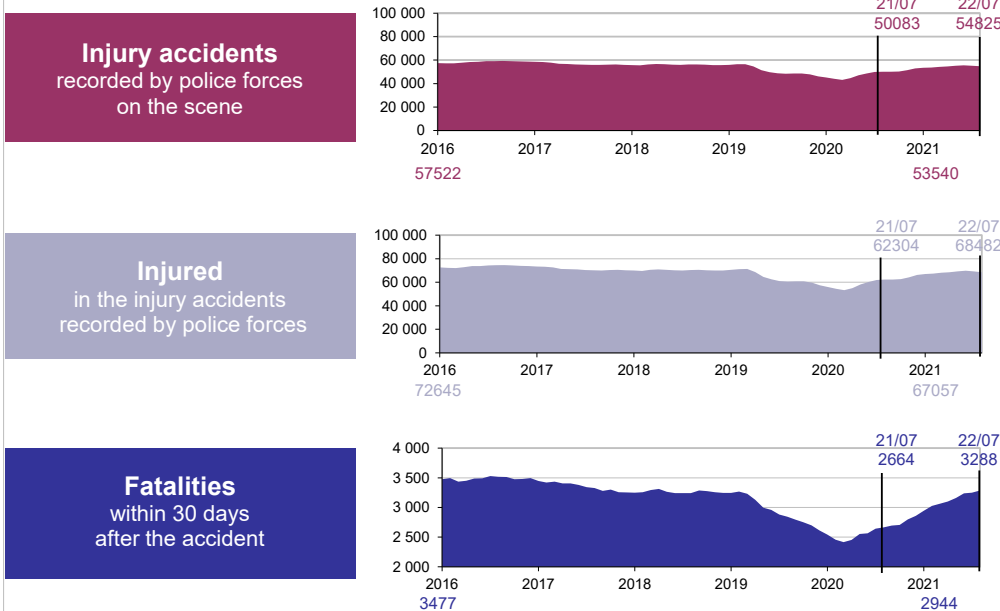


Warning: the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities, the evolution of road accidents since April 2020 reflects the impact of the measures and the way in which French people have adapted their mobility according to the periods.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

4 745 injury accidents
in July

- 348 compared with 2021
- 542 compared with 2019

6 018 injured
in July

- 680 compared with 2021
- 774 compared with 2019

354 fatalities
in July

- + 38 compared with 2021
- + 26 compared with 2019

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2021), 2022 estimate based on data as of 10/08/2022

354 people were killed on the roads in mainland France in **July 2022**, compared with 316 in July 2021, i.e. 38 more people killed. This result is sharp increase than in July 2019 (26 more people killed, i.e. +8%) and also in increase compared to the average for July 2015-2019. This is the second highest number of deaths in July over the last 10 years.

The number of injury accidents recorded by law enforcement was 4,745 in July 2022, lower than last year's result (348 fewer injury accidents than in July 2021) and the result for July 2019 (542 fewer injury accidents, i.e. a decrease of -10%).

6,018 people were injured in July 2022, a result -10% lower than in July 2021 and -11% lower than in July 2019: 6,698 people were injured in July 2021 and 6,792 in July 2019.

Travel during July 2022 was slightly higher than in July 2021 (by an average of +5% compared to July 2021, according to the Cerema traffic dataviz). Thus the results concerning road accidents reflect the strong recovery of French mobility compared to 2021, the number of fatalities is higher than in most pre-pandemic July months, and comparable to July 2011 and 2016.

	July			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	4 745	5 093	5 287	- 348	- 7	- 542	- 10	30 690	29 405	32 047	+ 1 285	+ 4	- 1 357	- 4	54 825	50 083	56 016	+ 4 742	+ 9	- 1 191	- 2
Fatalities	354	316	328	+ 38	+ 12	+ 26	+ 8	1 913	1 569	1 846	+ 344	+ 22	+ 67	+ 4	3 288	2 664	3 244	+ 624	+ 23	+ 44	+ 1
Injured	6 018	6 698	6 792	- 680	- 10	- 774	- 11	38 172	36 747	40 185	+ 1 425	+ 4	- 2 013	- 5	68 482	62 304	70 490	+ 6 178	+ 10	- 2 008	- 3

* Cumulative 12 months from August 2021 to July 2022, Cumulative 12 months from August 2020 to July 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 2021), 2022 estimate based on data as of 10/08/2022

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 1,602 fatalities compared to 1,622 for the whole of 2019, a result that is close to the pre-pandemic level..

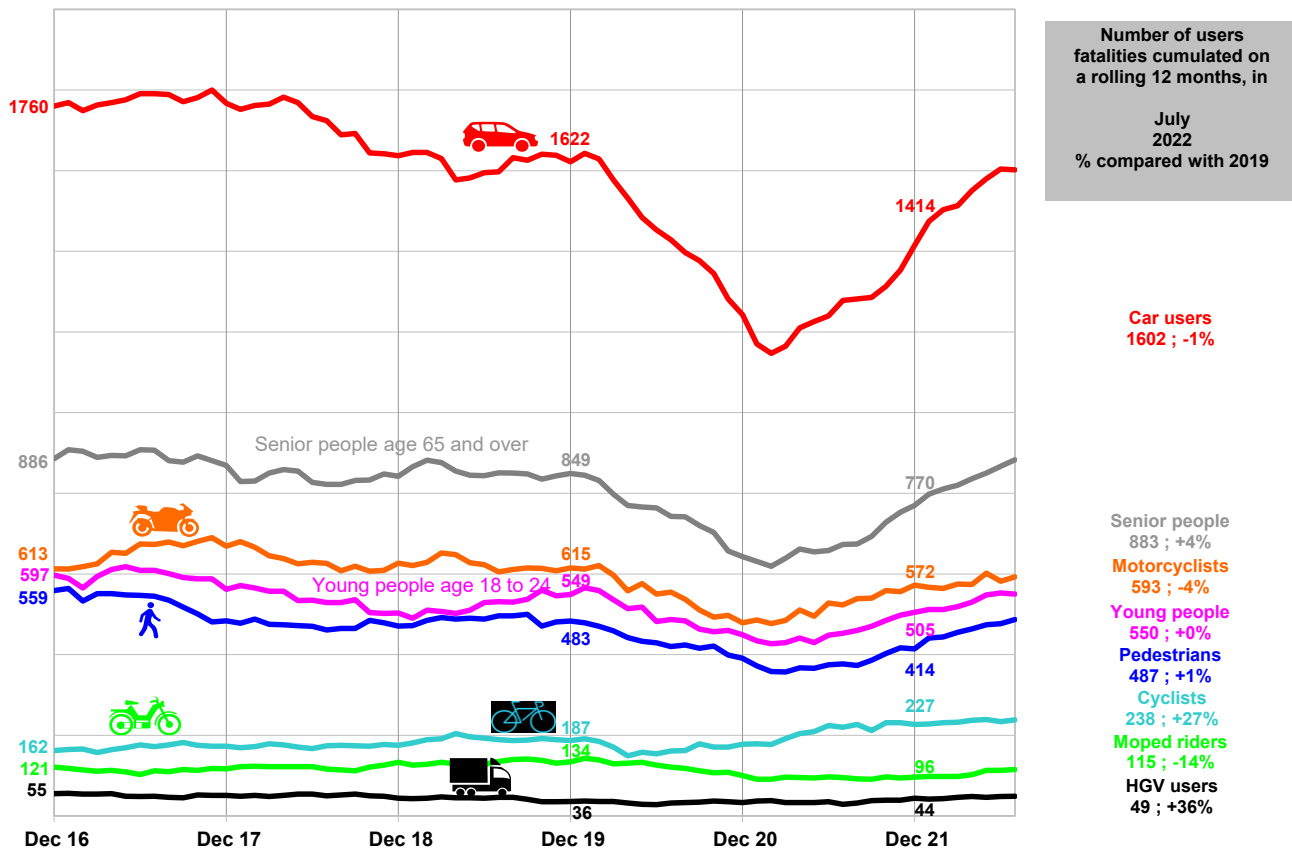
Pedestrian fatalities, which have been falling since March 2020, are tending to return to pre-pandemic levels: an estimated 487 pedestrians have died in the last 12 months, compared with 483 for the whole of 2019.

The fatalities of **powered two-wheeler** over the past 12 months are still lower than in 2019. **Motorcyclist** fatalities are down by -4% with 593 fatalities in the last 12 months compared to 615 fatalities in 2019. The decline in **moped rider** fatalities has continued over these last 12 months, despite a rebound in May, down -14% compared to 2019, with 115 moped killed over the last 12 months compared to 134 in 2019; a fall which affects all age groups.

Fatalities among **young adults aged 18-24**, at high risk of serious road accidents, are comparable to those recorded in 2019 for the last 12 months, with 550 deaths compared with 549 deaths in 2019.

Compared to other trends, **cyclist** fatalities over the last 12 months are more higher than in 2019: 238 cyclists have died over the last 12 months, i.e. +27% compared to 2019. Indeed, the French are showing an interest in using individual modes of transport for short journeys in towns and cities, but they also use bicycles for leisure activities 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 +36% 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 2021), 2022 estimate based on data as of 10/08/2022

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

In July 2022, no measures restricting the mobility of the French are in place in metropolitan France, whereas last year a third confinement was in place until 30 July, with a limit on the size of certain gatherings. Mortality in July 2022 is thus much higher than that recorded in July 2021 and even higher than that of July 2019; it is higher than the average for the months of July over the last five years before the pandemic (2015-2019).

Pedestrian fatalities in July 2022 are higher than those in July 2021 and in July 2019. Thus, 44 pedestrians were killed in July 2022, 10 more than in July 2021 and 3 more than in July 2019.

Cyclist fatalities in July 2022, with 29 killed, are higher than in July 2021 and July 2019. This mortality was the highest observed for 10 years and reaches the same level as July 2020 with the same number of cyclists killed.

Motorcyclist fatalities, with 85 killed, are higher than in July 2021 and 2019. This result is also lower than the level observed between 2015 and 2019.

Car user fatalities are much higher than in July 2021 and slightly higher than in July 2019: 158 car users were killed in July 2022 compared to 160 in July 2021 and 146 in July 2019 (i.e. 2 fewer and 12 more fatalities respectively). Car users fatalities in July 2022 was higher than the average for July 2015-2019.

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

58 young people aged 18-24 were killed on the roads in July 2022, 3 fewer than in July 2021 and 7 more than in July 2019; this is slightly higher than the pre-pandemic level.

89 senior citizens aged 65 or more died on the roads in July 2022, well above the figure for July 2021 (16 more deaths) and also higher than the July figures for the five pre-pandemic years, with the exception of July 2015.

In urban areas, fatalities are higher than in July 2021 and in July 2019, with 13 and 11 more fatalities respectively.

In rural areas, fatalities are significantly higher than in July 2021, with 23 more fatalities, and higher than in July 2019, with 13 more fatalities. It reaches the level of the 2015-2019 average, years in which, apart from 2019, the speed limit on two-way roads was 90 km/h.

	July					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	44	34	41	+10	+3	265	192	269	+73	+38	-4	-1	487	377	483	+110	+29	+4	+1	
PMDs motorized	1	1	1	+0	+0	13	11	4	+2	+18	+9	+225	26	14	10	+12	+86	+16	+160	
Cyclists	29	25	22	+4	+7	138	127	111	+11	+9	+27	+24	238	220	187	+18	+8	+51	+27	
Moped riders	13	11	18	+2	-5	69	50	68	+19	+38	+1	+1	115	95	134	+20	+21	-19	-14	
Motorcyclists	85	74	74	+11	+11	367	346	362	+21	+6	+5	+1	593	523	615	+70	+13	-22	-4	
Car users	158	160	146	-2	+12	933	745	903	+188	+25	+30	+3	1 602	1 278	1 622	+324	+25	-20	-1	
HGV users	4	3	5	+1	-1	24	19	27	+5	+26	-3	-11	49	29	36	+20	+69	+13	+36	
Under 18 years old	17	24	18	-7	-1	93	113	80	-20	-18	+13	+16	166	181	153	-15	-8	+13	+8	
18 to 24 years old	58	61	51	-3	+7	311	266	324	+45	+17	-13	-4	550	453	549	+97	+21	+1	+0	
65 years old and over	89	73	79	+16	+10	496	383	459	+113	+30	+37	+8	883	673	849	+210	+31	+34	+4	
On the road network																				
Urban area	101	88	90	+13	+11	585	516	584	+69	+13	+1	+0	1 032	881	1 037	+151	+17	-5	+0	
Rural	222	199	209	+23	+13	1 157	913	1 095	+244	+27	+62	+6	1 977	1 546	1 944	+431	+28	+33	+2	
Motorway	30	29	29	+1	+1	171	140	167	+31	+22	+4	+2	279	237	263	+42	+18	+16	+6	

* Cumulative 12 months from August 2021 to July 2022, Cumulative 12 months from August 2020 to July 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 2021), 2022 estimate based on data as of 10/08/2022

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.

July

	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 2021), 2022 provisional data as of 10/08/2022

In July 2022

In urban areas, the trend for **all injured** are decreasing compared to 2021, particularly for car users, moped riders and cyclists, and up for injured PMDs motorized. **The trend for all injured are down compared to 2019**, except for injured PMDs motorized, which are up.

In rural areas, the trend for **injured is down for pedestrians and car users compared to 2021**. The trend is also down for the same users compared to 2019.

Since the beginning of the year

	Urban area		Rural		Motorway	
	2022-2021	2022-2019	2022-2021	2022-2019	2022-2021	2022-2019
Pedestrians	↗	↘	↗	→		
PMDs motorized	↗	↗	↗	ns		
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 2021), 2022 provisional data as of 10/08/2022

Since the beginning of 2022

In urban areas, the number of injured tends to increase among pedestrians, PMDs motorized, motorcyclists and UGV users compared to 2021. Also, compared to 2019, for cyclists and PMDs motorized.

In rural areas, the number of injured is rising for all modes of travel compared to 2021 and 2019, except cyclists compared to 2021 and car users compared to 2019.

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

On a rolling 12 months

Cumulative from August 2021 to July 2022, compared to the year 2019

	Urban area	Rural	Motorway
Pedestrians	-12%	-1%	
PMDs motorized	+177%	ns	
Cyclists	+12%	+19%	
Moped riders	-4%	+7%	
Motorcyclists	-14%	+7%	+4%
Car users	-7%	-3%	-5%
HGV users	-2%	+2%	-11%

ns: non-significant change

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

Labelled series (final data until 2021), 2022 provisional data as of 10/08/2022

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 12%, while the number of injured **pedestrians** and **motorcyclists** has decreased by -12% and -15%.

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 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.

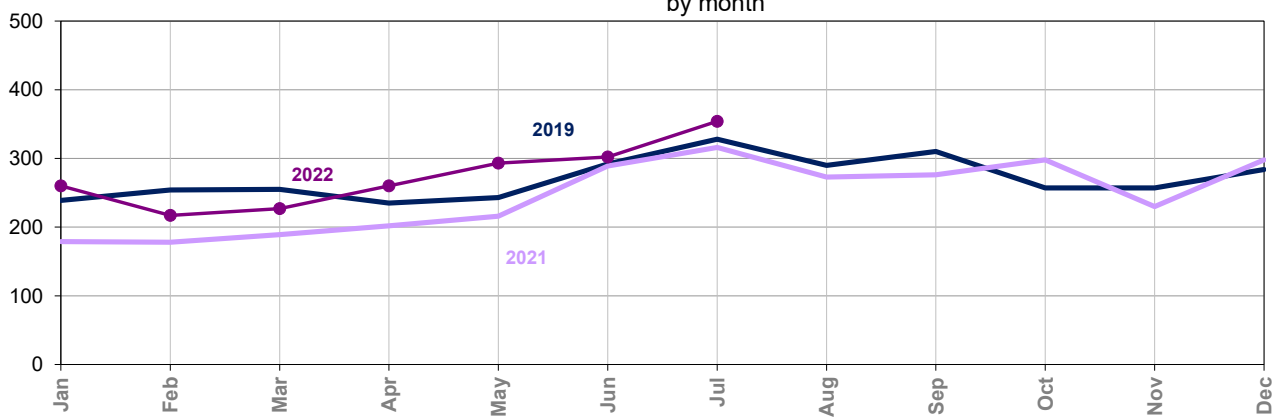
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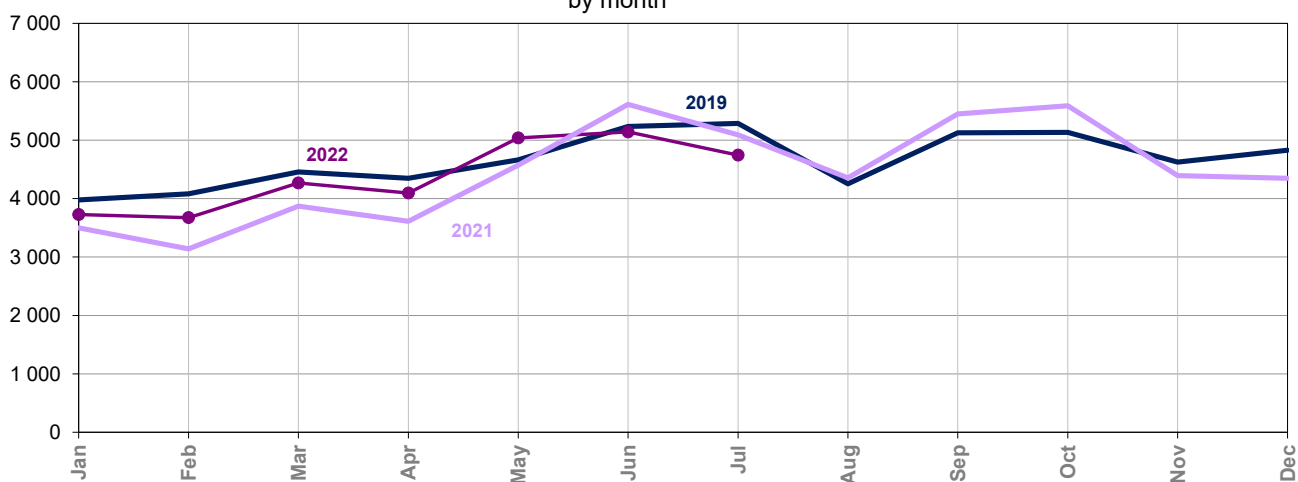
Fatalities within 30 days by month



	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	179	178	189	202	216	289	316	273	276	298	230	298
2022	260	217	227	260	293	302	354					

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2021), 2022 estimate based on data as of 10/08/2022

Injury accidents by month

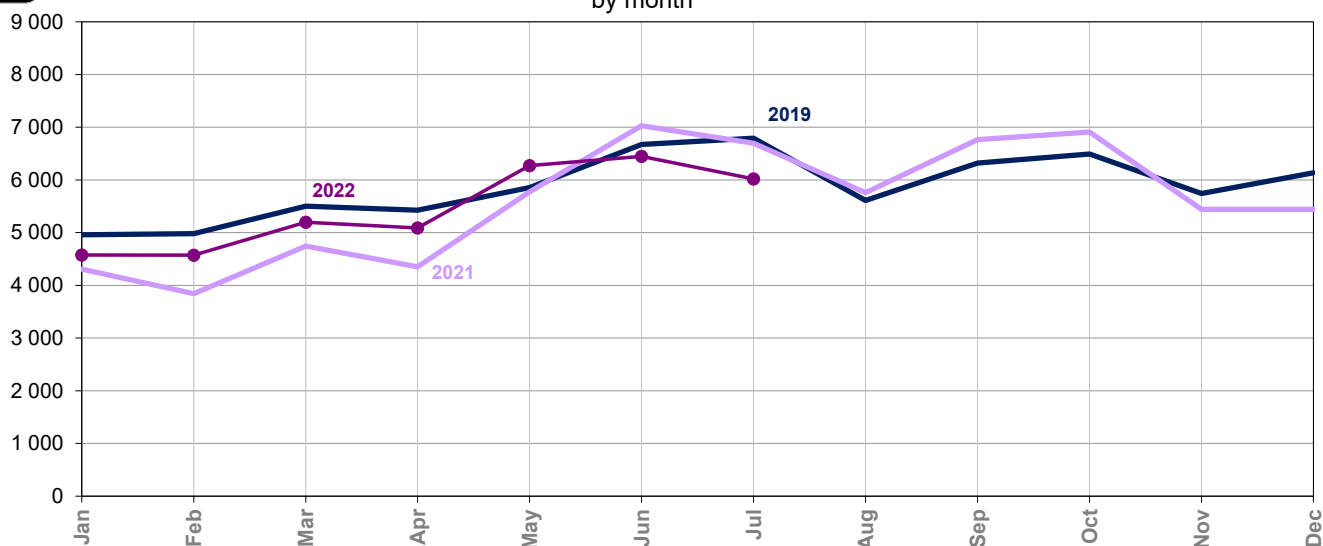


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	4 420	4 503	5 376	5 509	4 341	5 493	5 381	4 989	4 899
2014	4 649	4 091	4 609	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	3 501	3 139	3 872	3 613	4 574	5 613	5 093	4 354	5 450	5 588	4 395	4 348
2022	3 729	3 673	4 266	4 096	5 039	5 142	4 745					

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2021), 2022 estimate based on data as of 10/08/2022

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	4 308	3 842	4 746	4 351	5 774	7 028	6 698	5 757	6 763	6 908	5 442	5 440
2022	4 577	4 573	5 196	5 091	6 270	6 447	6 018					

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2021), 2022 estimate based on data as of 10/08/2022

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

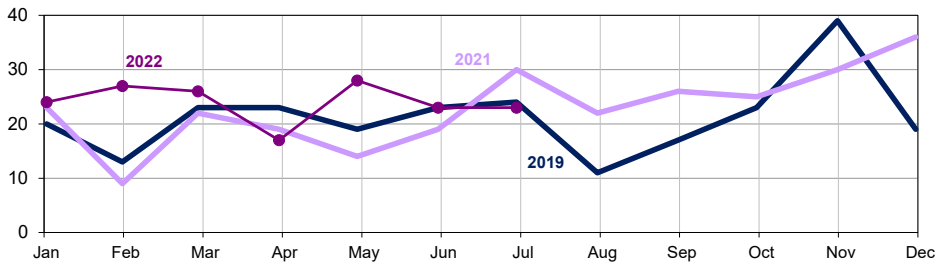
The Public Statistics Authority has labeled the main accidentality indicators (France mainland and French overseas counties) for the quasi-definitive data for year N published at the end of January of year N+1, and the definitive data published from May of year N+1. For years prior to 2021, the dashboard 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 **July 2022**, the accident indicators for french overseas are **lower** than in July 2021 and higher than in July 2019, except for fatalities :
264 injury accidents (224 in the DOM and 60 in the COM-NC) compared to 280 injury accidents in May 2021 (238 and 42 respectively);
316 injured (272 in the DOM and 44 in the COM-NC) compared 350 injured in May 2021 (289 and 61 respectively);
23 fatalities (14 in the DOM and 9 in the COM-NC) compared to 30 fatalities in May 2021 (20 and 10 respectively).

Fatalities within 30 days by month



Month report

264 injury accidents
in July

- 16 compared with 2021
+ 31 compared with 2019

316 injured
in July

- 34 compared with 2021
+ 9 compared with 2019

23 fatalities
in July

- 7 compared with 2021
- 1 compared with 2019

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

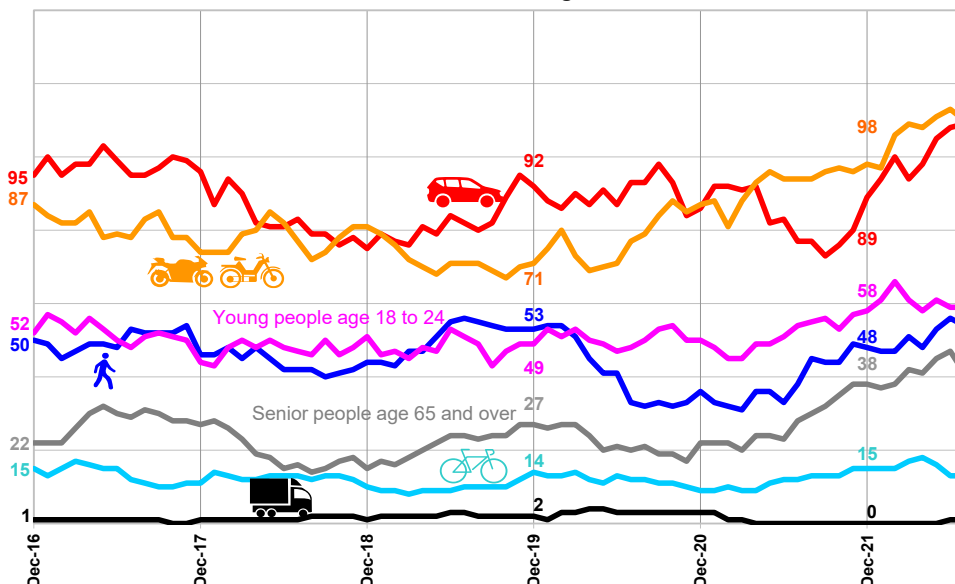
	Urban area	Rural	Motorway
Soft mobility *	-7%	-9%	
PTW *	+11%	+18%	+41%
Car users	-4%	+7%	-15%

* 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 2021, provisional data 2022 stopped on 10/08/2022

	July			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								
				Diff.	%	Diff.	%				Diff.	%	Diff.	%							
Accidents	264	280	233	- 16	-6	+ 31	+13	1 689	1 721	1 334	- 32	-2	+ 355	+27	2 946	3 010	2 531	- 64	-2	+ 415	+16
Fatalities	23	30	24	- 7	ns	- 1	ns	168	136	127	+ 32	+24	+ 41	+32	307	248	236	+ 59	+24	+ 71	+30
Injured	316	350	307	- 34	-10	+ 9	+3	2 190	2 182	1 723	+ 8	+0	+ 467	+27	3 777	3 871	3 264	- 94	-2	+ 513	+16

* Cumulative 12 months from August 2021 to July 2022, cumulative 12 months from August 2020 to July 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 2021, provisional data 2022 stopped on 10/08/2022

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



Number users fatalities cumulated on a rolling 12 months, in

July 2022

% compared with 2019

Car users
109 ; +18%

PTW
110 ; +55%

Pedestrians
54 ; +2%

Young people
59 ; +20%

Senior people
41 ; +52%

Cyclists
13 ; ns

HGV users
1 ; ns