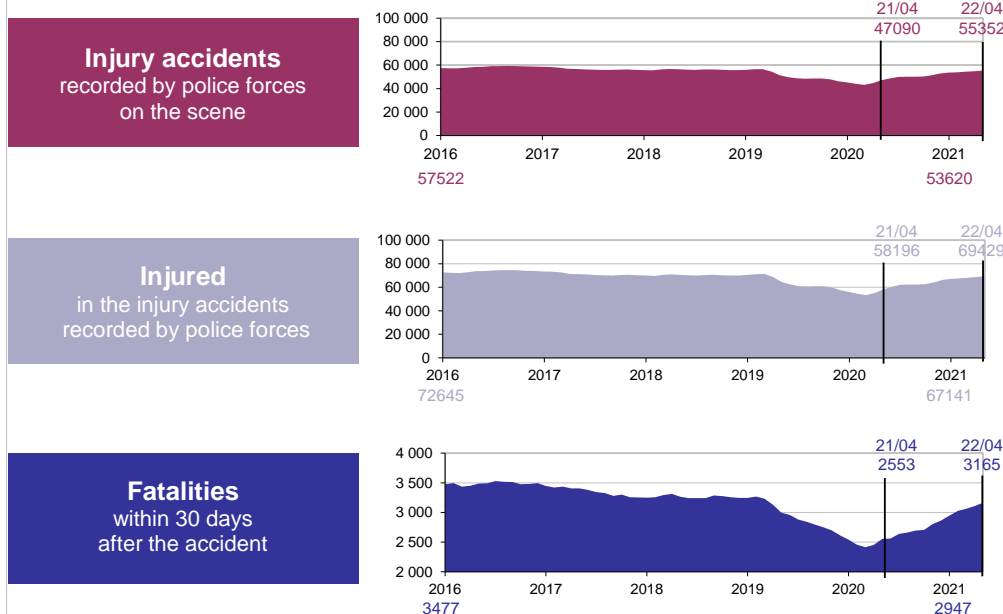


**Warning: the health crisis** linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities, the evolution of road accidents since April 2020 reflects the impact of the measures and the way in which French people have adapted their mobility according to the periods. Since 2 February 2022, teleworking is no longer required 3 to 4 days a week in mainland France but is once again recommended. There are no restrictions on travel.

The road accident indicators show very atypical trends since April 2020, depending on the period; comparisons are therefore also made with 2019 as a reference year, and even with previous years.

**Cumulative rolling 12 months**



**Month report**

**4 102 injury accidents**  
in April

+ 483 compared with 2021  
- 245 compared with 2019

**5 068 injured**  
in April

+ 708 compared with 2021  
- 359 compared with 2019

**262 fatalities**  
in April

+ 59 compared with 2021  
+ 27 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 09/05/2022

**262 people were killed** on the roads in mainland France in **April 2022**, compared with 203 in April 2021, i.e. 59 more people killed. This result is up compared to April 2019 (24 more people killed, i.e. +11%) as well as compared to the average for April 2015-2019.

The number of injury accidents recorded by law enforcement was 4,102 in April 2022, higher than last year's result (3,619 accidents, or 483 more injury accidents than in April 2021) but lower than the April 2019 result (4,347 accidents, or 245 fewer injury accidents and a -6% decrease).

5,068 people were injured in April 2022, a result +16% higher than April 2021 and -7% lower than April 2019: there were 4,360 injured in April 2021 and 5,427 injured in April 2019.

Travel during April 2022 was higher than in April 2021 (by an average of +25% compared to April 2021, according to the Cerema traffic dataviz). Thus the results concerning road accidents reflect the strong recovery of French mobility compared to 2021, but while the number of injuries and accidents is significantly lower than in April before the pandemic, the number of people killed is of the same order.

	April			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.	%
<b>Accidents</b>	4 102	3 619	4 347	+ 483	+13	- 245	-6	15 876	14 144	16 861	+1 732	+12	- 985	-6	55 352	47 090	56 016	+8 262	+18	- 664	-1
<b>Fatalities</b>	262	203	235	+ 59	+29	+ 27	+11	965	747	983	+ 218	+29	- 18	-2	3 165	2 553	3 244	+ 612	+24	- 79	-2
<b>Injured</b>	5 068	4 360	5 427	+ 708	+16	- 359	-7	19 563	17 275	20 868	+2 288	+13	-1 305	-6	69 429	58 196	70 490	+11 233	+19	-1 061	-2

\* Cumulative 12 months from May 2021 to April 2022, Cumulative 12 months from May 2020 to April 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 09/05/2022

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 1,550 fatalities compared to 1,622 for the entire year of 2019, which represent a decrease of -4% over just over two years.

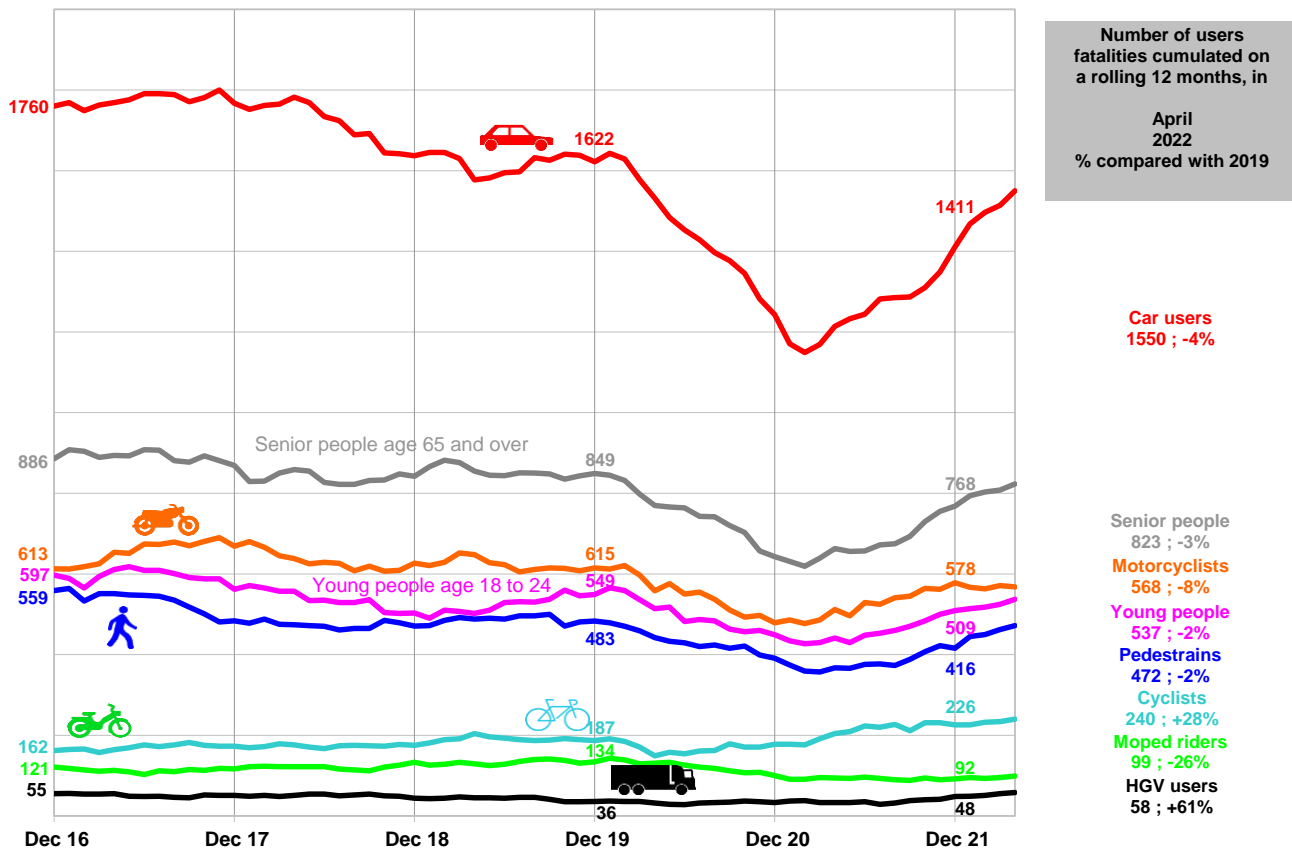
**Pedestrian** fatalities also fell sharply over this period: an estimated 472 pedestrians were killed in the last 12 months, compared with 483 for the entire year of 2019, which means a drop of -2%.

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 568 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, -26% compared to 2019 with 99 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 -2 % in the last 12 months compared to 2019 (537 people killed compared to 549 in 2019).

Compared to other trends, **cyclist** fatalities over the last 12 months are higher than in 2019: 240 cyclists were killed in the last 12 months, +28% 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 +61% 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 09/05/2022

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

In April 2022, no measures restricting the mobility of French people were in place in metropolitan France, while on 18 April 2021 a third lockdown was introduced in some french counties. Fatalities in April 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 April 2022 are higher than those in April 2021 and those in April 2019. Thus, 32 pedestrians were killed in April 2022, 10 more than in April 2021 and 3 more than in April 2019.

**Cyclist** fatalities for April 2022, with 24 cyclists killed, were higher than those recorded in April 2021 and lower than those in April 2019. This fatality is higher than the April months of the last 10 years.

**Motorcyclist** fatalities, with 44 killed, are similare than April 2021 and lower to pre-pandemic levels.

**Car user** fatalities are higher than in March 2021 and than in April 2019: 131 car users were killed in April 2022 compared to 95 in April 2021 and in April 2019 (36 more killed). Motor vehicle fatalities in April 2022 is slightly higher than the average for April in the 5 pre-pandemic years.

**11 children or teens** were killed on the roadways in April 2022, which is lower than April 2021 and higher then April 2019.

**45 young people aged 18-24** were killed on the roads in April 2022, 12 more than in April 2021 and 1 more than in April 2019; this remains is lower than the average for April in the 5 pre-pandemic years.

**63 senior citizens aged 65 or more** died on the roads in April 2022, higher than in April 2021 (15 more fatalities) and higher than the average for April in the 5 pre-pandemic years.

**In urban areas**, fatalities are higher than in April 2021, with 14 more fatalities, and similare than in April 2019.

**In rural areas**, fatalities are much higher than in April 2021, with 39 more fatalities, and higher than in April 2019, with 24 more fatalities.

	April					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			
				Diff.	Diff.				Diff.	%	Diff.	%				Diff.	%	Diff.	%		
<b>Pedestrians</b>	32	22	29	+10	+3	151	95	160	+56	+59	-9	-6	472	367	483	+105	+29	-11	-2		
<b>PMDs motorized</b>	2	0	0	+2	+2	6	4	0	+2	ns	+6	ns	24	9	10	+15	+167	+14	+140		
<b>Cyclists</b>	24	18	27	+6	-3	69	55	67	+14	+25	+2	+3	240	204	187	+36	+18	+53	+28		
<b>Moped riders</b>	10	6	5	+4	+5	27	20	29	+7	+35	-2	-7	99	94	134	+5	+5	-35	-26		
<b>Motorcyclists</b>	44	47	60	-3	-16	136	146	170	-10	-7	-34	-20	568	512	615	+56	+11	-47	-8		
<b>Car users</b>	131	95	95	+36	+36	512	373	492	+139	+37	+20	+4	1 550	1 214	1 622	+336	+28	-72	-4		
<b>HGV users</b>	3	0	4	+3	-1	20	10	14	+10	+100	+6	+43	58	33	36	+25	+76	+22	+61		
<b>Under 18 years old</b>	11	16	8	-5	+3	35	51	38	-16	-31	-3	-8	167	169	153	-2	-1	+14	+9		
<b>18 to 24 years old</b>	45	33	44	+12	+1	158	130	173	+28	+22	-15	-9	537	441	549	+96	+22	-12	-2		
<b>65 years old and over</b>	63	48	52	+15	+11	255	200	259	+55	+28	-4	-2	823	663	849	+160	+24	-26	-3		
<b>On the road network</b>																					
<b>Urban area</b>	82	68	83	+14	-1	288	244	329	+44	+18	-41	-12	1 005	833	1 037	+172	+21	-32	-3		
<b>Rural</b>	157	118	133	+39	+24	583	428	566	+155	+36	+17	+3	1 887	1 495	1 944	+392	+26	-57	-3		
<b>Motorway</b>	23	17	19	+6	+4	94	75	88	+19	+25	+6	+7	273	225	263	+48	+21	+10	+4		

\* Cumulative 12 months from May 2021 to April 2022, Cumulative 12 months from May 2020 to April 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 data 2021), 2022 estimate based on data as of 09/05/2022

*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.

### April

	Urban area		Rural		Motorway	
	2022-2021	2022-2019	2022-2021	2022-2019	2022-2021	2022-2019
<b>Pedestrians</b>	→	↘	↗	↗		
<b>PMDs motorized</b>	↘	↗	ns	ns		
<b>Cyclists</b>	↘	↘	→	→		
<b>Moped riders</b>	↘	↘	↘	↘		
<b>Motorcyclists</b>	↘	↘	↗	↗	↗	↗
<b>Car users</b>	↗	↘	↗	↘	↗	↘
<b>HGV users</b>	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 data 2021), 2022 provisional data as of 09/05/2022

In April 2022

**In urban areas**, only the trend for **injured car users is up compared to 2021**, the trend for **injured pedestrian is stable**. Only the trend for **injured PMDs motorized is up compared to 2019**. The other trends are decreasing.

**In rural areas**, the trend for **pedestrians, motorcyclists and car users injured is up compared to 2021**. The trend for **pedestrians, motorcyclists and HGV users 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
<b>Pedestrians</b>	↗	↘	↗	↘		
<b>PMDs motorized</b>	↗	↗	ns	ns		
<b>Cyclists</b>	↘	↗	↘	↗		
<b>Moped riders</b>	↘	↘	↗	↘		
<b>Motorcyclists</b>	→	↘	↗	→	↗	↗
<b>Car users</b>	↗	↘	↗	↘	↗	↘
<b>HGV users</b>	↗	↘	↗	↗	↘	↘

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 data 2021), 2022 provisional data as of 09/05/2022

Since the beginning of 2022

**In urban areas**, the number of injured tends to increase among pedestrians, PMDs motorized, car users and UGV users, while remaining lower than the 2019 reference (except for cyclists and PMDs motorized).

**In rural areas**, the number of injured is rising for all modes of travel (except cyclists) 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 May 2021 to April 2022, compared to the year 2019

	Urban area	Rural	Motorway
<b>Pedestrians</b>	-12%	-1%	
<b>PMDs motorized</b>	+159%	ns	
<b>Cyclists</b>	+14%	+19%	
<b>Moped riders</b>	+2%	+4%	
<b>Motorcyclists</b>	-16%	+4%	+4%
<b>Car users</b>	-4%	-4%	-1%
<b>HGV users</b>	-28%	-1%	-10%

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 data 2021), 2022 provisional data as of 09/05/2022

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 14%, while the number of injured **pedestrians** and **motorcyclists** has decreased by -12% and -16%.

**In rural areas**, the biggest increase in injured over the last 12 months compared to 2019 is for **cyclists**, with +19%. 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 cm<sup>3</sup>.*

*Motorbikes are motorised two-wheelers over 50 cm<sup>3</sup>, including scooters over 50 cm<sup>3</sup>.*

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

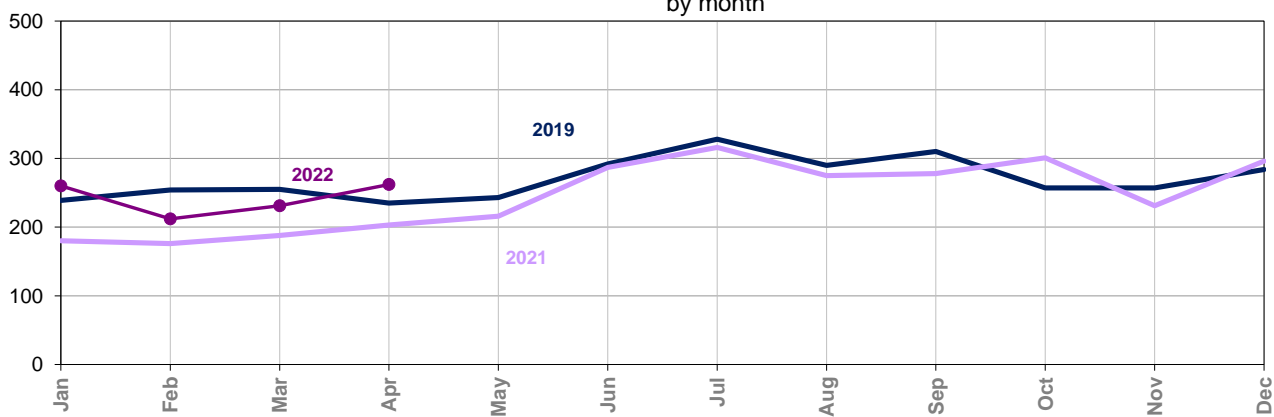
*Heavy Goods Vehicles (HGVs) are vehicles intended for the transport of heavy or bulky loads, with a GVW exceeding 3.5 t.*

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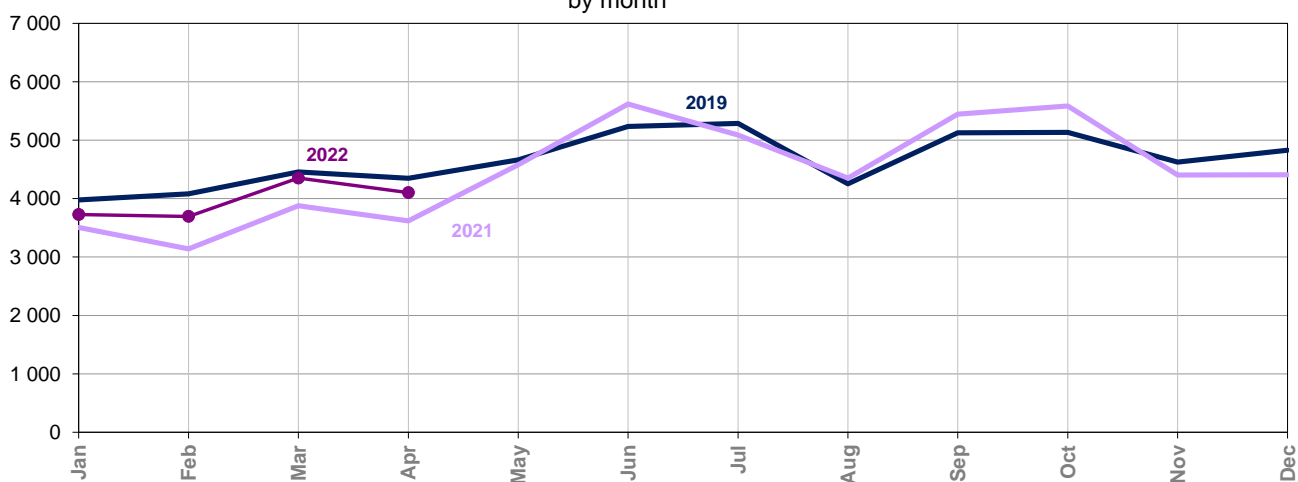
### Fatalities within 30 days by month



	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	212	231	262								

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 09/05/2022

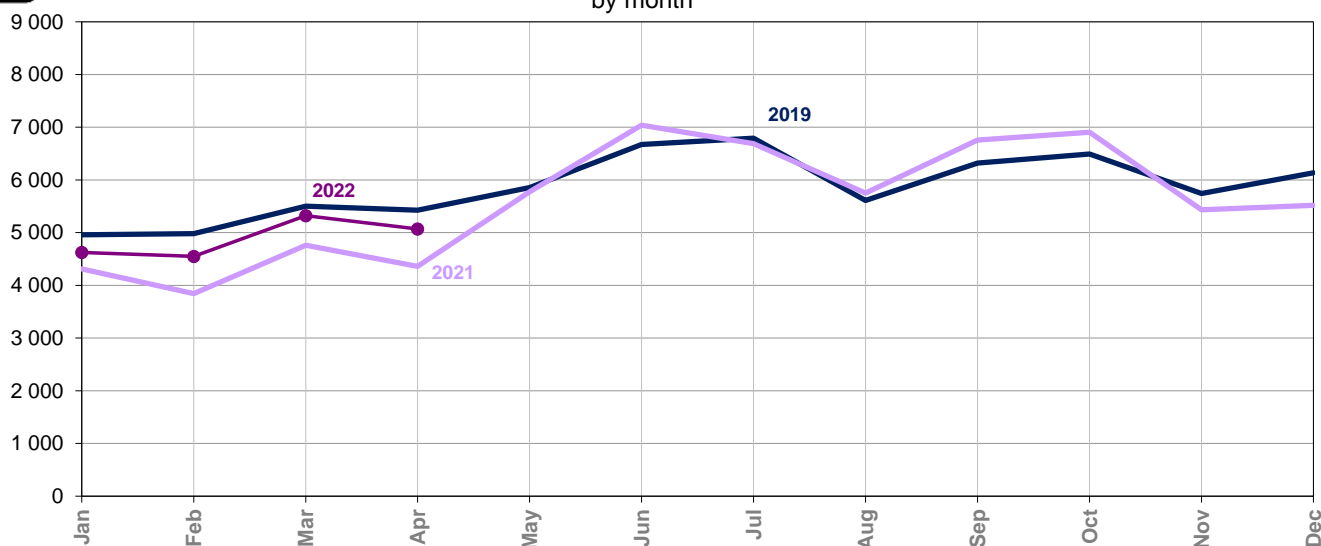
### Injury accidents by month



	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	4 102								

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 09/05/2022

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.



	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	5 068								

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 09/05/2022

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>



Since March 2020, travel restriction periods have been put in place adapted to the territories and according to the stage of the COVID 19 pandemic. Most measures have now been lifted in the territories.

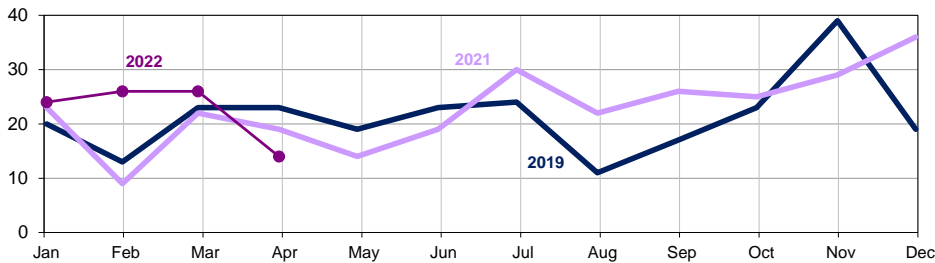
In **April 2022**, the accident indicators for french overseas are **higher** than in April **2021** and **lower** than in April **2019**, except for fatalities in April 2022 which are lower than those of 2021 and 2019:

**231 injury accidents** (196 in the DOM and 35 in the COM-NC) compared to 228 injury accidents in April 2021 (186 and 42 respectively);

**323 injured** (276 in the DOM and 47 in the COM-NC) compared 276 injured in April 2021 (221 and 55 respectively);

**14 fatalities** (10 in the DOM and 4 in the COM-NC) compared to 19 fatalities in April 2021 (11 and 8 respectively).

**Fatalities within 30 days by month**



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

	Urban area	Rural	Motorway
Soft mobility *	+14%	+9%	
PTW *	+12%	+20%	+94%
Car users	-6%	+4%	+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 09/05/2022

**Month report**

**231 injury accidents**  
in April

+ 3 compared with 2021  
- 38 compared with 2019

**323 injured**  
in April

+ 47 compared with 2021  
- 24 compared with 2019

**14 fatalities**  
in April

- 5 compared with 2021  
- 9 compared with 2019

	April			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.	%	2022	2021	2019	Diff.	%	Diff.	%	2022	2021	2019	Diff.	%	Diff.	%					
																													2022	2021	2019	Diff.	Diff.
Accidents	231	228	269	+ 3	+1	- 38	-14	910	929	683	- 19	-2	+ 227	+33	2 951	2 869	2 524	+ 82	+3	+ 427	+17												
Fatalities	14	19	23	- 5	ns	- 9	ns	90	73	59	+ 17	+23	+ 31	+53	291	253	234	+ 38	+15	+ 57	+24												
Injured	323	276	347	+ 47	+17	- 24	-7	1 181	1 189	887	- 8	-1	+ 294	+33	3 759	3 714	3 270	+ 45	+1	+ 489	+15												

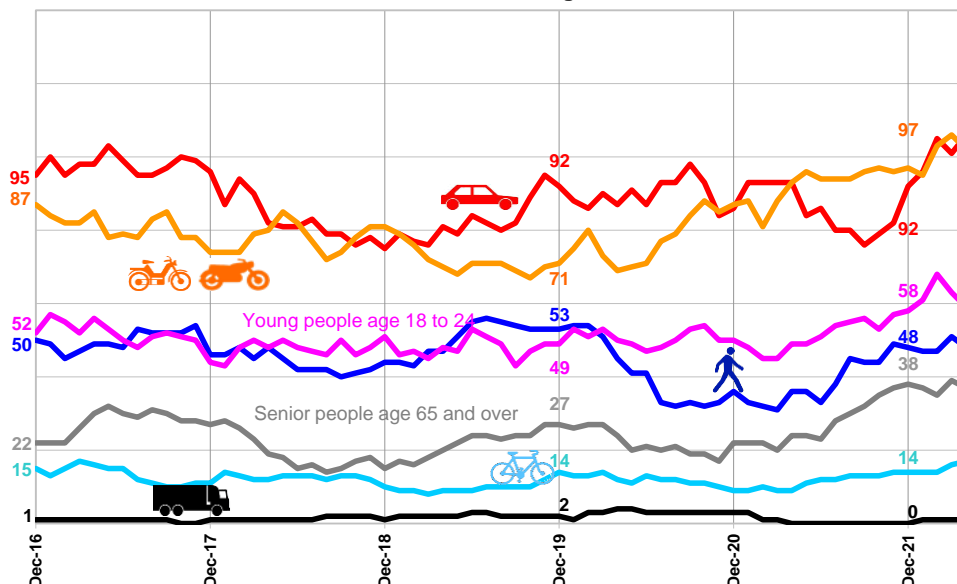
\* Cumulative 12 months from May 2021 to April 2022, cumulative 12 months from May 2020 to April 2021, cumulative January to December 2019 (base year)

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 09/05/2022

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



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

**April 2022**

**% compared with 2019**

**Car users**

106 ; +15%

**PTW**

102 ; +44%

**Pedestrians**

48 ; -9%

**Young people**

59 ; +20%

**Senior people**

37 ; +37%

**Cyclists**

17 ; ns

**HGV users**

1 ; ns