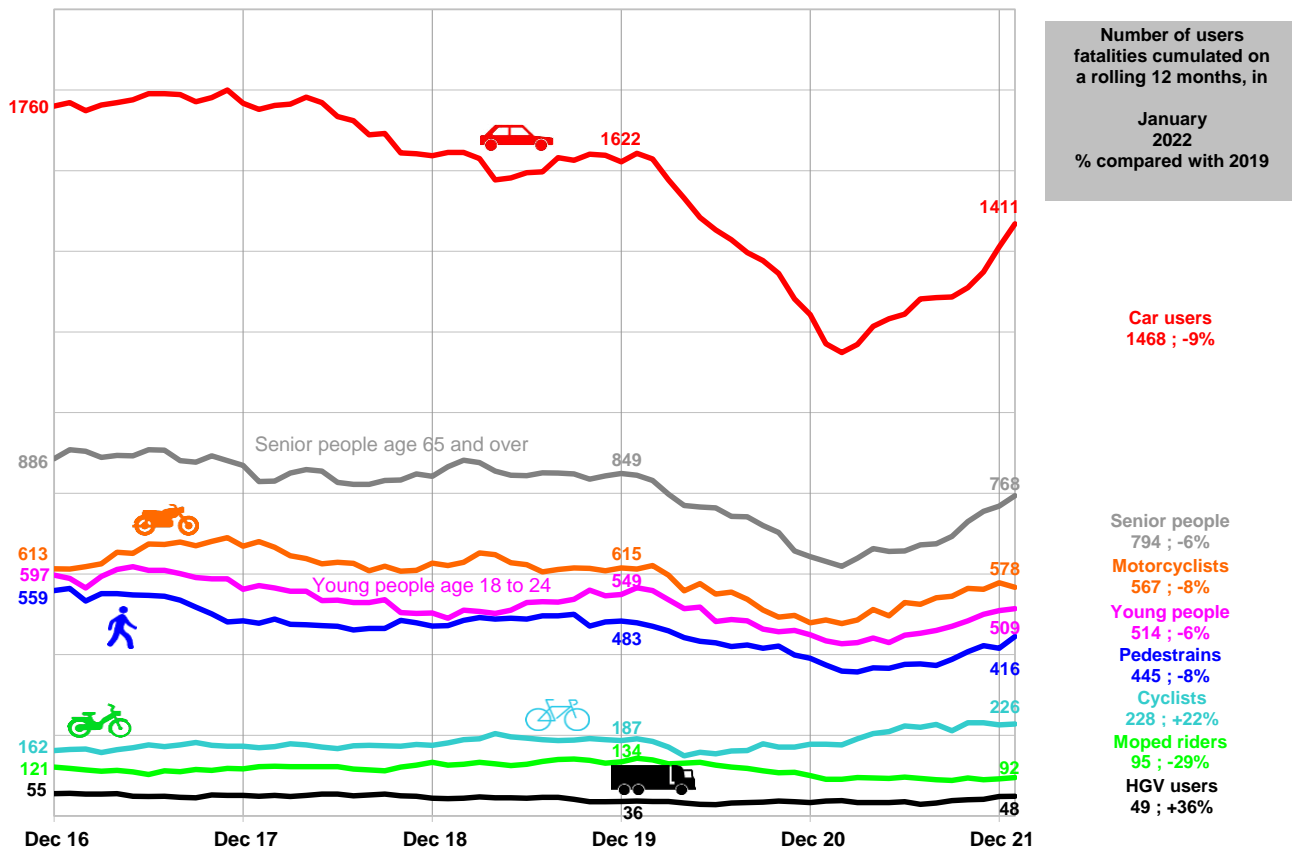
Pedestrian fatalities also fell sharply over this period: an estimated 445 pedestrians were killed in the last 12 months, compared with 483 for the entire year of 2019, which means a drop of -8%.

The fatalities of **powered two-wheeler** over the past 12 months are still lower than in 2019, but the decline is less important than the one observed in 2020. **Motorcyclist** fatalities are reduced by -8% with 567 fatalities in the last 12 months compared to 615 fatalities in 2019. The sharp decline in **moped rider** fatalities has continued over these last 12 months, -29% compared to 2019 with 95 moped rider fatalities these 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 -6% in the last 12 months compared to 2019 (514 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 and that is now tending to reduce.

Compared to other trends, **cyclist** fatalities over the last 12 months are higher than in 2019: 228 cyclists were killed in the last 12 months, +22% 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, the number of fatalities among **heavy goods vehicle** users rose sharply at the end of the year. It is up by +36% compared to 2019 but remains similar to the average of 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, quasi-definitive 2021), 2022 estimate based on data as of 08/02/2022

Road fatalities in 2022 by mode of travel, age, and road network

In January 2022, no measures restricting the mobility of French people were in place in metropolitan France, whereas in January 2021 a curfew was in place. Fatalities in January 2022 is thus much higher than that recorded in January 2021, but remains similar to the average of the last 5 years before the pandemic.

Pedestrian fatalities in January 2022 are double those recorded in January 2021 and higher than in January 2019. Thus, 57 pedestrians were killed in January 2022, 29 more than in January 2021 and 8 more than in January 2019. Pedestrian fatalities for this January 2022 are one of the highest in January over the past 10 years.

Cyclist fatalities for January 2022, with 15 cyclists killed, are similar with January 2021 but higher than January 2019 or January over the past 10 years.

Motorcyclist fatalities, with 17 fatalities, are below the level observed in January 2021 and before the pandemic.

Car users fatalities are higher than in January 2021 and January 2019: 145 car users were killed in January 2022 compared with 88 in January 2021 (57 more fatalities) and 139 in January 2019 (6 more fatalities). Car users fatalities in January 2022 were relatively equivalent to the average for January in the 5 pre-pandemic years.

9 children or teenagers were killed on the roads in January 2022, which is significantly higher than January 2021 and significantly lower than January 2019.

38 young people aged 18-24 were killed on the roads in January 2022, 5 more than in January 2021 and 7 more than in January 2019; but this is still close to the average for January in the 5 pre-pandemic years.

85 seniors aged 65 or over were killed on the roads in January 2022, a number of fatalities which is higher than in January 2021 (26 more fatalities) and than in January before the pandemic (14 more fatalities on average).

In urban areas, fatalities are higher than in January 2021 with 18 more fatalities but is the same as in January 2019.

On rural roads, fatalities are significantly higher than in January 2021, with 54 more fatalities, and equivalent to January before the pandemic (4 more fatalities on average).

	January					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	
				2020	2019				Diff.	%	Diff.	%				Diff.	%	Diff.	%
				Diff.	Diff.				Diff.	%	Diff.	%				Diff.	%	Diff.	%
Pedestrians	57	28	49	+29	+8	57	28	49	+29	+104	+8	+16	445	374	483	+71	+19	-38	-8
PMDs motorized	1	3	0	-2	+1	1	3	0	-2	ns	+1	ns	20	9	10	+11	+122	+10	+100
Cyclists	15	13	9	+2	+6	15	13	9	+2	+15	+6	+67	228	178	187	+50	+28	+41	+22
Moped riders	7	4	4	+3	+3	7	4	4	+3	ns	+3	ns	95	91	134	+4	+4	-39	-29
Motorcyclists	17	28	24	-11	-7	17	28	24	-11	-39	-7	-29	567	486	615	+81	+17	-48	-8
Car users	145	88	139	+57	+6	145	88	139	+57	+65	+6	+4	1 468	1 171	1 622	+297	+25	-154	-9
HGV users	6	5	0	+1	+6	6	5	0	+1	ns	+6	ns	49	37	36	+12	+32	+13	+36
Under 18 years old	9	7	11	+2	-2	9	7	11	+2	ns	-2	ns	185	136	153	+49	+36	+32	+21
18 to 24 years old	38	33	31	+5	+7	38	33	31	+5	+15	+7	+23	514	434	549	+80	+18	-35	-6
65 years old and over	85	59	75	+26	+10	85	59	75	+26	+44	+10	+13	794	631	849	+163	+26	-55	-6
On the road network																			
Urban area	84	66	84	+18	+0	84	66	84	+18	+27	+0	+0	979	823	1 037	+156	+19	-58	-6
Rural	147	93	133	+54	+14	147	93	133	+54	+58	+14	+11	1 786	1 432	1 944	+354	+25	-158	-8
Motorway	29	21	22	+8	+7	29	21	22	+8	+38	+7	+32	262	203	263	+59	+29	-1	+0

* Cumulative 12 months from February 2021 to January 2022, Cumulative 12 months from February 2020 to January 2021, cumulative January to December 2019 (base year)

ns: non-significant change

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland

Labelled series (definitive until 2020, quasi-definitive 2021), 2022 estimate based on data as of 08/02/2022

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 injured in 2022 by mode of travel and road network

Warning: The number of road traffic injuries recorded by the police is under-represented. Injured people, particularly those on PMDs, bicycles or motorbikes, contact the emergency services directly or go to health facilities on their own, or even return home, without the police being aware of this.

The volumes of injuries recorded by the police are therefore very volatile over a given month or since the beginning of the year, and it was therefore decided to display the trends for the current month and the cumulative total since January, compared with 2021 and 2019. Only the rolling 12-month totals are displayed in relative terms compared to 2019, which is taken as the reference year for the decade.

January

	Urban area		Rural		Motorway	
	2022-2021	2022-2019	2022-2021	2022-2019	2022-2021	2022-2019
Pedestrians	↘	↘	↘	↘		
PMDs motorized	↗	↗	ns	ns		
Cyclists	→	→	↗	↗		
Moped riders	↘	↘	↗	↗		
Motorcyclists	↗	↘	↗	↗	↘	↘
Car users	↗	↘	↗	↘	↘	↘
HGV users	↗	↘	↗	↘	↗	↗

ns: non-significant change

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020, quasi-definitive2021), 2022 provisional data as of 08/02/2022

In January 2022

In urban areas, the trend for **pedestrian** and **moped injuries** is **down** and for **cyclist** injuries is **stable compared to 2021 but up compared to 2019**. The trend for other injuries is up compared to January 2021 but down compared to January 2019, with the exception of PMDs motorized injuries, which are up compared to 2019.

In rural areas, the trend for pedestrian injuries is down. The trends for cyclist and motorised two-wheeler injuries are up in 2022 compared to 2021 and 2019.

Since the beginning of the year

	Urban area		Rural		Motorway	
	2022-2021	2022-2019	2022-2021	2022-2019	2022-2021	2022-2019
Pedestrians	↘	↘	↘	↘		
PMDs motorized	↗	↗	ns	ns		
Cyclists	→	→	↗	↗		
Moped riders	↘	↘	↗	↗		
Motorcyclists	↗	↘	↗	↗	↘	↘
Car users	↗	↘	↗	↘	↘	↘
HGV users	↗	↘	↗	↘	↗	↗

ns: non-significant change

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020, quasi-definitive2021), 2022 provisional data as of 08/02/2022

On a rolling 12 months

Cumulative from February 2021 to January 2022, compared to the year 2019

	Urban area	Rural	Motorway
Pedestrians	-16%	-5%	
PMDs motorized	+134%	ns	
Cyclists	+15%	+23%	
Moped riders	+5%	+6%	
Motorcyclists	-16%	+3%	-6%
Car users	-7%	-7%	-7%
HGV users	-42%	+6%	-2%

ns: non-significant change

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020, quasi-definitive2021), 2022 provisional data as of 08/02/2022

Over the last 12 months

In urban areas, the evolution of **PMDs motorized** injuries is on an upward slope compared to 2019, as this mode of travel has grown. In the last 12 months, compared to 2019, the number of injured **cyclists** has increased by 15%, while the number of injured **pedestrians** and **motorcyclists** has decreased by 16%.

In rural areas, the biggest increase in injuries over the last 12 months compared to 2019 is for **cyclists**, with +23%. The trend in injuries to motorised two-wheelers is up in 2022 compared to 2019. The trend in car users and heavy goods vehicles is down compared to 2019.

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.

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Car users are light vehicles (LDVs); vans are not included in this category.

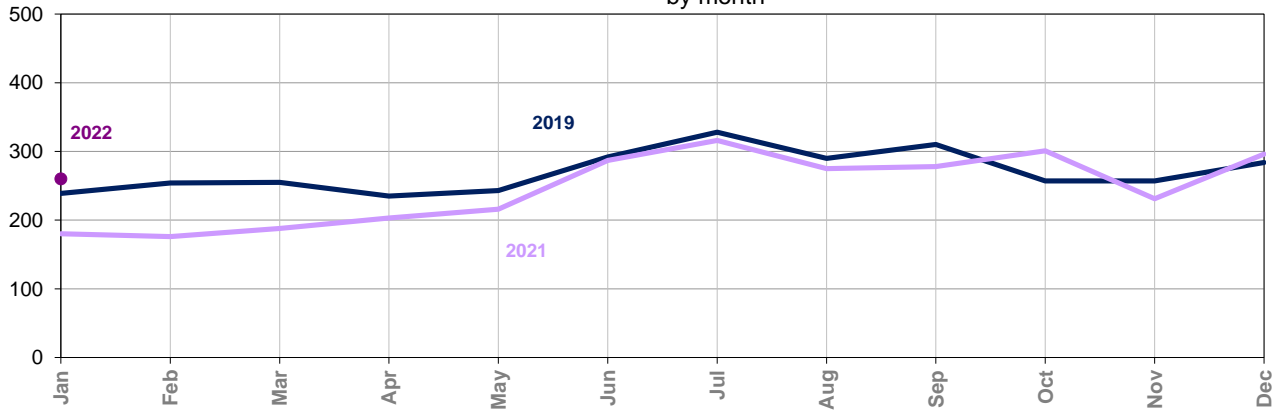
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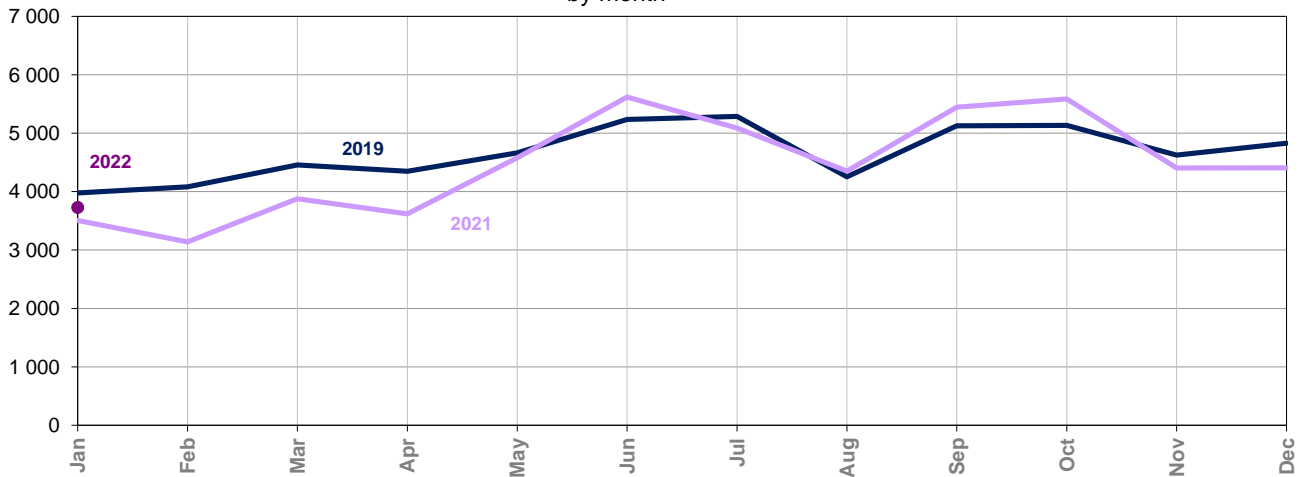
Fatalities within 30 days by month



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
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
2022	260											

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020, quasi-definitive2021), 2022 estimate based on data as of 08/02/2022

Injury accidents by month

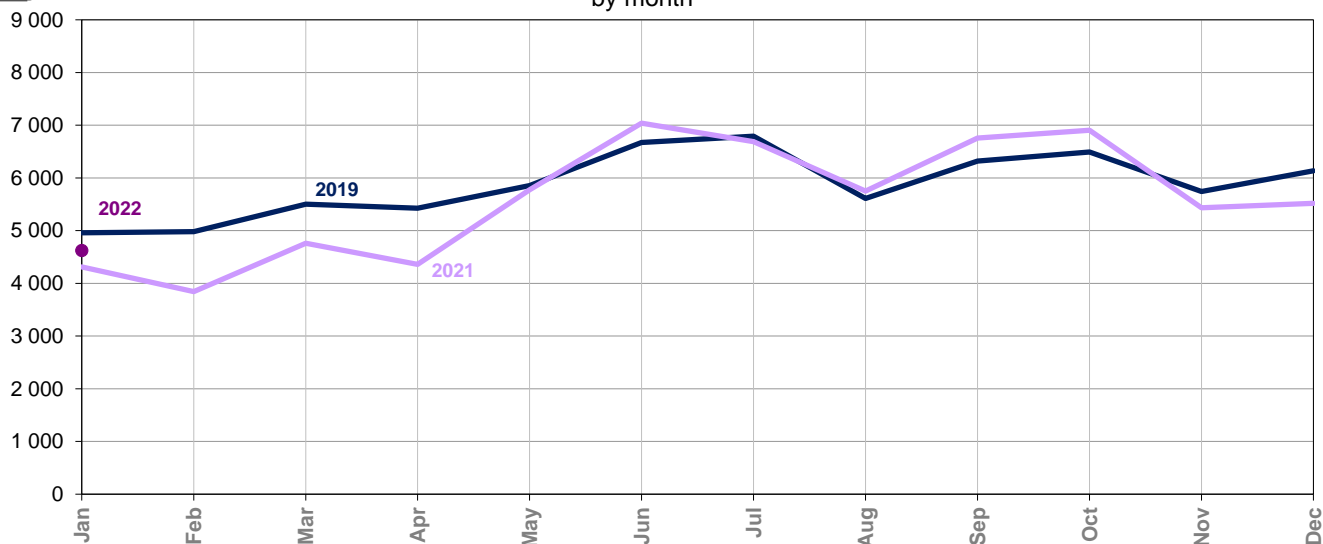


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	4 420	4 503	5 376	5 509	4 341	5 493	5 381	4 989	4 899
2014	4 649	4 091	4 609	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
2022	3 728											

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020, quasi-definitive2021), 2022 estimate based on data as of 08/02/2022

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
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	4 312	3 843	4 760	4 360	5 774	7 039	6 689	5 750	6 758	6 906	5 432	5 518
2022	4 623											

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020, quasi-definitive 2021), 2022 estimate based on data as of 08/02/2022

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

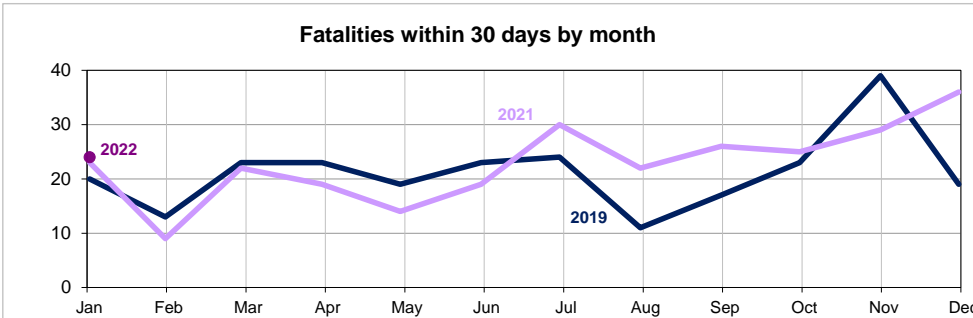
The Public Statistics Authority has labeled the main accidentality indicators (France mainland and French overseas counties) for the quasi-definitive data for year N published at the end of January of year N+1, and the definitive data published from May of year N+1. For years prior to 2021, the dashboard 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 Martinique, Guyana, Reunion, Mayotte and Wallis and Futuna. In all the territories the places of festivity remain closed and the gathering is restricted.

In **January 2022**, the road safety indicators for french overseas are **higher** than in January 2021 for fatalities, **higher** than in January 2019:
227 injury accidents (193 in the DOM and 34 in the COM-NC) compared to 257 injury accidents in January 2021 (206 and 51 respectively);
286 injured (244 in the DOM and 42 in the COM-NC) compared 345 injured in January 2021 (274 and 71 respectively);
24 fatalities (11 in the DOM and 13 in the COM-NC) compared to 23 fatalities in January 2021 (15 and 8 respectively).



Month report

227 injury accidents
in January

- 30 compared with 2021
- 21 compared with 2019

286 injured
in January

- 59 compared with 2021
- 17 compared with 2019

24 fatalities
in January

+ 1 compared with 2021
+ 4 compared with 2019

Change in cumulative injured over the last 12 months compared to 2019

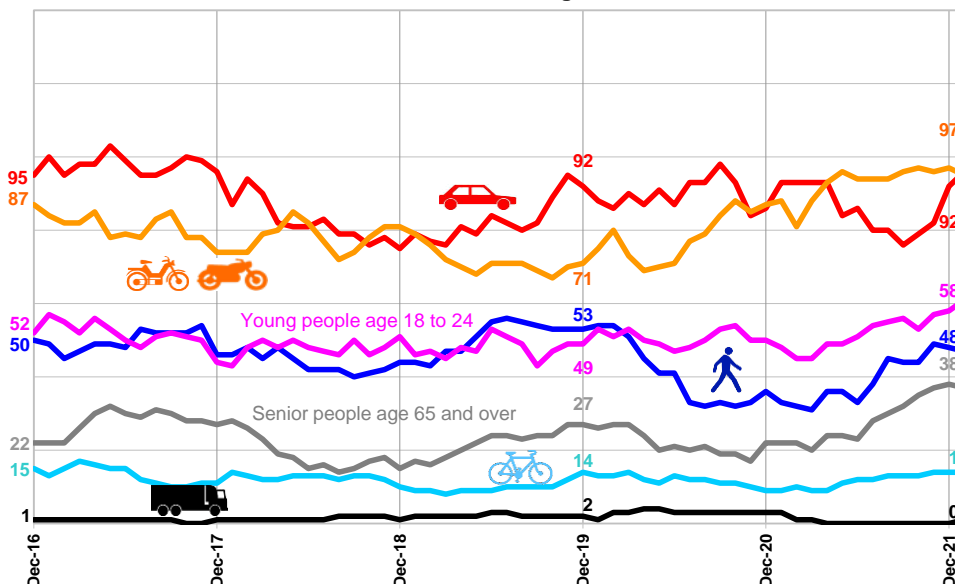
	Urban area	Rural	Motorway
Soft mobility *	+15%	+3%	
PTW *	+15%	+16%	+47%
Car users	-10%	-4%	+6%

* Soft mobility: Pedestrians, EDP, Cyclists - PTW: Moped riders, Motorcyclists
 ns: non-significant change
 Data relating to injury accidents recorded by the police - Geographic scope: DOM + COM + New Caledonia
 Source: ONISR - final data until 2020, quasi-definitive data 2021, provisional data 2022 stopped on 08/02/2022

	January			Since the beginning of the year								On a rolling 12 months *									
	2022	2021	2019	2022-2021		2022-2019		2022	2021	2019	2022-2021		2022-2019		2022	2021	2019	2022-2021		2022-2019	
				Diff.	%	Diff.	%				Diff.	%	Diff.	%				Diff.	%	Diff.	%
Accidents	227	257	248	- 30	-12	- 21	-8	227	257	218	- 30	-12	+ 9	+4	2 940	2 662	2 794	+ 278	+10	+ 146	+5
Fatalities	24	23	20	+ 1	ns	+ 4	ns	24	23	17	+ 1	ns	+ 7	ns	275	245	251	+ 30	+12	+ 24	+10
Injured	286	345	303	- 59	-17	- 17	-6	286	345	281	- 59	-17	+ 5	+2	3 708	3 476	3 653	+ 232	+7	+ 55	+2

* Cumulative 12 months from February 2021 to January 2022, cumulative 12 months from February 2020 to January 2021, cumulative January to December 2019 (base year)
 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, quasi-definitive data 2021, provisional data 2022 stopped on 08/02/2022

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



Number users fatalities cumulated on a rolling 12 months, in

January 2022

% compared with 2019

Car users
96 ; +4%

PTW
95 ; +34%

Pedestrians
47 ; -11%

Young people
61 ; +24%

Senior people
37 ; +37%

Cyclists
14 ; ns

HGV users
1 ; ns