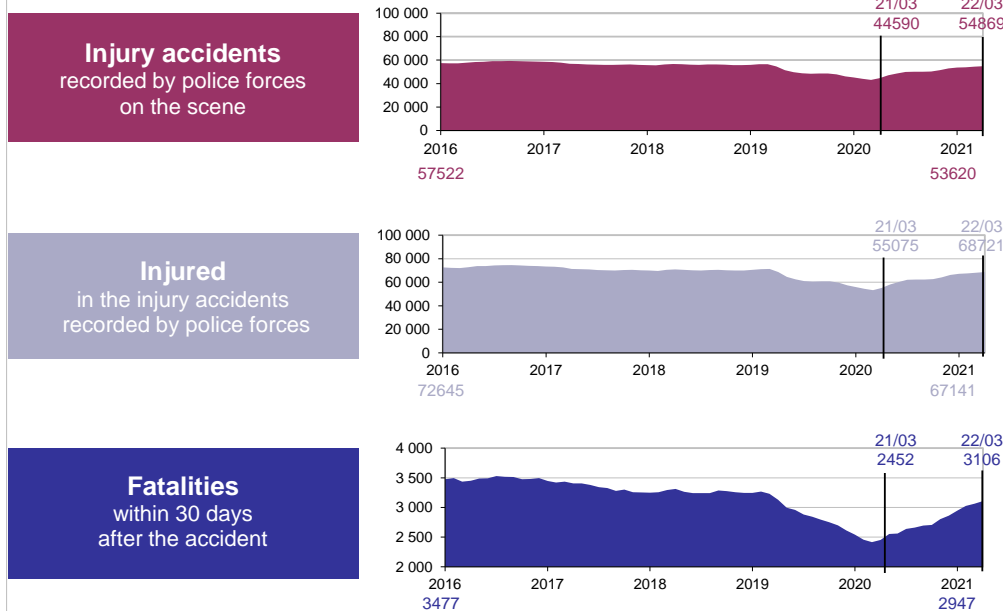


Warning: the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities. Since March 2020, the evolution of road accidents reflects the hazards of the measures and the way French people have adapted their mobility according to the periods. In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

4 352 injury accidents
in March

+ 474 compared with 2021
- 103 compared with 2019

5 322 injured
in March

+ 562 compared with 2021
- 178 compared with 2019

231 fatalities
in March

+ 43 compared with 2021
- 24 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 data2021), 2022 estimate based on data as of 08/04/2022

231 people were killed on the roads in mainland France in **March 2022**, compared with 188 in March 2021, i.e. 43 more people killed. This result is down compared to March 2019 (24 fewer people killed, i.e. -9%) as well as compared to the average for March 2015-2019 (-6%).

The number of injury accidents recorded by law enforcement was 4,352 in March 2022, higher than last year's result (3,878 accidents, or 474 more injury accidents than in March 2021) but lower than the March 2019 result (4,455 accidents, or 103 fewer injury accidents and a -2% decrease).

5,322 people were injured in March 2022, a result +12% higher than March 2021 and -3% lower than March 2019: there were 4,760 injured in March 2021 and 5,500 injured in March 2019.

Travel during March 2022 was higher than in March 2021 (by an average of +10% compared to March 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 March before the pandemic.

	March			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	4 352	3 878	4 455	+ 474	+12	- 103	-2	11 774	10 525	12 514	+1 249	+12	- 740	-6	54 869	44 590	56 016	+10 279	+23	-1 147	-2
Fatalities	231	188	255	+ 43	+23	- 24	-9	703	544	748	+ 159	+29	- 45	-6	3 106	2 452	3 244	+ 654	+27	- 138	-4
Injured	5 322	4 760	5 500	+ 562	+12	- 178	-3	14 495	12 915	15 441	+1 580	+12	- 946	-6	68 721	55 075	70 490	+13 646	+25	-1 769	-3

* Cumulative 12 months from April 2021 to March 2022, Cumulative 12 months from April 2020 to March 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 data2021), 2022 estimate based on data as of 08/04/2022

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 1,514 fatalities compared to 1,622 for the entire year of 2019, which represent a decrease of -7% over just over two years.

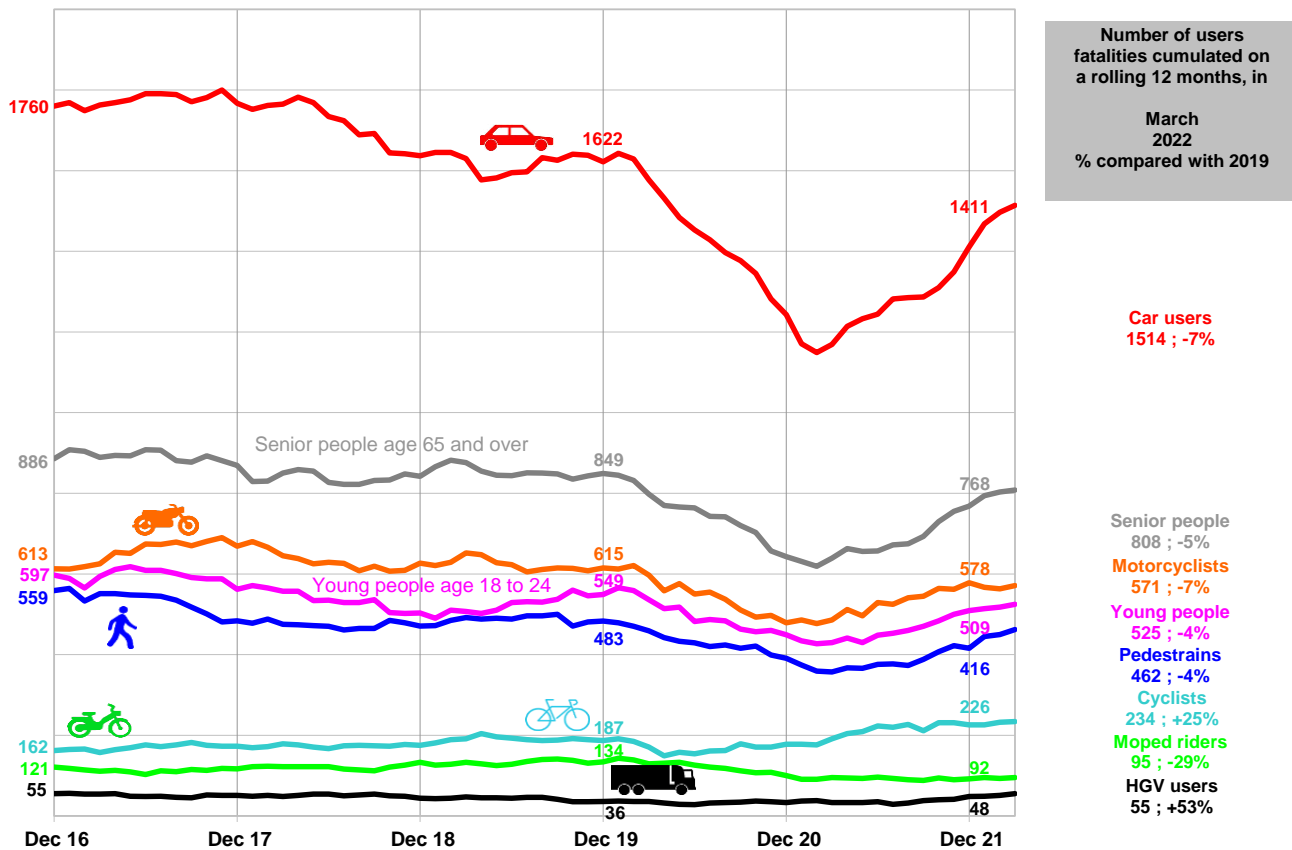
Pedestrian fatalities also fell sharply over this period: an estimated 462 pedestrians were killed in the last 12 months, compared with 483 for the entire year of 2019, which means a drop of -4%.

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 -7% with 571 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 -4% in the last 12 months compared to 2019 (525 people killed compared to 549 in 2019).

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, the French show a preference for using individual means of transport for short trips in towns, but also practice leisure cycling in rural areas.

Finally, the number of fatalities among **heavy goods vehicle** users rose sharply in late 2021 and early 2022. It is up by +53% 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 08/04/2022

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

In March 2022, no measures restricting the mobility of French people were in place in metropolitan France, while on 18 March 2021 a third lockdown was introduced in some french countries. Fatalities in March 2022 is thus much higher than that recorded in March 2021, but lower than the average of the last 5 years before the pandemic.

Pedestrian fatalities in March 2022 are higher than those in March 2021 and similar to those in March 2019. Thus, 33 pedestrians were killed in March 2022, 12 more than in March 2021 and 1 fewer than in March 2019.

Cyclist fatalities for March 2022, with 18 cyclists killed, were higher than those recorded in March 2021 and in March 2019. This fatality is higher than the March months of the last 10 years.

Motorcyclist fatalities, with 48 killed, are higher than March 2021 and lower to pre-pandemic levels.

Car user fatalities are higher than in March 2021 and lower than in March 2019: 111 car users were killed in March 2022 compared to 94 in March 2021 (17 more killed) and 126 in March 2019 (15 fewer killed). Motor vehicle fatalities in March 2022 is lower than the average for March in the 5 pre-pandemic years.

11 children or teens were killed on the roadways in March 2022, which is lower than March 2021 and similar to March 2019.

37 young people aged 18-24 were killed on the roads in March 2022, 7 more than in March 2021 and 13 fewer than in March 2019; this remains is lower than the average for March in the 5 pre-pandemic years.

50 senior citizens aged 65 or more died on the roads in March 2022, higher than in March 2021 (5 more fatalities) and lower than the average for March in the 5 pre-pandemic years.

In urban areas, fatalities are similares to those in March 2021, with 1 more fatalities, and lower than in March 2019.

In rural areas, fatalities are much higher than in March 2021, with 43 more fatalities, and slightly lower than in March 2019.

	March					Since the beginning of the year							On a rolling 12 months *						
	2022	2021	2019	2022-	2022-	2022	2021	2019	2022-2021		2021-2019		2022	2021	2019	2022-2021		2022-2019	
				2021	2019				Diff.	%	Diff.	%				Diff.	%	Diff.	%
				Diff.	Diff.				Diff.	%	Diff.	%				Diff.	%	Diff.	%
Pedestrians	33	21	34	+12	-1	119	73	131	+46	+63	-12	-9	462	357	483	+105	+29	-21	-4
PMDs motorized	1	1	0	+0	+1	4	4	0	+0	ns	+4	ns	22	9	10	+13	+144	+12	+120
Cyclists	18	16	15	+2	+3	45	37	40	+8	+22	+5	+13	234	191	187	+43	+23	+47	+25
Moped riders	7	5	11	+2	-4	17	14	24	+3	+21	-7	-29	95	95	134	+0	+0	-39	-29
Motorcyclists	48	40	55	+8	-7	92	99	110	-7	-7	-18	-16	571	486	615	+85	+17	-44	-7
Car users	111	94	126	+17	-15	381	278	397	+103	+37	-16	-4	1 514	1 169	1 622	+345	+30	-108	-7
HGV users	6	2	7	+4	-1	17	10	10	+7	+70	+7	+70	55	33	36	+22	+67	+19	+53
Under 18 years old	11	17	12	-6	-1	24	35	30	-11	-31	-6	-20	172	155	153	+17	+11	+19	+12
18 to 24 years old	37	30	50	+7	-13	113	97	129	+16	+16	-16	-12	525	430	549	+95	+22	-24	-4
65 years old and over	50	45	59	+5	-9	192	152	207	+40	+26	-15	-7	808	639	849	+169	+26	-41	-5
On the road network																			
Urban area	63	62	72	+1	-9	206	176	246	+30	+17	-40	-16	991	800	1 037	+191	+24	-46	-4
Rural	153	110	158	+43	-5	426	310	433	+116	+37	-7	-2	1 848	1 442	1 944	+406	+28	-96	-5
Motorway	15	16	25	-1	-10	71	58	69	+13	+22	+2	+3	267	210	263	+57	+27	+4	+2

* Cumulative 12 months from April 2021 to March 2022, Cumulative 12 months from April 2020 to March 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 08/04/2022

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 injured 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 injured 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.

March

	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 08/04/2022

In March 2022

In urban areas, the trend for **pedestrian** and **PMDs motorized** injured is **up compared to 2021**. The trend for **cyclists** and **PMDs motorized** injured is **up compared to 2019**. A **decrease** is observed **compared to 2021 and 2019** for **motorcyclists**.

In rural areas, the trend for **car users** injured is **up compared to 2021**. The trend for **cyclists** injured is **up** compared to 2019. The trend of the others injured are down or stables.

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 08/04/2022

Since the beginning of 2022

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

In rural areas, the number of injured is rising, particularly among moped riders and car users, compared to 2021, while most modes see a drop in injured compared to 2019.

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

On a rolling 12 months

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

	Urban area	Rural	Motorway
Pedestrians	-13%	-4%	
PMDs motorized	+155%	ns	
Cyclists	+16%	+18%	
Moped riders	+5%	+6%	
Motorcyclists	-16%	+3%	-1%
Car users	-5%	-5%	-4%
HGV users	-28%	+2%	-12%

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 08/04/2022

Over the last 12 months

In urban areas, the evolution of **PMDs motorized** injured 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 -13% and -16%.

In rural areas, the biggest increase in injured over the last 12 months compared to 2019 is for **cyclists**, with +18%. The trend in motorised two-wheelers injured 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.

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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.

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

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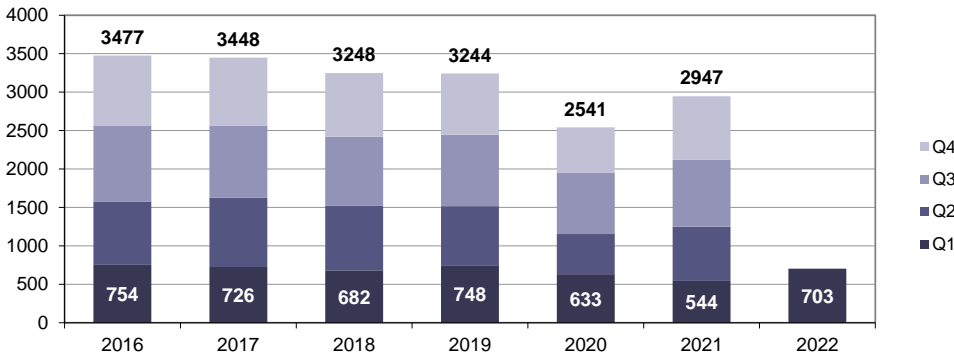
The "motorway" network concerns the traffic lanes with motorway status, indicated by blue signs.

Road traffic fatalities variation by quarterly for each year

Q1					
	2022	2021	2019	2022-2021	2022-2019
Accidents	11 774	10 525	12 514	12%	-6%
Fatalities	703	544	748	29%	-6%
Injured	14 495	12 915	15 441	12%	-6%

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 08/04/2022

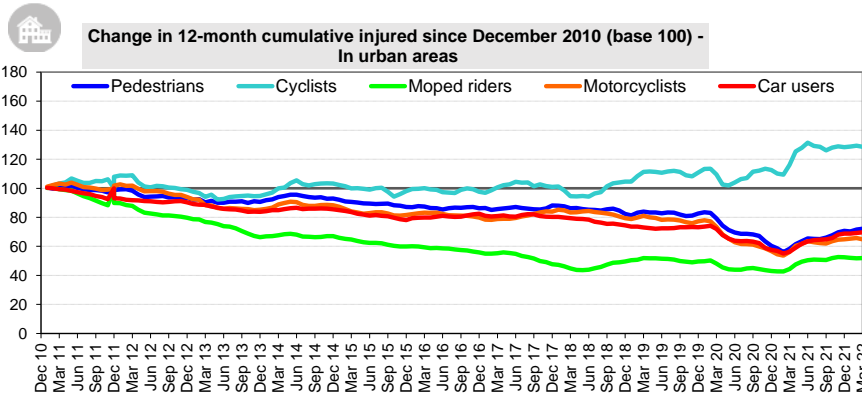
Road fatalities in the first quarter of 2022 amounted to 703 fatalities, +29% higher than in the first quarter of 2021 (544 fatalities) and -6% lower than in the first quarter of 2019 (748 fatalities), the pre-pandemic reference. The decrease mainly concerns car users, motorcyclists, pedestrians and moped riders: 381 car users, 92 motorcyclists, 119 pedestrians and 17 moped riders were killed in the 1st quarter of 2022, which represent a decrease of -4%, -16%, -9% and -29% respectively compared to the 1st quarter of 2019. A +13% increase in cyclists fatalities is to be noted in the 1st quarter of 2022 with 45 killed compared to 40 in the 1st quarter of 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 08/04/2022

Trend in injured

Since 2010, whatever the road network, the trend in cyclists injured is up, while the trend in other modes of travel is down (except for the number of motorcyclists injured in rural areas, which is equivalent to 2010).

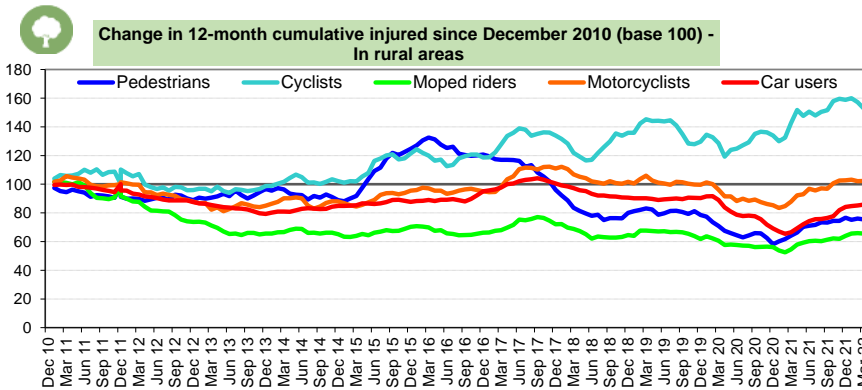


Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020, quasi-definitive 2021), 2022 estimate based on data as of 08/04/2022

In urban areas, the trend in **cyclists** injured is stable until March 2018 and gradually increases until March 2022, despite a slight dip in 2020 during the 1st lockdown.

The trend in **pedestrians, motorcyclists and car users** injured, is slightly down from 2010, since the 2020 pandemic period, the trend has since increased but remains below the pre-pandemic trend.

The trend in **moped riders** injured decrease since 2010 and stabilise since 2019.



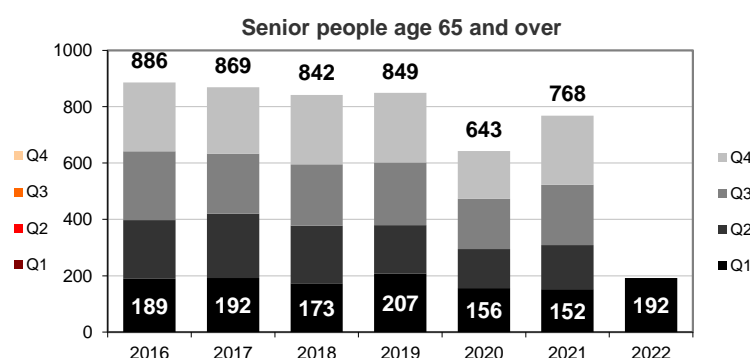
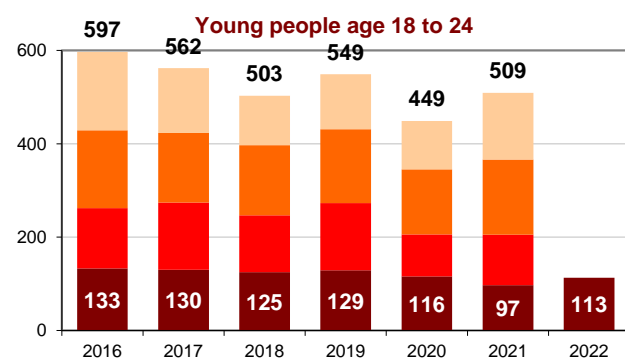
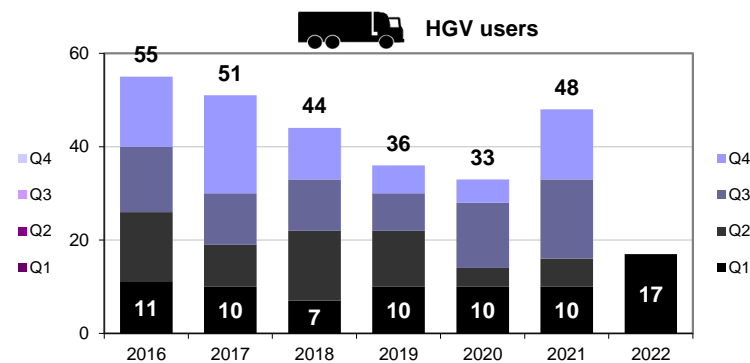
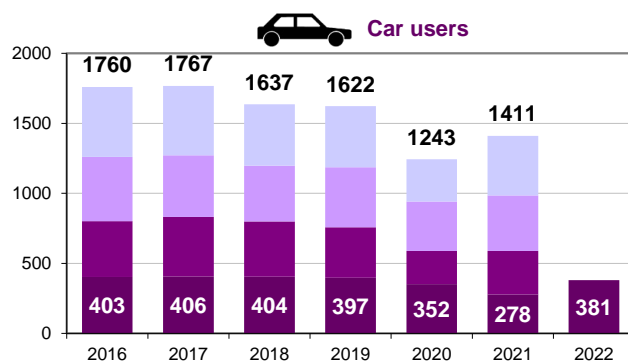
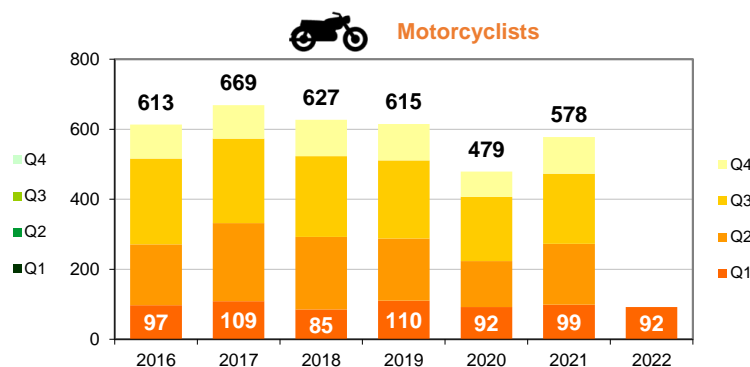
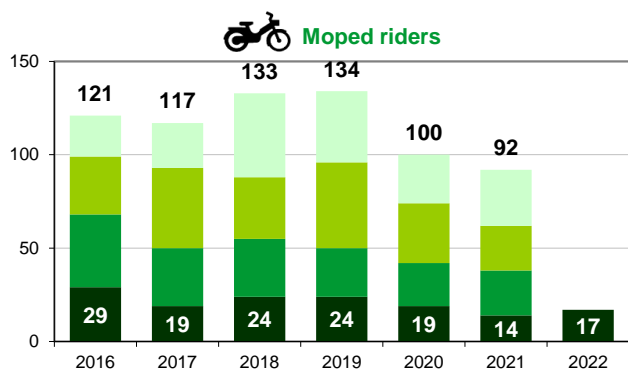
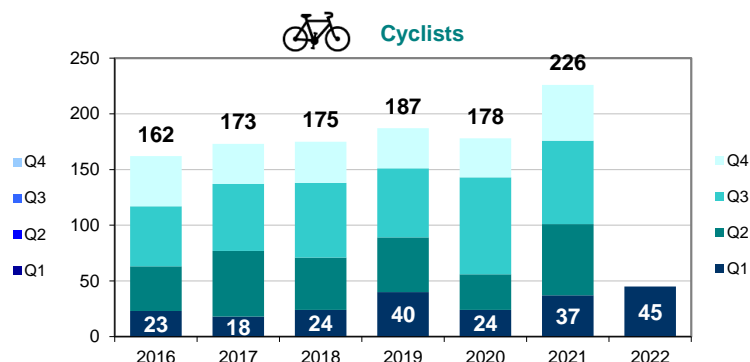
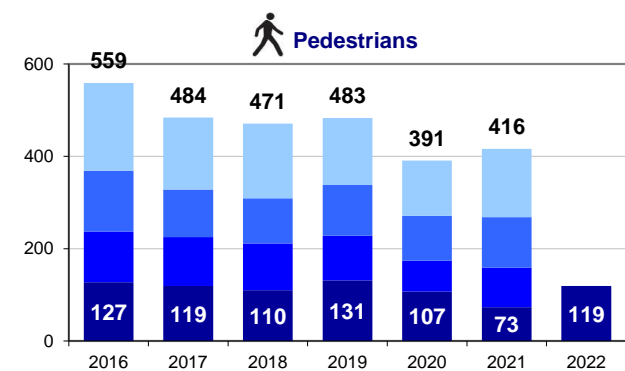
Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2020, quasi-definitive 2021), 2022 estimate based on data as of 08/04/2022

In rural areas, the trend in **pedestrians** injured experienced a sharp increase with a flat between September 2015 and June 2017.

The trend in **cyclists** injured is stable until March 2015 and increase until March 2022, without abnormal decline during the pandemic period.

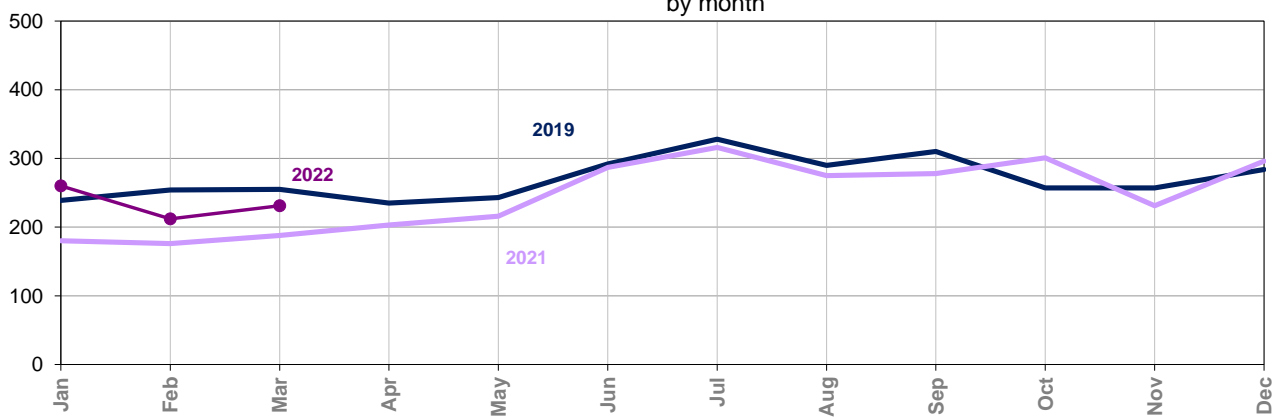
The trend in **motorcyclists and car users** injured, increase slightly since 2010, until June 2017 and decrease until the 2020 pandemic period. The trend has since increased but remains below the pre-pandemic trend.

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, quasi-definitive 2021), 2022 estimate based on data as of 08/04/2022

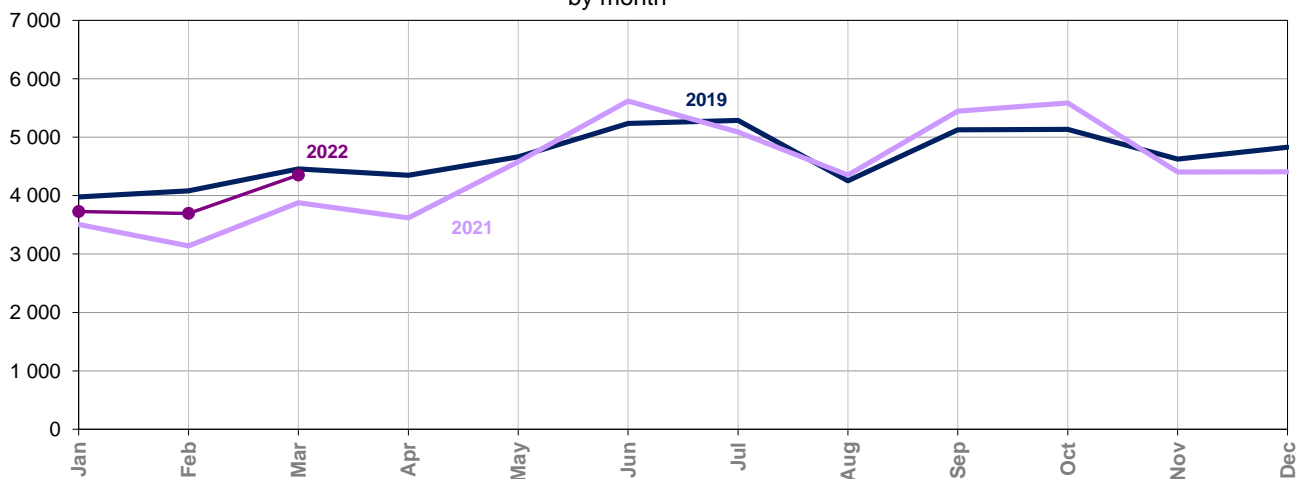
Fatalities within 30 days by month



	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	231									

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 08/04/2022

Injury accidents by month

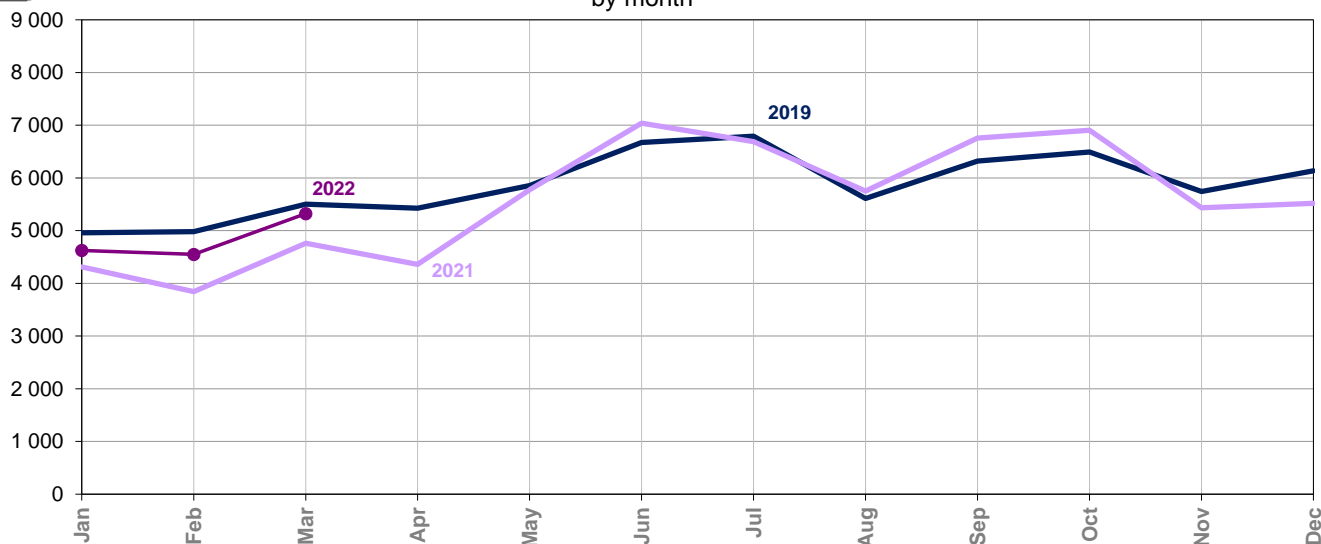


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	4 420	4 503	5 376	5 509	4 341	5 493	5 381	4 989	4 899
2014	4 649	4 091	4 609	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	4 352									

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 08/04/2022

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	5 322									

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 08/04/2022

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.

In this dashboard, the final data for 2021 will be included at the end of May 2022.

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.

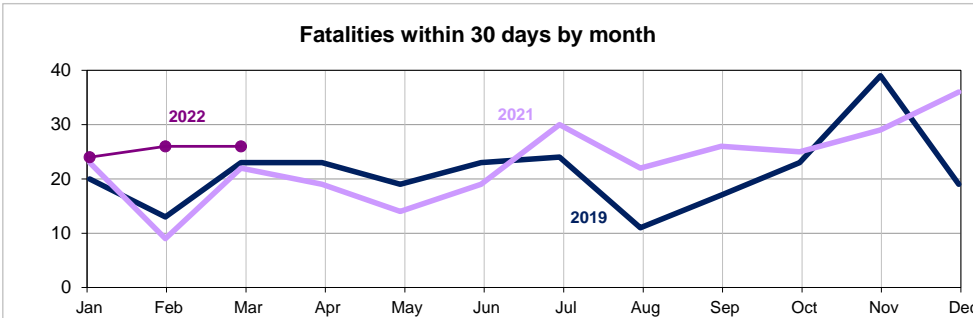
The statistical methods are specified on the ONISR website:

<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 **March 2022**, the mortality road indicators for french overseas are **higher** than in March **2021** and March **2019**, other indicators for March 2022 are lower than in March 2019:

- 244 injury accidents** (199 in the DOM and 45 in the COM-NC) compared to 234 injury accidents in February 2021 (202 and 32 respectively);
- 296 injured** (249 in the DOM and 47 in the COM-NC) compared 300 injured in February 2021 (256 and 44 respectively);
- 26 fatalities** (16 in the DOM and 10 in the COM-NC) compared to 22 fatalities in February 2021 (12 and 10 respectively).



Month report

244 injury accidents
in March

+ 10 compared with 2021
- 18 compared with 2019

296 injured
in March

- 4 compared with 2021
- 79 compared with 2019

26 fatalities
in March

+ 4 compared with 2021
+ 3 compared with 2019

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

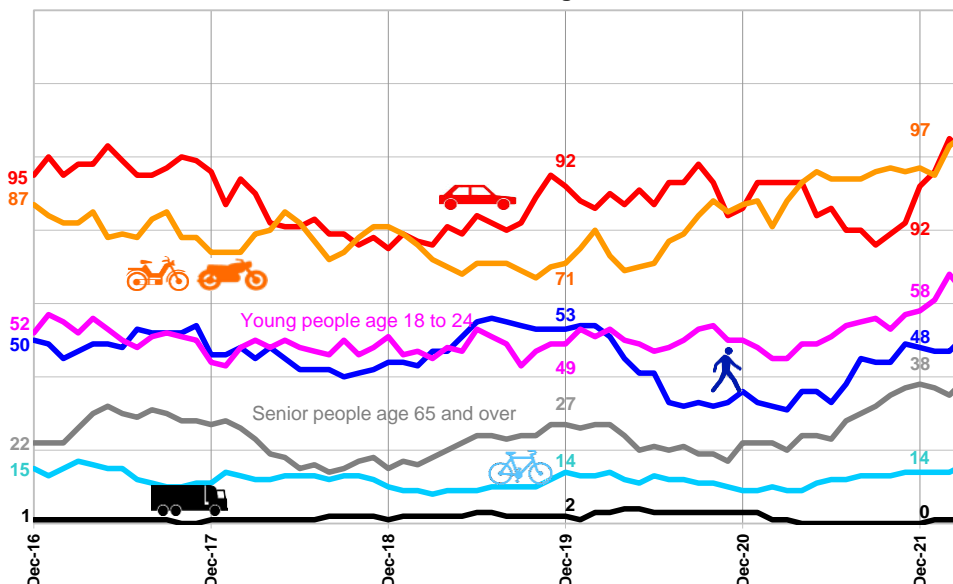
	Urban area	Rural	Motorway
Soft mobility *	+14%	+9%	
PTW *	+12%	+21%	+100%
Car users	-8%	-1%	+8%

* 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 08/04/2022

	March			2022-2021				2022-2019				Since the beginning of the year			2022-2021				2022-2019				On a rolling 12 months *			2022-2021				2022-2019			
	2022	2021	2019	Diff.	%	Diff.	%	2022	2021	2019	Diff.	%	Diff.	%	Diff.	%	Diff.	%	2022	2021	2019	Diff.	%	Diff.	%	Diff.	%	Diff.	%				
	Accidents	244	234	262	+ 10	+4	- 18	-7	679	701	594	- 22	-3	+ 85	+14	2 948	2 730	2 704	+ 218	+8	+ 244	+9											
Fatalities	26	22	23	+ 4	ns	+ 3	ns	76	54	52	+ 22	+41	+ 24	+46	296	241	250	+ 55	+23	+ 46	+18												
Injured	296	300	375	- 4	-1	- 79	-21	858	913	781	- 55	-6	+ 77	+10	3 712	3 544	3 511	+ 168	+5	+ 201	+6												

* Cumulative 12 months from April 2021 to March 2022, cumulative 12 months from April 2020 to March 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 08/04/2022

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



Number users fatalities cumulated on a rolling 12 months, in

March 2022

% compared with 2019

Car users

101 ; +10%

PTW

106 ; +49%

Pedestrians

51 ; -4%

Young people

63 ; +29%

Senior people

39 ; +44%

Cyclists

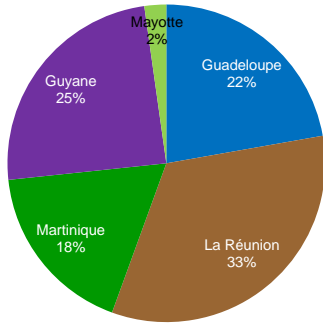
16 ; ns

HGV users

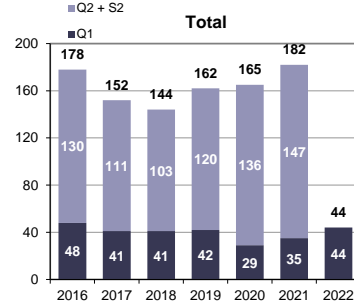
1 ; ns

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

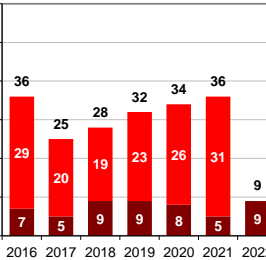
French overseas counties



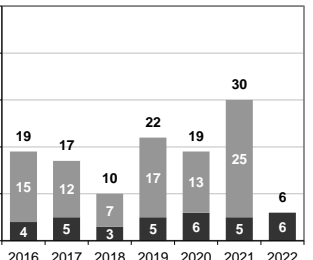
44 fatalities in 2022



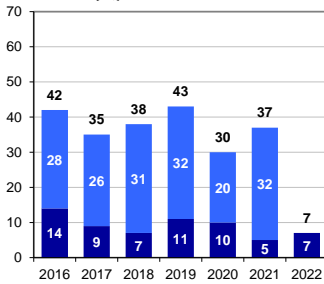
Young people age 18 to 24



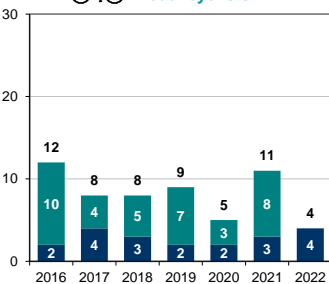
Senior people age 65 and over



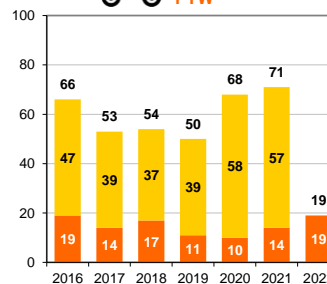
Pedestrians



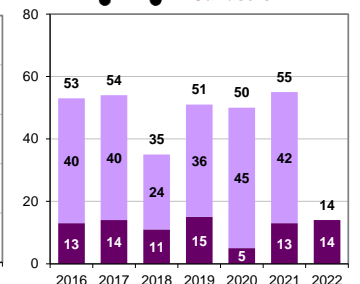
Pedal cyclists



PTW

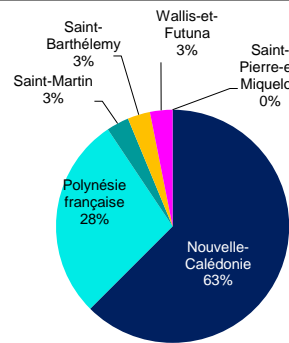


Car users

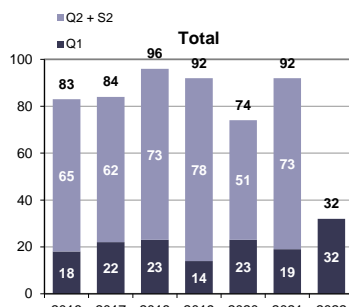


Data source: ONISR - Data on injury accidents recorded by the police forces - Geographic scope: DOM
Labelled series (final data until 2020, near final data 2021), provisional data 2022 stopped on 08/04/2022

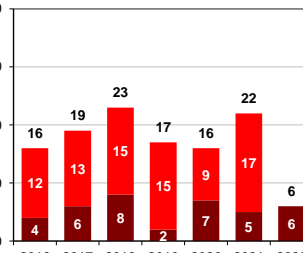
French overseas local authorities and New-Caledonia



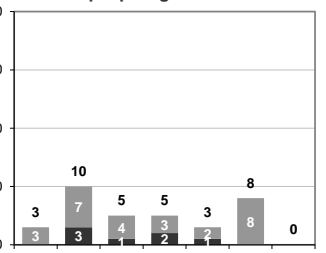
32 fatalities in 2022



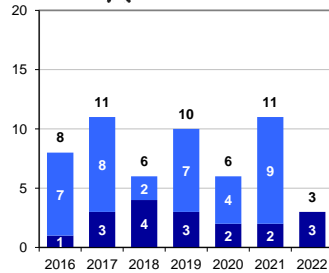
Young people age 18 to 24



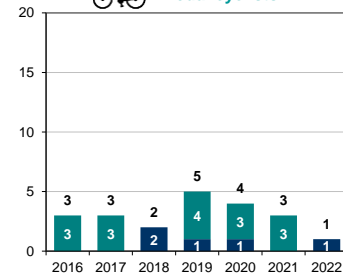
Senior people age 65 and over



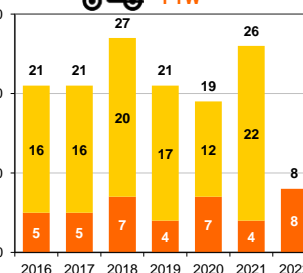
Pedestrians



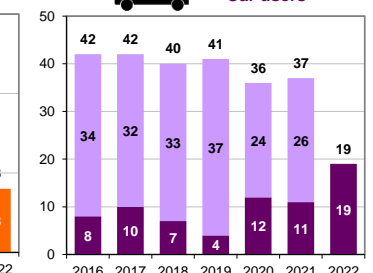
Pedal cyclists



PTW



Car users



Data source: ONISR - Data on injury accidents recorded by the police forces - Geographic scope: COM + New Caledonia
Final data until 2020, near final data 2021, provisional data 2022 stopped on 08/04/2022