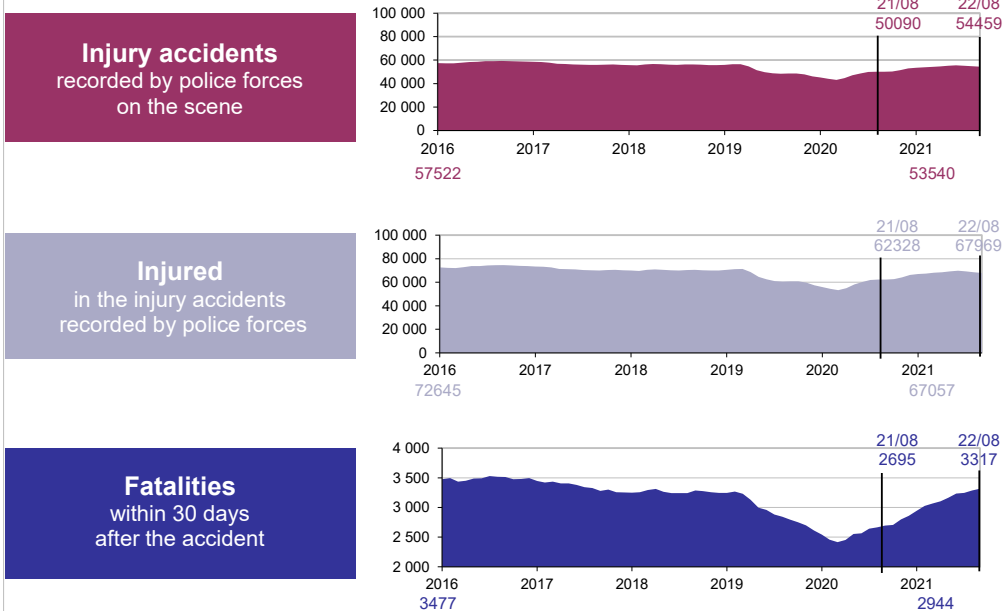


Warning: the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities, the evolution of road accidents since April 2020 reflects the impact of the measures and the way in which French people have adapted their mobility according to the periods.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

3 995 injury accidents
in August

- 359 compared with 2021
- 258 compared with 2019

5 184 injured
in August

- 573 compared with 2021
- 428 compared with 2019

305 fatalities
in August

- + 32 compared with 2021
- + 15 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 08/09/2022

305 people were killed on the roads of mainland France in **August 2022** compared with 273 in August 2021, i.e. 32 more people killed. This result is in increase compared to August 2019 (15 more killed, i.e. +5%) and also in increase compared to the average for August 2015-2019. Over these two months of July-August 2022, the number of fatalities are the highest since 2017.

The number of injury accidents recorded by law enforcement is 3,995 in August 2022, lower than last year's result (359 fewer injury accidents than August 2021) as well as the August 2019 result (258 fewer injury accidents, a -6% decrease).

5,184 people were injured in August 2022, a result that is -10% lower than August 2021 and -8% lower than August 2019: 5,757 people were injured in August 2021 and 5,612 in August 2019.

Travel during August 2022 was slightly higher than in August 2021 (about +5% on average compared to August 2021, according to Cerema traffic dataviz). This increase is present on weekdays and weekends, especially on Saturdays with a traffic increase of more than 10% compared to August 2021.

	August			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	3 995	4 354	4 253	- 359	-8	- 258	-6	34 678	33 759	36 300	+ 919	+3	-1 622	-4	54 459	50 090	56 016	+4 369	+9	-1 557	-3
Fatalities	305	273	290	+ 32	+12	+ 15	+5	2 215	1 842	2 136	+ 373	+20	+ 79	+4	3 317	2 695	3 244	+ 622	+23	+ 73	+2
Injured	5 184	5 757	5 612	- 573	-10	- 428	-8	43 416	42 504	45 797	+ 912	+2	-2 381	-5	67 969	62 328	70 490	+5 641	+9	-2 521	-4

* Cumulative 12 months from September 2021 to August 2022, Cumulative 12 months from September 2020 to August 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 08/09/2022

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 1,637 fatalities compared to 1,622 for the whole of 2019, a result that is above the level recorded in 2019 for the first time since the beginning of the pandemic.

Pedestrian fatalities, which had been falling since March 2020, are now similar to pre-pandemic levels: an estimated 481 pedestrians have died in the last 12 months, compared with 483 for the whole of 2019.

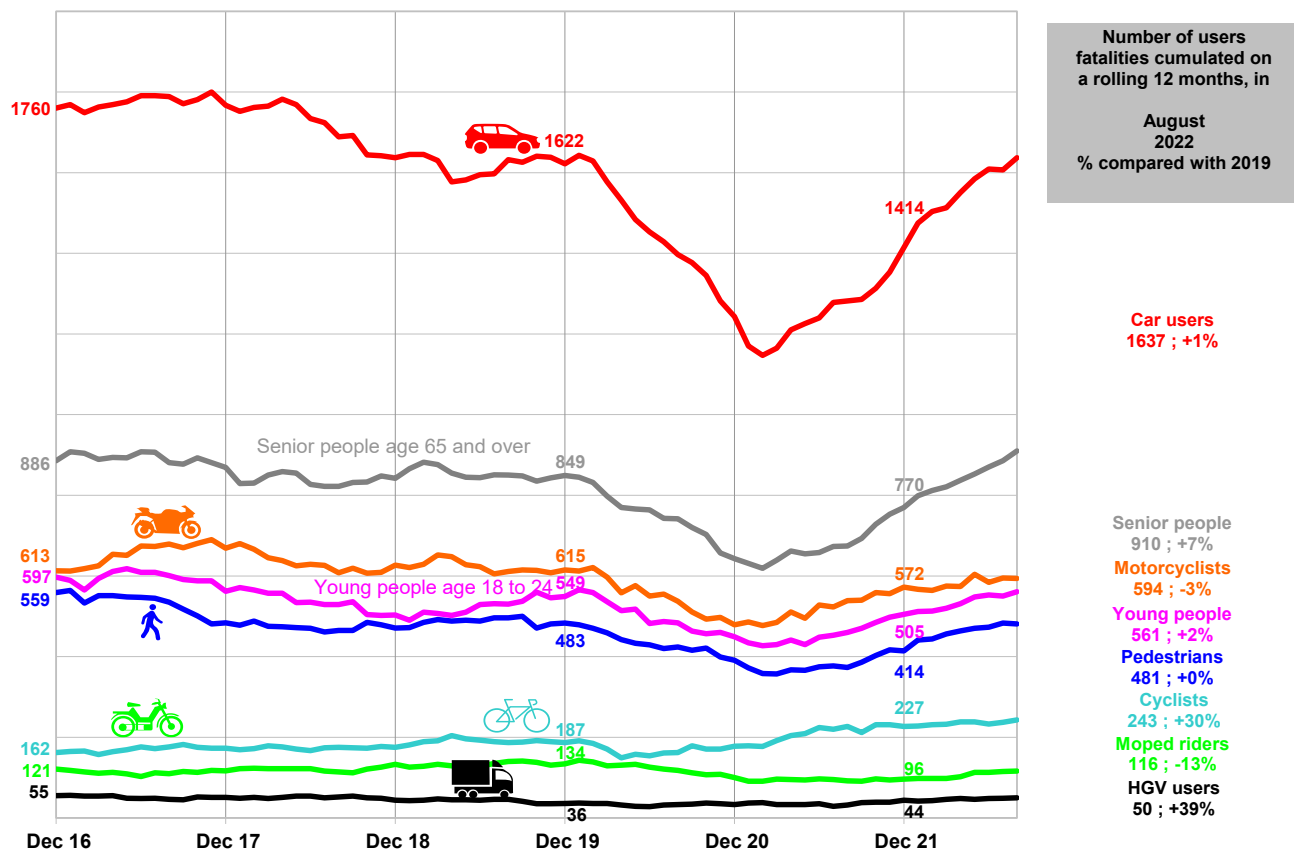
The fatalities of **powered two-wheeler** over the past 12 months are still lower than in 2019. **Motorcyclist** fatalities are down by -3% with 594 fatalities in the last 12 months compared to 615 fatalities in 2019. The sharp decline in **moped rider** fatalities has continued over these last 12 months, despite a rebound in these last months, with -13% down compared to 2019 with 116 moped 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, now exceeds for these last 12 months that recorded in 2019, with 561 fatalities against 549 fatalities over the year 2019.

Fatalities among **senior citizens aged 65 or more** stands at 910 people killed in the last 12 months, a level never reached in the last 15 years.

Cycling fatalities over the last 12 months are well above the level of 2019: 243 **cyclists** have died over the last 12 months, +30% 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 and is now equivalent to the average for 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 08/09/2022

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

Over the months of July-August 2022, 659 people were killed on the roads which is higher than the levels observed over the same months between 2018 and 2021. The number of fatalities is higher especially among 18-24 year olds (more fatalities in passenger vehicles) and 65-74 year olds (more fatalities in passenger vehicles, but also in motorcycles and bicycles). The number of bicycle and EDPm fatalities is equivalent over July-August 2022 to the number of pedestrian fatalities.

Pedestrian fatalities in August 2022 are slightly lower than in August 2021 and August 2019. Thus, 27 pedestrians were killed in August 2022, 2 fewer than in August 2021 and also 2 fewer than in August 2019.

Cyclist fatalities for August 2022, with 34 killed, are significantly higher than in August 2021 as well as August 2019. The number of fatalities is the highest observed in over 10 years.

Motorcyclist fatalities, with 64 killed, are similar to August 2021 and slightly lower than August 2019. This is also below the level observed between 2015 and 2019.

Car user fatalities are significantly higher than August 2021 and similar to August 2019: 146 car users were killed in August 2022 compared to 116 in August 2021 and 144 in August 2019 (30 more and 2 more fatalities respectively). Car users fatalities in August 2022 are comparable to the average for August 2015-2019.

19 children or teens were killed on the roads in August 2022, which is slightly lower than August 2021 and August 2019.

62 young people aged 18-24 were killed on the roads in August 2022, which is 11 more than in August 2021 and 15 more than in August 2019; this is also higher than the pre-pandemic level.

84 senior citizens aged 65 or more died on the roads in August 2022, which is significantly higher than the level of August 2021 (24 more fatalities) and also significantly higher than the August months of the 5 pre-pandemic years, with the exception of August 2016.

In urban areas, fatalities are higher than in August 2021 and lower than in August 2019, with respectively 4 more and 14 fewer fatalities.

In rural areas, fatalities are significantly higher than in August 2021 and August 2019, with 15 more fatalities than in those two years. 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.

	August					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.	%
Pedestrians	27	29	29	-2	-2	288	221	298	+67	+30	-10	-3	481	373	483	+108	+29	-2	+0
PMDs motorized	6	2	1	+4	+5	19	13	5	+6	+46	+14	+280	30	16	10	+14	+88	+20	+200
Cyclists	34	28	20	+6	+14	171	155	131	+16	+10	+40	+31	243	227	187	+16	+7	+56	+30
Moped riders	9	8	14	+1	-5	78	58	82	+20	+34	-4	-5	116	92	134	+24	+26	-18	-13
Motorcyclists	64	65	67	-1	-3	433	411	429	+22	+5	+4	+1	594	539	615	+55	+10	-21	-3
Car users	146	116	144	+30	+2	1 084	861	1 047	+223	+26	+37	+4	1 637	1 282	1 622	+355	+28	+15	+1
HGV users	7	6	2	+1	+5	31	25	29	+6	+24	+2	+7	50	32	36	+18	+56	+14	+39
Under 18 years old	19	21	22	-2	-3	112	134	102	-22	-16	+10	+10	164	186	153	-22	-12	+11	+7
18 to 24 years old	62	51	47	+11	+15	373	317	371	+56	+18	+2	+1	561	460	549	+101	+22	+12	+2
65 years old and over	84	60	60	+24	+24	583	443	519	+140	+32	+64	+12	910	674	849	+236	+35	+61	+7
On the road network																			
Urban area	77	73	91	+4	-14	670	589	675	+81	+14	-5	-1	1 044	875	1 037	+169	+19	+7	+1
Rural	190	175	175	+15	+15	1 339	1 088	1 270	+251	+23	+69	+5	1 984	1 588	1 944	+396	+25	+40	+2
Motorway	38	25	24	+13	+14	205	165	191	+40	+24	+14	+7	288	232	263	+56	+24	+25	+10

* Cumulative 12 months from September 2021 to August 2022, Cumulative 12 months from September 2020 to August 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 08/09/2022

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.

August

	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 08/09/2022

In August 2022

In urban areas, the trend in injured are decreasing compared to 2021 for car users, moped riders and motorcyclists, and are increasing for PMDs motorized. **Injury trends are decreasing compared to 2019**, with the exception of PMDs motorized injured, whose trend is increasing.

In rural areas, the trend for injured is down for all users, except for heavy goods vehicle users, compared to 2021. The trend is also down compared to 2019 except for the number of cyclists injured, which is increasing.

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 08/09/2022

Since the beginning of 2022

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

In rural areas, the number of injured is rising for car users, PMDs motorized and HGV users compared to 2021 and for cyclists and HGV users compared to 2019. The other trends are stable or in decrease.

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

On a rolling 12 months

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

	Urban area	Rural	Motorway
Pedestrians	-12%	-7%	
PMDs motorized	+186%	ns	
Cyclists	+13%	+17%	
Moped riders	-7%	+4%	
Motorcyclists	-15%	+4%	+3%
Car users	-9%	-4%	-7%
HGV users	+4%	+11%	-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 2021), 2022 provisional data as of 08/09/2022

Over the last 12 months

In urban areas, the evolution **PMDs motorized** injured is on an upward slope compared to 2019, this mode of travel has grown. In the last 12 months compared to 2019, the number of injured **cyclists** has increased by +13% while the numbers of injured **pedestrians** and **motorcyclists** has decreased by -12% and -15%.

In rural areas, the largest increase in injured over the past 12 months compared to 2019 is for **cyclists** with +17%. The trend in **powered two-wheeler** 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 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.

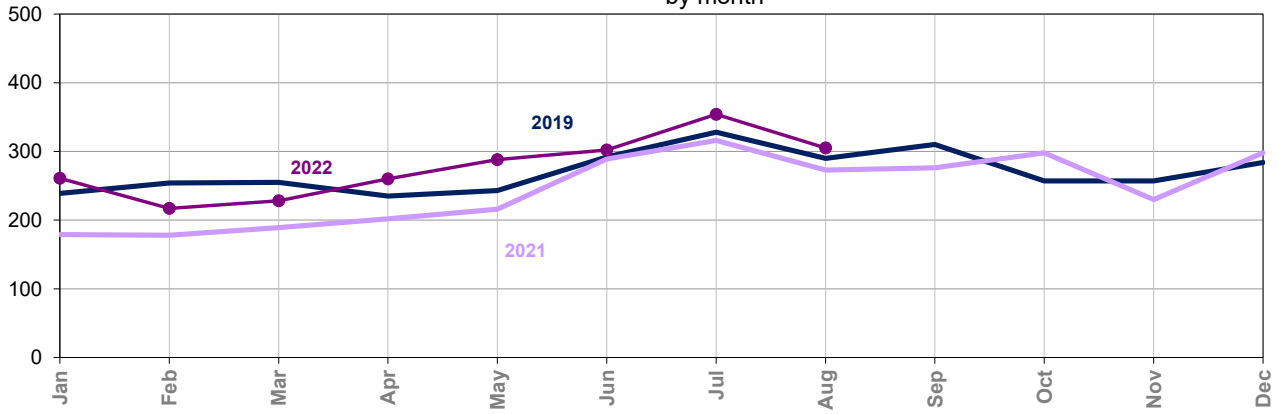
Heavy Goods Vehicles (HGVs) are vehicles intended for the transport of heavy or bulky loads, with a GVW exceeding 3.5 t.

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.

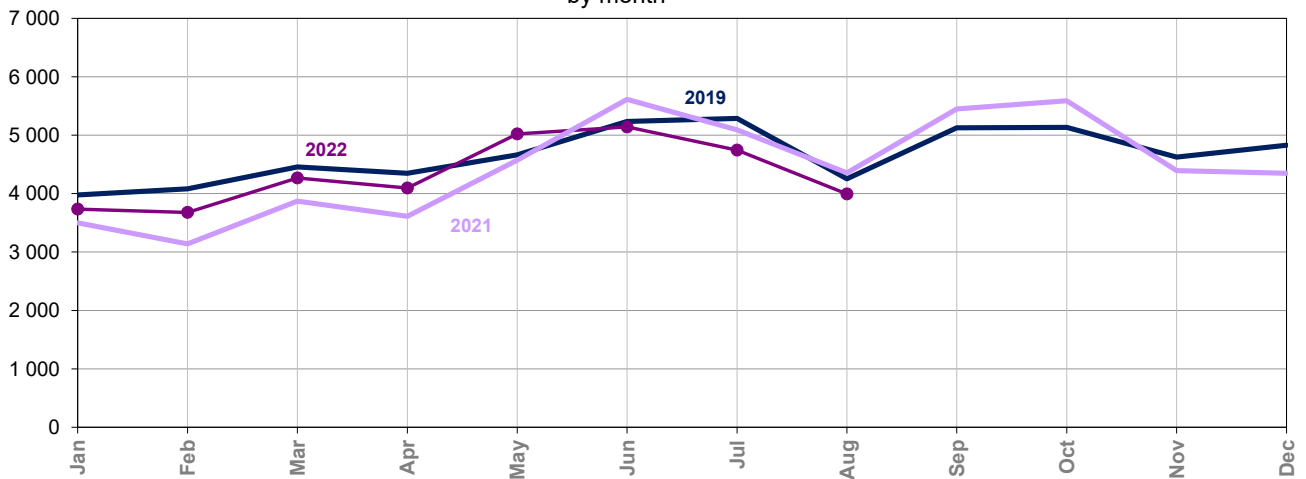
Fatalities within 30 days by month



	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	179	178	189	202	216	289	316	273	276	298	230	298
2022	261	217	228	260	288	302	354	305				

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 08/09/2022

Injury accidents by month

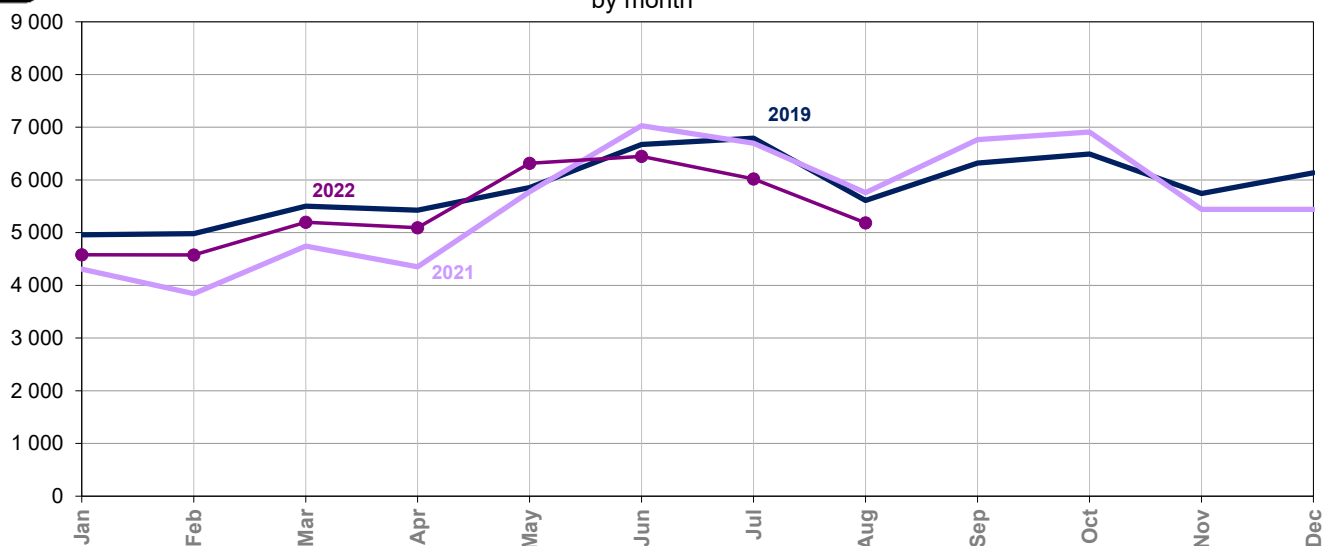


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	4 420	4 503	5 376	5 509	4 341	5 493	5 381	4 989	4 899
2014	4 649	4 091	4 609	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	3 734	3 677	4 269	4 095	5 021	5 142	4 745	3 995				

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 08/09/2022

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	4 582	4 577	5 199	5 094	6 315	6 447	6 018	5 184				

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 08/09/2022

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.

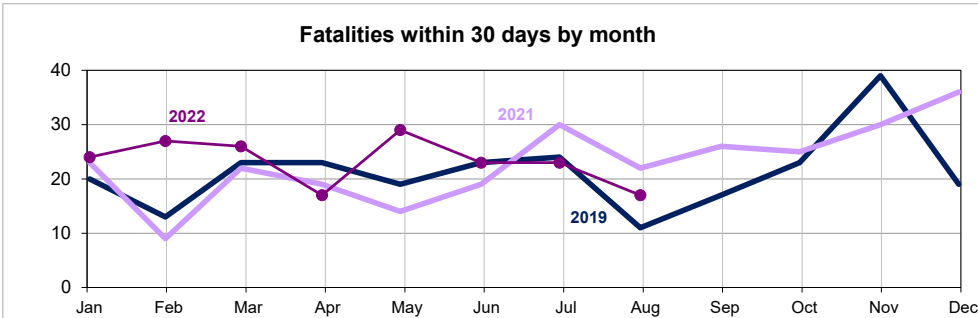
The statistical methods are specified on the ONISR website:

<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 **August 2022**, the accident indicators for french overseas are **lower** than in August 2021, except for injured, and **higher** than in August 2019 :

- 216 injury accidents** (179 in the DOM and 37 in the COM-NC) compared to 236 injury accidents in August 2021 (199 and 37 respectively);
- 293 injured** (244 in the DOM and 49 in the COM-NC) compared 291 injured in August 2021 (248 and 43 respectively);
- 17 fatalities** (12 in the DOM and 5 in the COM-NC) compared to 22 fatalities in August 2021 (12 and 10 respectively).



Month report

216 injury accidents
in August

- 20 compared with 2021
+ 3 compared with 2019

293 injured
in August

+ 2 compared with 2021
+ 11 compared with 2019

17 fatalities
in August

- 5 compared with 2021
+ 6 compared with 2019

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

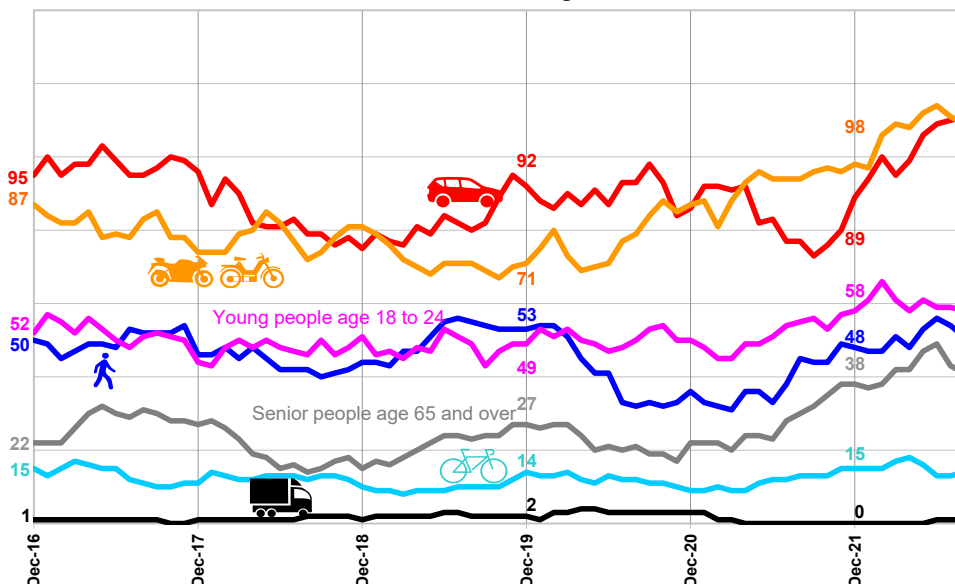
	Urban area	Rural	Motorway
Soft mobility *	-9%	-7%	
PTW *	+8%	+14%	+47%
Car users	-3%	+12%	-9%

* 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 08/09/2022

	August			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	216	236	213	- 20	-8	+ 3	+1	1 905	1 957	1 574	- 52	-3	+ 331	+21	2 926	3 006	2 558	- 80	-3	+ 368	+14
Fatalities	17	22	11	- 5	ns	+ 6	ns	186	158	142	+ 28	+18	+ 44	+31	303	255	240	+ 48	+19	+ 63	+26
Injured	293	291	282	+ 2	+1	+ 11	+4	2 482	2 473	2 059	+ 9	+0	+ 423	+21	3 778	3 826	3 318	- 48	-1	+ 460	+14

* Cumulative 12 months from September 2021 to August 2022, cumulative 12 months from September 2020 to August 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 08/09/2022

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



Number users fatalities cumulated on a rolling 12 months, in

August 2022

% compared with 2019

Car users

111 ; +21%

PTW

109 ; +54%

Pedestrians

51 ; -4%

Young people

58 ; +18%

Senior people

41 ; +52%

Cyclists

14 ; ns

HGV users

1 ; ns