GOUVERNEMENT
Liberté
Égalité
Fraternité

Monthly Road Safety Dashboard
October 2022
France mainland

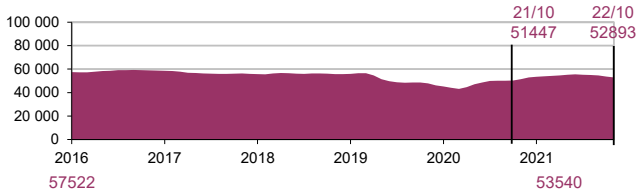
Observatoire national interministériel de la sécurité routière — ONISR

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.

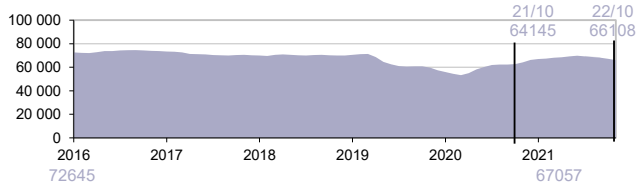
The road accident indicators show very atypical trends since March 2020, depending on the period; comparisons are therefore also made with 2019 as a reference year, and even with previous years.

Cumulative rolling 12 months

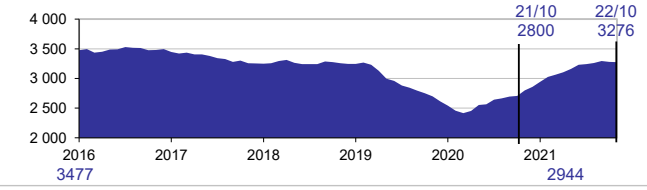
Injury accidents
recorded by police forces on the scene



Injured
in the injury accidents recorded by police forces



Fatalities
within 30 days after the accident



Month report

4 720 injury accidents
in October

- 868 compared with 2021
- 415 compared with 2019

5 884 injured
in October

-1 024 compared with 2021
- 609 compared with 2019

295 fatalities
in October

- 3 compared with 2021
+ 38 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 08/11/2022

295 people were killed on the roads of mainland France in **October 2022** compared with 298 in October 2021, i.e. 3 fewer people killed. This result is up compared to October 2019 (38 more killed, i.e. +15%).

The number of injury accidents recorded by law enforcement is 4,720 in October 2022, lower than last year's result (868 fewer injury accidents than October 2021) and the result for October 2019 result (415 fewer injury accidents, a -8% decrease).

5,884 people were injured in October 2022, a result that is -15% lower than October 2021 and -9% lower than October 2019: 6,908 people were injured in October 2021 and 6,493 in October 2019.

Travel during October 2022 was slightly higher than in October 2021 (slightly less than +5% on average compared to October 2021, according to Cerema traffic dataviz). This slight upward trend is similar whether during the week or at weekends.

	October							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	4 720	5 588	5 135	- 868	-16	- 415	-8	44 150	44 797	46 562	- 647	-1	-2 412	-5	52 893	51 447	56 016	+1 446	+3	-3 123	-6
Fatalities	295	298	257	- 3	-1	+ 38	+15	2 748	2 416	2 703	+ 332	+14	+ 45	+2	3 276	2 800	3 244	+ 476	+17	+ 32	+1
Injured	5 884	6 908	6 493	-1 024	-15	- 609	-9	55 226	56 175	58 610	- 949	-2	-3 384	-6	66 108	64 145	70 490	+1 963	+3	-4 382	-6

** Cumulative 12 months from November 2021 to October 2022, Cumulative 12 months from November 2020 to October 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 08/11/2022

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.

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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 1,594 fatalities compared to 1,622 for the whole of 2019.

Pedestrian fatalities, which had been falling since March 2020, are now similar to pre-pandemic levels: an estimated 480 pedestrians have died in the last 12 months, compared with 483 for the whole of 2019.

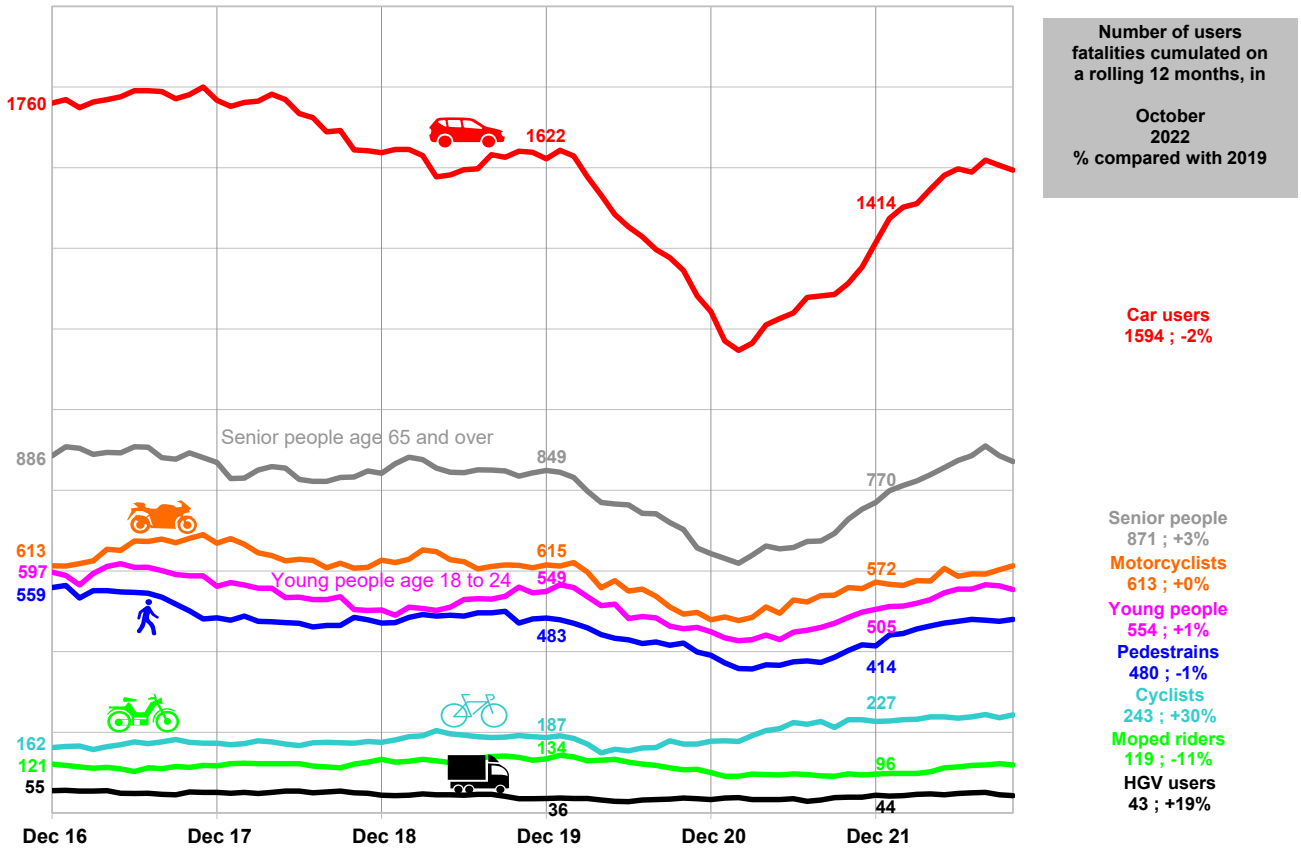
The fatalities of **powered two-wheeler** over the past 12 months are still lower than in 2019 but are approaching the same level. **Motorcyclist** fatalities are now similar, with 613 fatalities in the last 12 months compared to 615 fatalities in 2019. **Moped rider** fatalities are still down by -11% over compared to 2019, with 119 moped fatalities these last 12 months compared to 134 in 2019.

Fatalities among **young adults aged 18-24**, at high risk of serious road accidents, have now exceeded for these last 12 months those recorded in 2019, with 554 fatalities against 549 fatalities over the year 2019.

Fatalities among **senior citizens aged 65 or more** stands at 871 people killed in the last 12 months, a level that is higher than all of the last 15 years except 2016.

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.



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

Fatalities in October 2022 are very slightly lower than in October 2021 and well above that of October 2019; it is at a lower level than the average for October in the last 5 years before the pandemic (2015-2019).

Pedestrian fatalities in October 2022 are higher than those in October 2021 and well above those in October 2019. Thus, 58 pedestrians were killed in October 2022, 5 more than in October 2021 and 27 more than in October 2019.

Cyclist fatalities for October 2022, with 34 killed, are higher than those recorded in October 2021 and significantly higher than those recorded in October 2019. This mortality is very much higher than the average for October 2015-2019.

Motorcyclist fatalities, with 57 killed, are higher than in October 2021 and also higher than in October 2019. This result is also higher than the level observed between 2015 and 2019.

Car user fatalities are lower than in October 2021 and October 2019: 122 car users were killed in October 2022 compared to 134 in October 2021 and 139 in October 2019 (12 fewer and 17 fewer fatalities respectively). Car users fatalities in October 2022 were still lower than the average for October 2015-2019.

15 **children or teens** were killed on the roads in October 2022, which is higher than in October 2021 and similar to October 2019.

43 **young people aged 18-24** were killed on the roads in October 2022, 9 fewer than in October 2021 and the same as in October 2019; this is slightly lower than the pre-pandemic level.

79 **senior citizens aged 65 or more** died on the roads in October 2022, which is significantly lower than the level of October 2021 (15 fewer fatalities) and slightly higher than in October 2019 (3 more fatalities). This mortality is slightly lower than the level recorded for the months of October 2015-2019.

In urban areas, fatalities are lower than in October 2021 and higher than in October 2019, with respectively 13 fewer and 11 more fatalities.
In rural areas, fatalities are higher than in October 2021 and October 2019, with respectively 4 more and 16 more fatalities. It is still below the 2015-2019 average.
Motorways fatalities over the last 12 months have reached a high level, equivalent to 2017.

	October					Since the beginning of the year							On a rolling 12 months *						
	2022	2021	2019	2022-2021	2022-2019	2022	2021	2019	2022-2021		2021-2019		2022	2021	2019	2022-2021		2022-2019	
				Diff.	Diff.				Diff.	%	Diff.	%				Diff.	%	Diff.	%
Pedestrians	58	53	31	+5	+27	385	319	369	+66	+21	+16	+4	480	403	483	+77	+19	-3	-1
PMDs motorized	0	2	2	-2	-2	22	18	9	+4	+22	+13	+144	28	20	10	+8	+40	+18	+180
Cyclists	34	27	16	+7	+18	220	204	167	+16	+8	+53	+32	243	231	187	+12	+5	+56	+30
Moped riders	11	14	13	-3	-2	102	79	109	+23	+29	-7	-6	119	97	134	+22	+23	-15	-11
Motorcyclists	57	47	46	+10	+11	556	515	557	+41	+8	-1	+0	613	559	615	+54	+10	-2	+0
Car users	122	134	139	-12	-17	1 298	1 118	1 325	+180	+16	-27	-2	1 594	1 313	1 622	+281	+21	-28	-2
HGV users	3	5	1	-2	+2	37	38	31	-1	-3	+6	+19	43	39	36	+4	+10	+7	+19
Under 18 years old	15	9	14	+6	+1	146	159	130	-13	-8	+16	+12	173	184	153	-11	-6	+20	+13
18 to 24 years old	43	52	43	-9	+0	467	418	474	+49	+12	-7	-1	554	485	549	+69	+14	+5	+1
65 years old and over	79	94	76	-15	+3	718	617	678	+101	+16	+40	+6	871	728	849	+143	+20	+22	+3
On the road network																			
Urban area	88	101	77	-13	+11	836	781	853	+55	+7	-17	-2	1 018	910	1 037	+108	+12	-19	-2
Rural	181	177	165	+4	+16	1 663	1 425	1 622	+238	+17	+41	+3	1 971	1 657	1 944	+314	+19	+27	+1
Motorway	26	20	15	+6	+11	249	210	228	+39	+19	+21	+9	287	233	263	+54	+23	+24	+9

** Cumulative 12 months from November 2021 to October 2022, Cumulative 12 months from November 2020 to October 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 08/11/2022

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.

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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.

October

	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
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In October 2022

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

In rural areas, the **trend for injured is up for pedestrians and down for all others users** compared to 2021. The trend is the same compared to 2019 except for the number of cyclists and motorcyclists injured, which is increase.

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
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Since the beginning of 2022

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

In rural areas, the number of **injured is rising** for 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.

On a rolling 12 months

Cumulative from November 2021 to October 2022, compared to the year 2019

	Urban area	Rural	Motorway
Pedestrians	-14%	-5%	
PMDs motorized	+190%	ns	
Cyclists	+10%	+13%	
Moped riders	-14%	+1%	
Motorcyclists	-18%	+0%	-5%
Car users	-13%	-5%	-12%
HGV users	+6%	+5%	-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 08/11/2022

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 +10% while the numbers of injured **pedestrians** and **motorcyclists** has decreased by -14% and -18%.

In rural areas, the largest increase in injured over the past 12 months compared to 2019 is for **cyclists** with +13% . 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..
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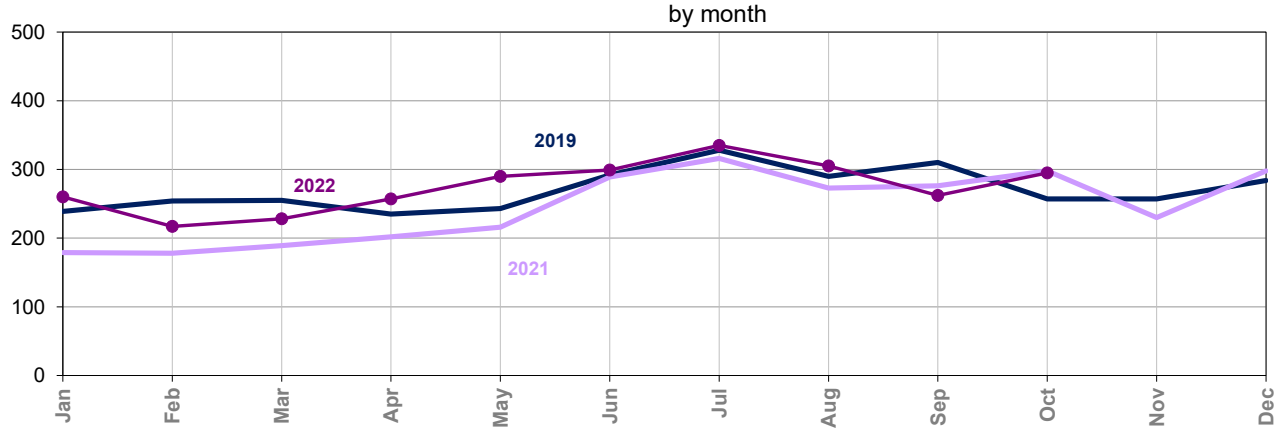
ONISR

Fatalities within 30 days
by month

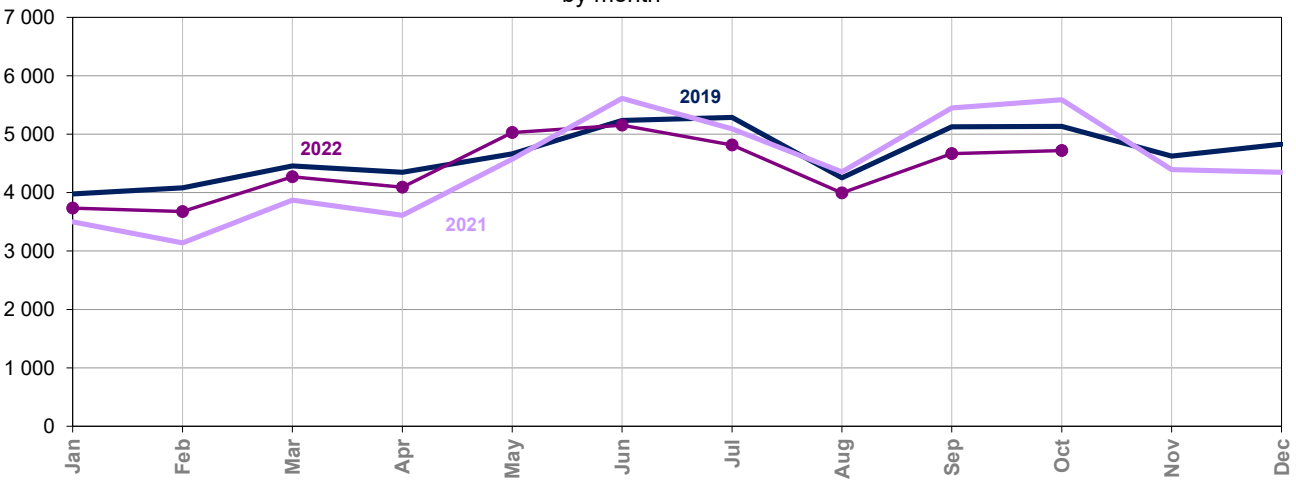


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	324	269	301	360	322	336	354	370	347	351	296	333
2012	297	204	276	277	321	322	366	339	341	299	292	319
2013	243	221	200	236	224	293	344	322	312	308	252	313
2014	235	225	261	254	260	311	302	306	317	347	280	286
2015	262	235	219	258	267	299	353	332	257	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**	**228**	**257**	**290**	**299**	**335**	**305**	**262**	**295**		

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 08/11/2022

ONISR

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**	**3 676**	**4 271**	**4 093**	**5 027**	**5 154**	**4 814**	**3 995**	**4 666**	**4 720**		

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 08/11/2022

*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.

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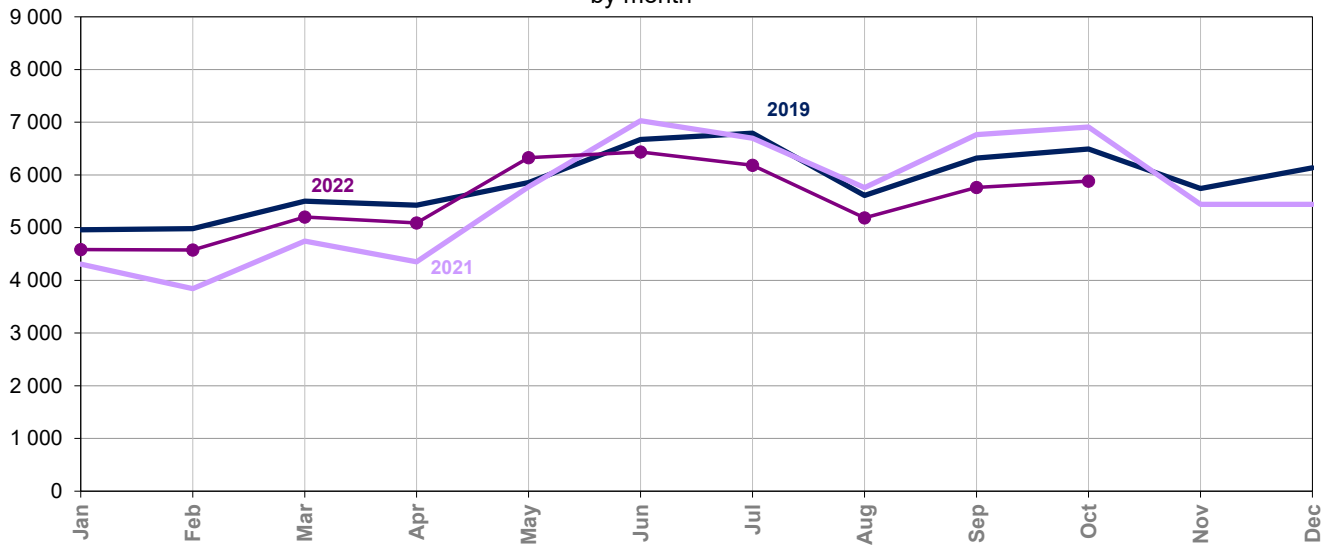
ONISR

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	**4 583**	**4 576**	**5 200**	**5 091**	**6 327**	**6 435**	**6 184**	**5 184**	**5 762**	**5 884**		

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Labelled series (final data until 2021), 2022 estimate based on data as of 08/11/2022

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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 dashbord 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

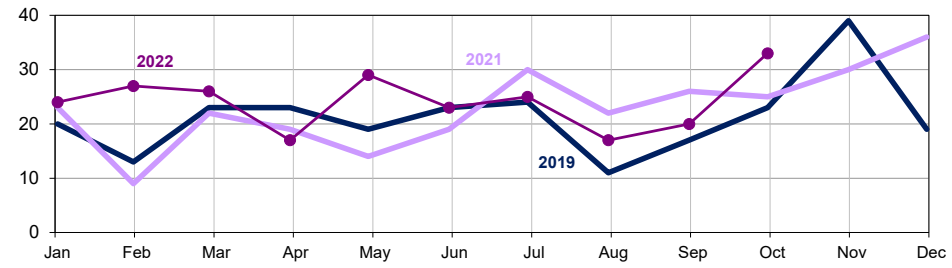
French Road Safety Observatory (ONISR) - Ministère de l'intérieur - Place Beauvau 75800 Paris cedex 08
tél. : 01 86 21 59 02 - courriel : onisr-dscr@interieur.gouv.fr
site Web : **https://www.onisr.securite-routiere.gouv.fr/en**

Monthly Road Safety DashBoard
October 2022
French overseas territories

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 **October 2022**, the accident indicators for french overseas are **higher** than in October **2021** and **higher** than in October **2019** :
269 injury accidents (227 in the DOM and 42 in the COM-NC) compared to 244 injury accidents in October 2021 (216 and 28 respectively);
338 injured (295 in the DOM and 43 in the COM-NC) compared 311 injured in October 2021 (278 and 33 respectively);
33 fatalities (13 in the DOM and 20 in the COM-NC) compared to 25 fatalities in October 2021 (20 and 5 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 *	-9%	-1%	
PTW *	+10%	+9%	+47%
Car users	-1%	+13%	+5%

** 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 08/11/2022

Month report

269 injury accidents
in October
+ 25 compared with 2021
+ 28 compared with 2019

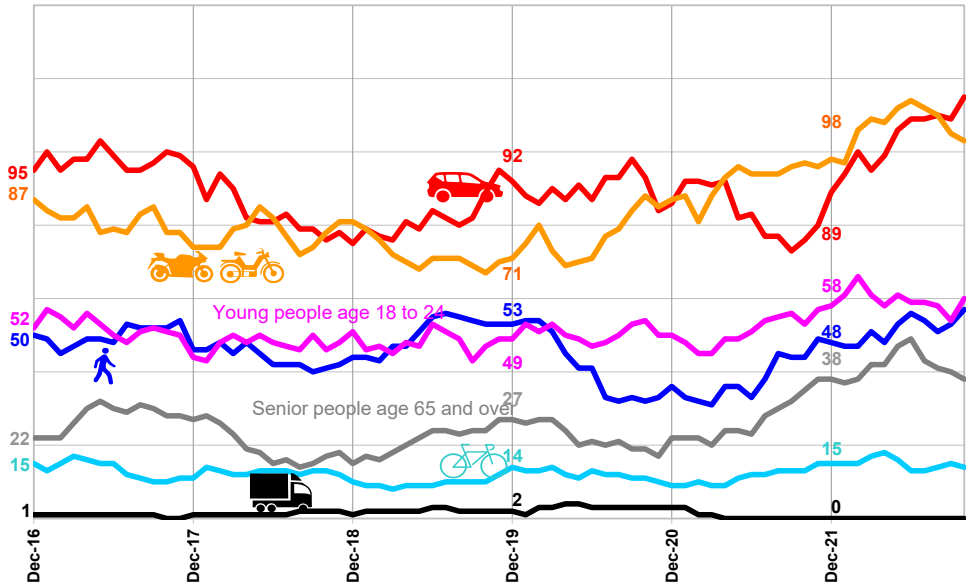
338 injured
in October
+ 27 compared with 2021
+ 30 compared with 2019

33 fatalities
in October
+ 8 compared with 2021
+ 10 compared with 2019

	October							Since the begenning 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	269	244	241	+ 25	+10	+ 28	+12	2 439	2 422	2 078	+ 17	+1	+ 361	+17	2 995	2 967	2 604	+ 28	+1	+ 391	+15
Fatalities	33	25	23	+ 8	ns	+ 10	ns	241	209	191	+ 32	+15	+ 50	+26	307	257	249	+ 50	+19	+ 58	+23
Injured	338	311	308	+ 27	+9	+ 30	+10	3 182	3 064	2 712	+ 118	+4	+ 470	+17	3 887	3 764	3 386	+ 123	+3	+ 501	+15

** Cumulative 12 months from November 2021 to October 2022, cumulative 12 months from November 2020 to October 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 08/11/2022

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



Number users fatalities cumulated on a rolling 12 months, in

October 2022

% compared with 2019

Car users
115 ; +25%

PTW
103 ; +45%

Pedestrians
57 ; +8%

Young people
60 ; +22%

Senior people
38 ; +41%

Cyclists
14 ; ns

HGV users
0 ; ns

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