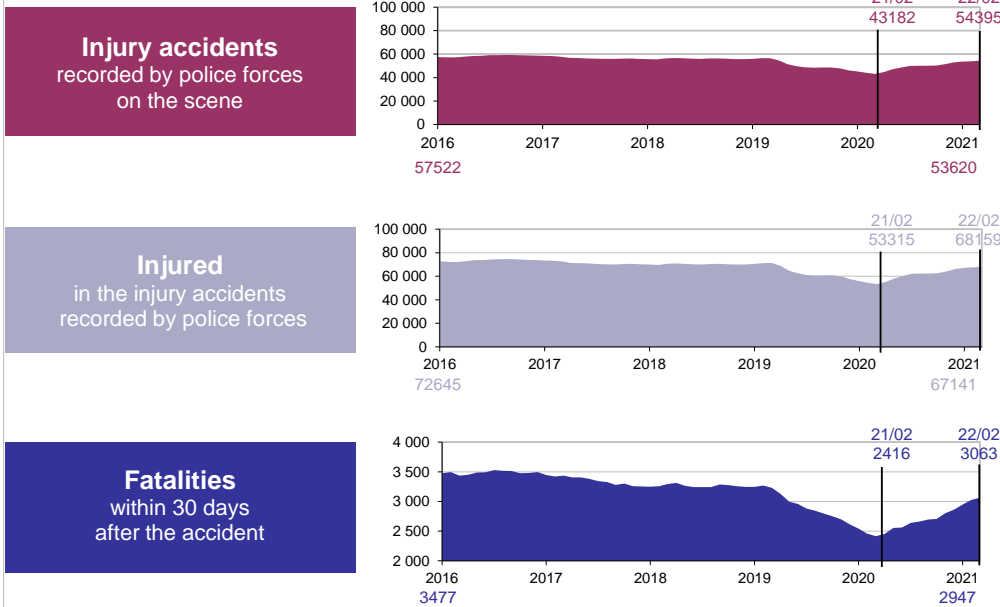


Warning: the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities. Since March 2020, the evolution of road accidents reflects the hazards of the measures and the way French people have adapted their mobility according to the periods. In February 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

3 694 injury accidents
in February

+ 555 compared with 2021
- 388 compared with 2019

4 550 injured
in February

+ 707 compared with 2021
- 432 compared with 2019

212 fatalities
in February

+ 36 compared with 2021
- 42 compared with 2019

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2020, near final data 2021), 2022 estimate based on data as of 08/03/2022

212 people were killed on the roads in mainland France in **February 2022**, compared with 176 in February 2021, i.e. 36 more people killed. This result is down compared to February 2019 (42 fewer people killed, i.e. -17%) as well as compared to the average for February 2015-2019 (-10%).

The number of injury accidents recorded by law enforcement was 3,694 in February 2022, higher than last year's result (3,139 accidents, or 555 more injury accidents than in February 2021) but lower than the February 2019 result (4,082 accidents, or 388 fewer injury accidents and a -10% decrease).

4,550 people were injured in February 2022, a result +18% higher than February 2021 and -9% lower than February 2019: there were 3,843 injuries in February 2021 and 4,982 injuries in February 2019.

Travel during February 2022 was higher than in February 2021 (by an average of +10% compared to February 2021, according to the Cerema traffic dataviz). Thus the results concerning road accidents reflect the recovery of French mobility compared to 2021, with a lower accident rate than in February before the pandemic.

| | February | | | | 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 | 3 694 | 3 139 | 4 082 | + 555 | +18 | - 388 | -10 | 7 422 | 6 647 | 8 059 | + 775 | +12 | - 637 | -8 | 54 395 | 43 182 | 56 016 | +11 213 | +26 | -1 621 | -3 |
| Fatalities | 212 | 176 | 254 | + 36 | +20 | - 42 | -17 | 472 | 356 | 493 | + 116 | +33 | - 21 | -4 | 3 063 | 2 416 | 3 244 | + 647 | +27 | - 181 | -6 |
| Injured | 4 550 | 3 843 | 4 982 | + 707 | +18 | - 432 | -9 | 9 173 | 8 155 | 9 941 | +1 018 | +12 | - 768 | -8 | 68 159 | 53 315 | 70 490 | +14 844 | +28 | -2 331 | -3 |

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

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2020, near final data 2021), 2022 estimate based on data as of 08/03/2022

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 1,497 fatalities compared to 1,622 for the entire year of 2019, which represent a decrease of -8% over just over two years.

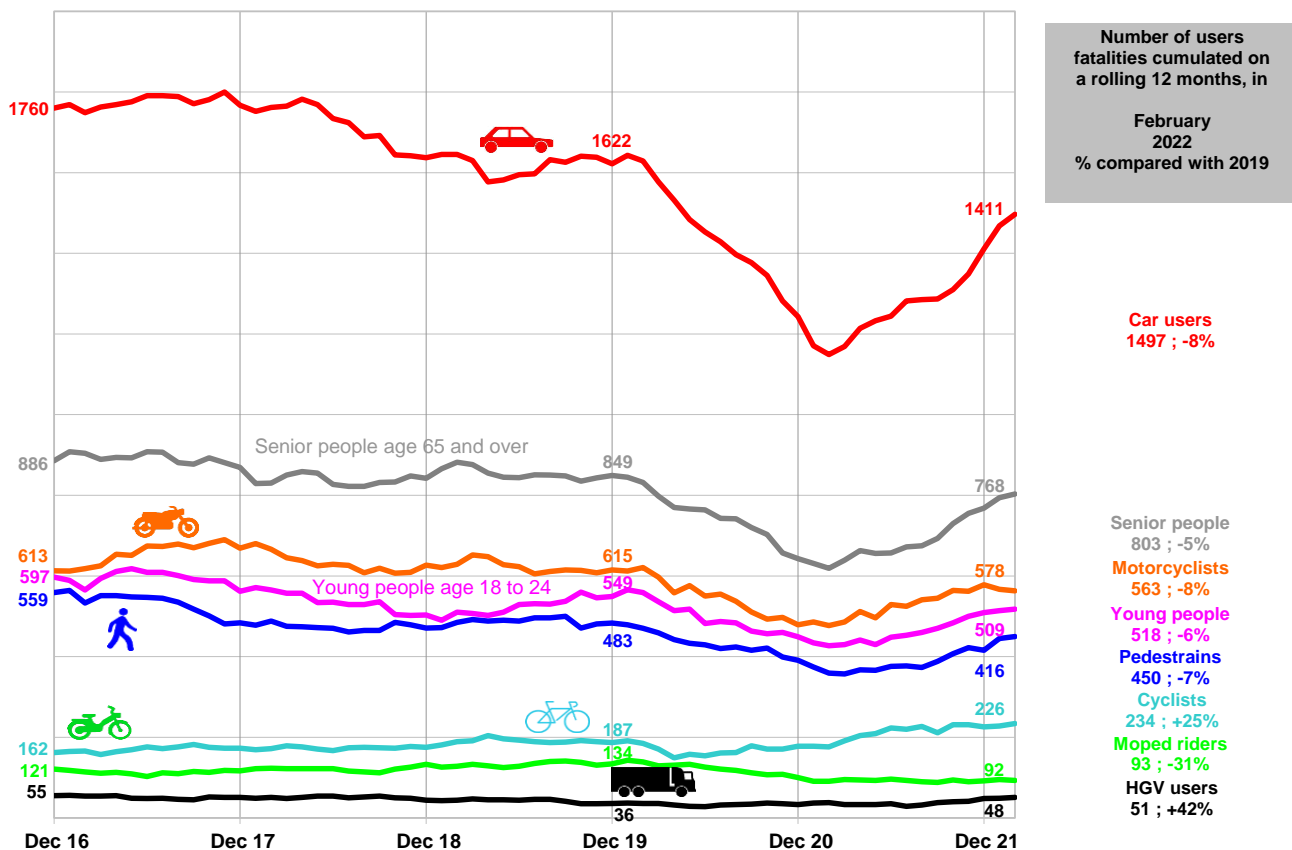
Pedestrian fatalities also fell sharply over this period: an estimated 450 pedestrians were killed in the last 12 months, compared with 483 for the entire year of 2019, which means a drop of -7%.

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 563 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, -31% compared to 2019 with 93 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 (518 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: 234 cyclists were killed in the last 12 months, +25% 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 +42% compared to 2019 but remains similar to the average of the years 2015-2019.



Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2020, near final data 2021), 2022 estimate based on data as of 08/03/2022

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

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

Pedestrian fatalities in February 2022 are slightly higher than those in February 2021 and well below those in February 2019. Thus, 29 pedestrians were killed in February 2022, 5 more than in February 2021 and 19 fewer than in February 2019.

Cyclist fatalities for February 2022, with 14 cyclists killed, were higher than those recorded in February 2021 and of the same magnitude as those February 2019. This fatality is higher than the February months of the last 10 years.

Motorcyclist fatalities, with 27 killed, are slightly lower than February 2021 and similar to pre-pandemic levels.

Car user fatalities are higher than in February 2021 and lower than in February 2019: 125 car users were killed in February 2022 compared to 96 in February 2021 (29 more killed) and 132 in February 2019 (7 fewer killed). Motor vehicle fatalities in February 2022 is slightly lower than the average for February in the 5 pre-pandemic years.

4 children or teens were killed on the roadways in February 2022, which is significantly lower than February 2021 and February 2019.

38 young people aged 18-24 were killed on the roads in February 2022, 4 more than in February 2021 and 10 fewer than in February 2019; this remains close to the average for February in the 5 pre-pandemic years.

57 senior citizens aged 65 or more died on the roads in February 2022, higher than in February 2021 (9 more fatalities) and close to the average for February in the 5 pre-pandemic years.

In urban areas, fatalities are higher than in February 2021, with 11 more fatalities, and much lower than in February 2019.

In rural areas, fatalities are higher than in February 2021, with 19 more fatalities, and much lower than in February 2019.

| | February | | | | | Since the beginning of the year | | | | | | | On a rolling 12 months * | | | | | | |
|------------------------------|----------|------|------|-------|-------|---------------------------------|------|------|-----------|-----|-----------|------|--------------------------|-------|-------|-----------|------|-----------|------|
| | 2021 | 2020 | 2019 | 2021- | 2021- | 2021 | 2020 | 2019 | 2021-2020 | | 2021-2019 | | 2021 | 2020 | 2019 | 2021-2020 | | 2021-2019 | |
| | | | | Diff. | Diff. | | | | Diff. | % | Diff. | % | | | | Diff. | % | Diff. | % |
| | | | | | | | | | | | | | | | | | | | |
| Pedestrians | 29 | 24 | 48 | +5 | -19 | 86 | 52 | 97 | +34 | +65 | -11 | -11 | 450 | 359 | 483 | +91 | +25 | -33 | -7 |
| PMDs motorized | 0 | 0 | 0 | +0 | +0 | 1 | 3 | 0 | -2 | ns | +1 | ns | 20 | 8 | 10 | +12 | +150 | +10 | +100 |
| Cyclists | 14 | 8 | 16 | +6 | -2 | 29 | 21 | 25 | +8 | +38 | +4 | +16 | 234 | 176 | 187 | +58 | +33 | +47 | +25 |
| Moped riders | 3 | 5 | 9 | -2 | -6 | 10 | 9 | 13 | +1 | +11 | -3 | -23 | 93 | 91 | 134 | +2 | +2 | -41 | -31 |
| Motorcyclists | 27 | 31 | 31 | -4 | -4 | 44 | 59 | 55 | -15 | -25 | -11 | -20 | 563 | 477 | 615 | +86 | +18 | -52 | -8 |
| Car users | 125 | 96 | 132 | +29 | -7 | 270 | 184 | 271 | +86 | +47 | -1 | +0 | 1 497 | 1 149 | 1 622 | +348 | +30 | -125 | -8 |
| HGV users | 5 | 3 | 3 | +2 | +2 | 11 | 8 | 3 | +3 | +38 | +8 | +267 | 51 | 38 | 36 | +13 | +34 | +15 | +42 |
| Under 18 years old | 4 | 11 | 7 | -7 | -3 | 13 | 18 | 18 | -5 | -28 | -5 | -28 | 178 | 142 | 153 | +36 | +25 | +25 | +16 |
| 18 to 24 years old | 38 | 34 | 48 | +4 | -10 | 76 | 67 | 79 | +9 | +13 | -3 | -4 | 518 | 427 | 549 | +91 | +21 | -31 | -6 |
| 65 years old and over | 57 | 48 | 73 | +9 | -16 | 142 | 107 | 148 | +35 | +33 | -6 | -4 | 803 | 619 | 849 | +184 | +30 | -46 | -5 |
| On the road network | | | | | | | | | | | | | | | | | | | |
| Urban area | 59 | 48 | 90 | +11 | -31 | 143 | 114 | 174 | +29 | +25 | -31 | -18 | 990 | 787 | 1 037 | +203 | +26 | -47 | -5 |
| Rural | 126 | 107 | 142 | +19 | -16 | 273 | 200 | 275 | +73 | +37 | -2 | -1 | 1 805 | 1 420 | 1 944 | +385 | +27 | -139 | -7 |
| Motorway | 27 | 21 | 22 | +6 | +5 | 56 | 42 | 44 | +14 | +33 | +12 | +27 | 268 | 209 | 263 | +59 | +28 | +5 | +2 |

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

ns: non-significant change

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

Labelled series (final data until 2020, near final data2021), 2022 estimate based on data as of 08/03/2022

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.

February

| | 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 | ns | ↗ | ↗ | ↘ | ↘ |

ns: non-significant change

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

Labelled series (final data until 2020, near final data2021), 2022 provisional data as of 08/03/2022

In February 2022

In urban areas, the trend for **pedestrian, motorcycle and car user** injuries is up from 2021 but down from than in 2019. The trend for **EDPm** injuries is up sharply compared to 2019. For other injuries, the trend is fairly stable compared to both 2019 and 2021.

In rural areas, the trend for injuries is down compared to 2019 with the exception of injured heavy goods vehicle users. The trends for **cyclist and motorcyclist** injuries are down in 2022 compared to 2021.

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 injury accidents recorded by police forces - Geographical area : France mainland

Labelled series (final data until 2020, near final data2021), 2022 provisional data as of 08/03/2022

Since the beginning of 2022

In urban areas, the number of injuries tends to increase whatever the mode of travel compared to 2021, while remaining lower than the 2019 reference (except for cyclists and EDPm).

In rural areas, the number of injuries is rising, particularly among motorists, compared to the 2021 baseline. among motorists compared to 2021, while most modes see a drop in injuries compared to 2019.

On motorways, the number of injuries is lower than in 2019, while fatalities are fatalities are significantly higher than 2019.

On a rolling 12 months

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

| | Urban area | Rural | Motorway |
|-----------------------|------------|-------|----------|
| Pedestrians | -14% | -4% | |
| PMDs motorized | +141% | ns | |
| Cyclists | +16% | +20% | |
| Moped riders | +4% | +7% | |
| Motorcyclists | -15% | +2% | -4% |
| Car users | -6% | -6% | -5% |
| HGV users | -32% | +6% | -7% |

ns: non-significant change

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

Labelled series (final data until 2020, near final data2021), 2022 provisional data as of 08/03/2022

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 16%, while the number of injured **pedestrians** and **motorcyclists** has decreased by -14% and -15%.

In rural areas, the biggest increase in injuries over the last 12 months compared to 2019 is for **cyclists**, with +20%. The trend in motorised two-wheelers injuries is slightly up 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.

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.

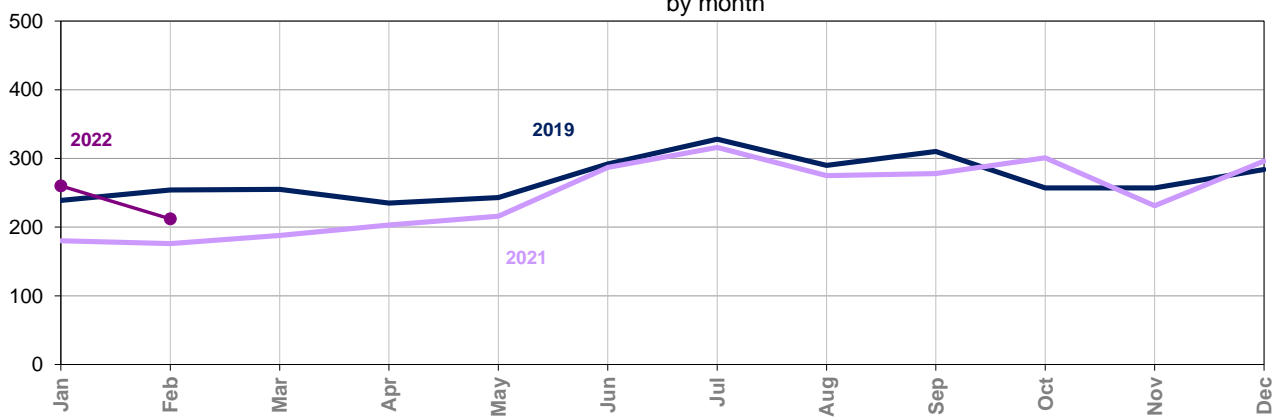
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The "urban area" road network refers to the lanes between the entrance and exit signs of a municipality.

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

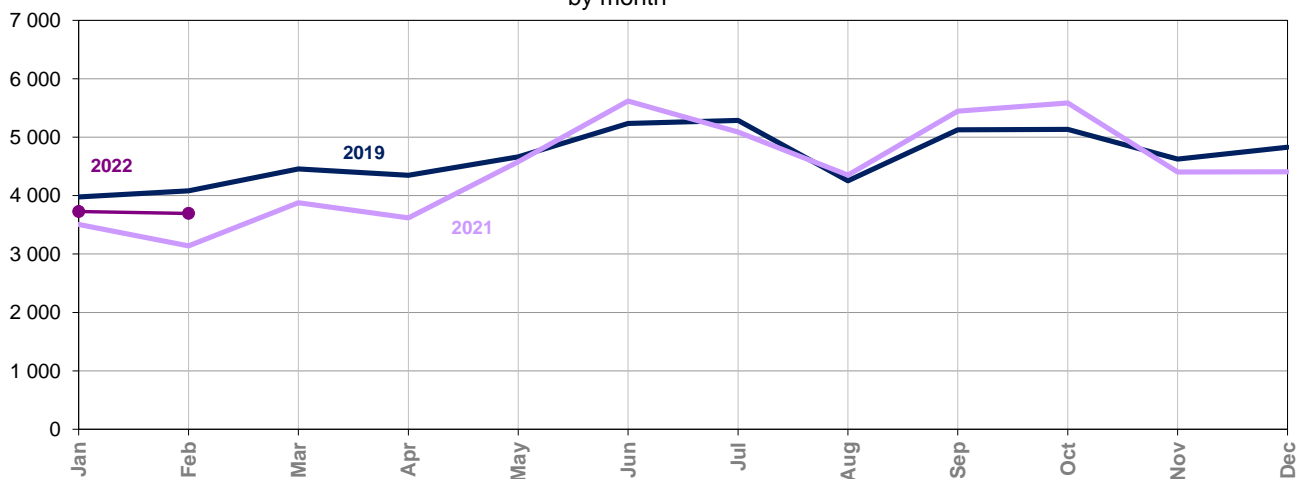
Fatalities within 30 days by month



| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 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 | 212 | | | | | | | | | | |

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2020, near final data 2021), 2022 estimate based on data as of 08/03/2022

Injury accidents by month

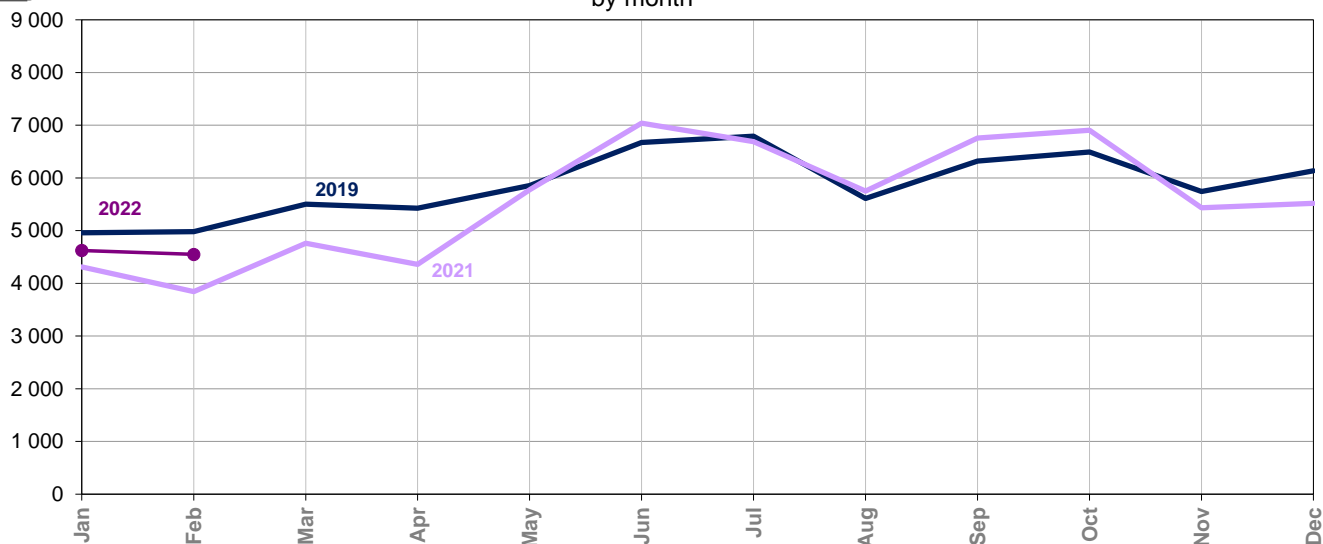


| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 2011 | 4 912 | 4 357 | 5 333 | 5 744 | 6 098 | 5 722 | 5 415 | 4 748 | 5 976 | 5 995 | 5 253 | 5 471 |
| 2012 | 4 900 | 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 | 3 694 | | | | | | | | | | |

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2020, near final data 2021), 2022 estimate based on data as of 08/03/2022

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 | 4 550 | | | | | | | | | | |

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2020, near final data2021), 2022 estimate based on data as of 08/03/2022

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

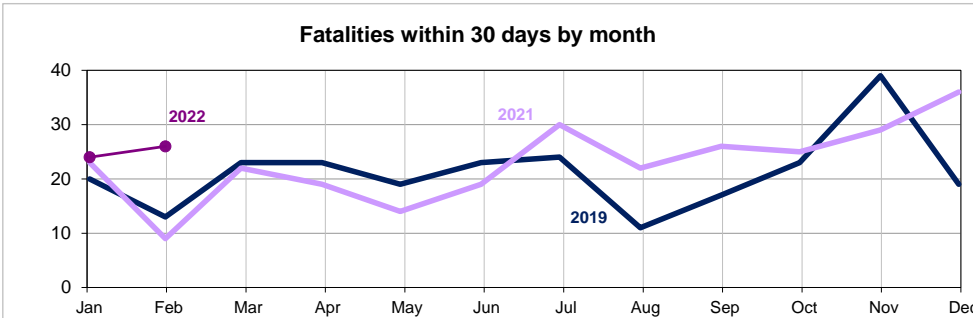
The Public Statistics Authority has labeled the main accidentality indicators (France mainland and French overseas counties) for the quasi-definitive data for year N published at the end of January of year N+1, and the definitive data published from May of year N+1. For years prior to 2021, the dashboard 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 **February 2022**, the road safety indicators for french overseas are **higher** than in February 2021 and February 2019:
208 injury accidents (177 in the DOM and 31 in the COM-NC) compared to 210 injury accidents in February 2021 (181 and 29 respectively);
276 injured (228 in the DOM and 48 in the COM-NC) compared 268 injured in February 2021 (232 and 36 respectively);
26 fatalities (17 in the DOM and 9 in the COM-NC) compared to 9 fatalities in February 2021 (8 and 1 respectively).



Month report

208 injury accidents
in February

- 2 compared with 2021
+ 4 compared with 2019

276 injured
in February

+ 8 compared with 2021
+ 9 compared with 2019

26 fatalities
in February

+ 17 compared with 2021
+ 13 compared with 2019

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

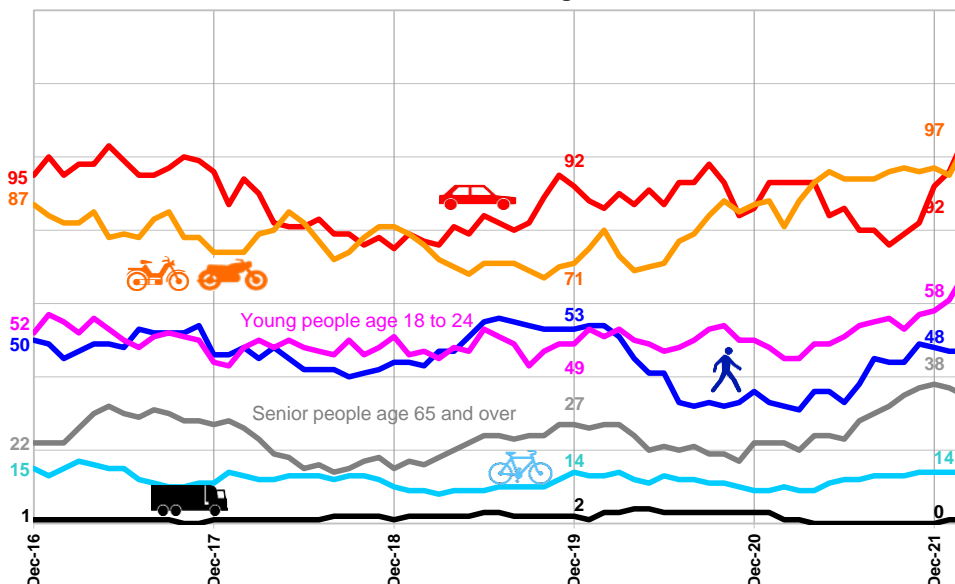
| | Urban area | Rural | Motorway |
|-----------------|------------|-------|----------|
| Soft mobility * | +14% | +5% | |
| PTW * | +13% | +18% | +71% |
| Car users | -9% | -1% | +2% |

* Soft mobility: Pedestrians, EDP, Cyclists - PTW: Moped riders, Motorcyclists
 ns: non-significant change
 Data source : ONISR - Data on injury accidents recorded by the police forces - Geographic scope: DOM + COM + New Caledonia
 Final data until 2020, near final data 2021, provisional data 2022 stopped on 08/03/2022

| | February | | | 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 | 208 | 210 | 204 | - 2 | -1 | + 4 | +2 | 435 | 467 | 455 | - 32 | -7 | - 20 | -4 | 2 938 | 2 635 | 2 827 | + 303 | +11 | + 111 | +4 |
| Fatalities | 26 | 9 | 13 | + 17 | ns | + 13 | ns | 50 | 32 | 36 | + 18 | +56 | + 14 | +39 | 292 | 235 | 257 | + 57 | +24 | + 35 | +14 |
| Injured | 276 | 268 | 267 | + 8 | +3 | + 9 | +3 | 562 | 613 | 600 | - 51 | -8 | - 38 | -6 | 3 716 | 3 425 | 3 705 | + 291 | +8 | + 11 | +0 |

* Cumulative 12 months from March 2021 to February 2022, cumulative 12 months from March 2020 to February 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 - final data until 2020, near final data 2021, provisional data 2022 stopped on 08/03/2022

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



Number users fatalities cumulated on a rolling 12 months, in

February 2022

% compared with 2019

Car users

105 ; +14%

PTW

103 ; +45%

Pedestrians

47 ; -11%

Young people

68 ; +39%

Senior people

35 ; +30%

Cyclists

14 ; ns

HGV users

1 ; ns