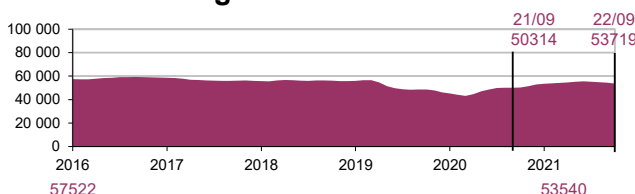


Warning: the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities, the evolution of road accidents since April 2020 reflects the impact of the measures and the way in which French people have adapted their mobility according to the periods.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

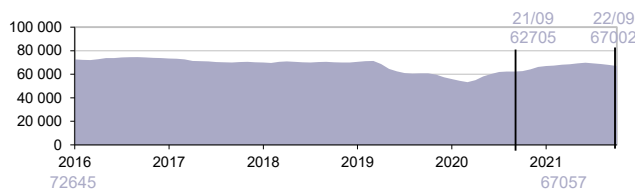
The road accident indicators show very atypical trends since March 2020, depending on the period; comparisons are therefore also made with 2019 as a reference year, and even with previous years.

Cumulative rolling 12 months

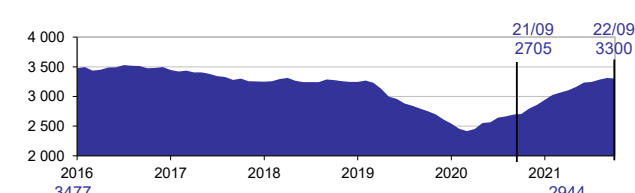
Injury accidents
recorded by police forces
on the scene



Injured
in the injury accidents
recorded by police forces



Fatalities
within 30 days
after the accident



Month report

4 666 injury accidents
in September

- 784 compared with 2021
- 461 compared with 2019

5 762 injured
in September

- 1 001 compared with 2021
- 558 compared with 2019

262 fatalities
in September

- 14 compared with 2021
- 48 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 07/10/2022

262 people were killed on the roads of mainland France in **September 2022** compared with 276 in September 2021, i.e. 14 fewer people killed. This result is down compared to September 2019 (48 fewer killed, i.e. -15%) and also down compared to the average for September 2015-2019.

The number of injury accidents recorded by law enforcement is 4,666 in September 2022, lower than last year's result (784 fewer injury accidents than September 2021) as well as the September 2019 result (461 fewer injury accidents, a -9% decrease).

5,762 people were injured in September 2022, a result that is -15% lower than September 2021 and -9% lower than September 2019: 6,763 people were injured in September 2021 and 6,320 in September 2019.

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

	September			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	4 666	5 450	5 127	- 784	-14	- 461	-9	39 388	39 209	41 427	+ 179	0	-2 039	-5	53 719	50 314	56 016	+3 405	+7	-2 297	-4
Fatalities	262	276	310	- 14	-5	- 48	-15	2 474	2 118	2 446	+ 356	+17	+ 28	+1	3 300	2 705	3 244	+ 595	+22	+ 56	+2
Injured	5 762	6 763	6 320	-1 001	-15	- 558	-9	49 212	49 267	52 117	- 55	-0	-2 905	-6	67 002	62 705	70 490	+4 297	+7	-3 488	-5

* Cumulative 12 months from October 2021 to September 2022, Cumulative 12 months from October 2020 to September 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 07/10/2022

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 1,615 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 481 pedestrians have died in the last 12 months, compared with 483 for the whole of 2019.

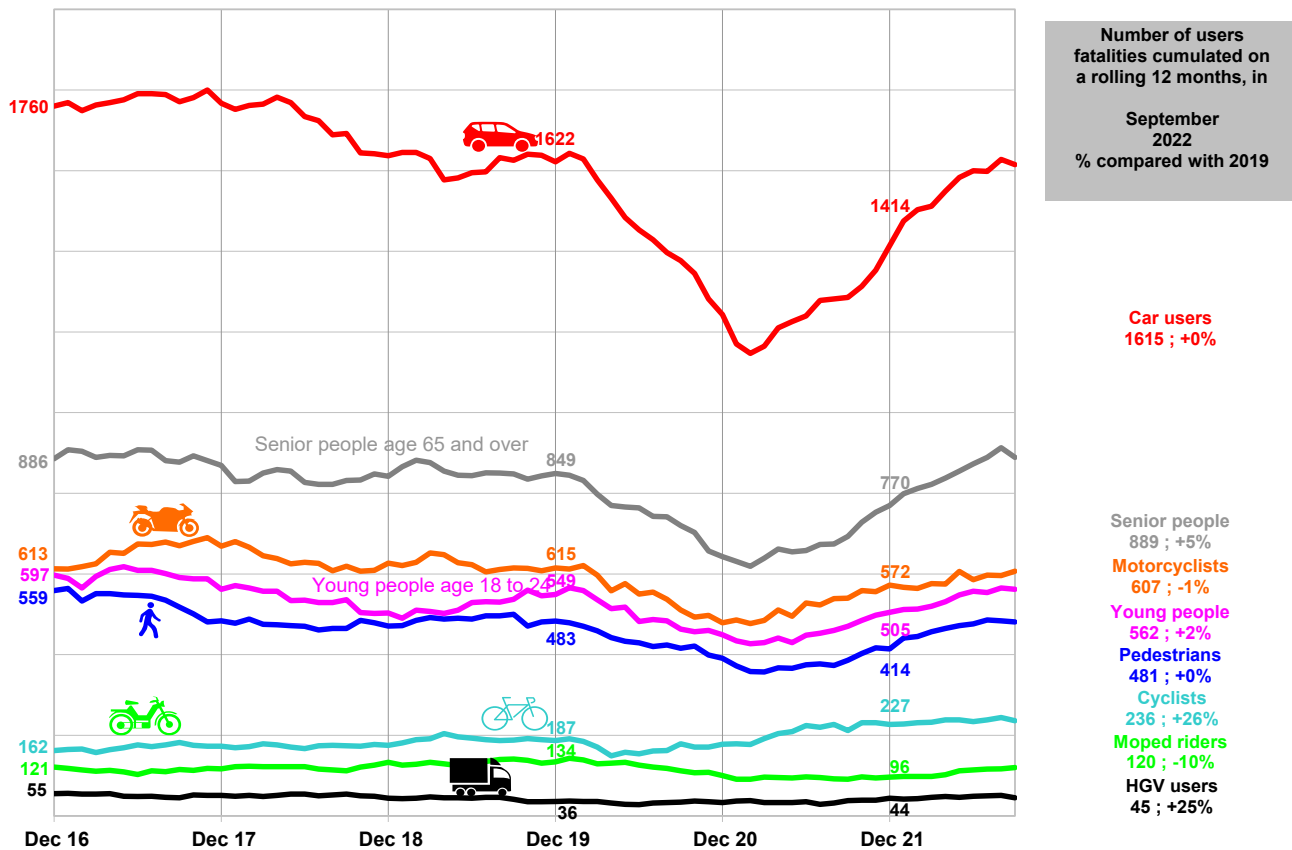
The fatalities of **powered two-wheeler** over the past 12 months are still lower than in 2019 but are tending to come close. **Motorcyclist** fatalities are only slightly lower, with 607 fatalities in the last 12 months compared to 615 fatalities in 2019. **Moped rider** fatalities are still down by -10% over compared to 2019, with 120 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, have now exceeded for these last 12 months those recorded in 2019, with 562 fatalities against 549 fatalities over the year 2019.

Fatalities among **senior citizens aged 65 or more** stands at 889 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: 236 **cyclists** have died over the last 12 months, +26% 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 07/10/2022

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

Fatalities in September 2022 are lower than in September 2021 and much lower than in September 2019; they are well below the average for September in the last 5 years before the pandemic (2015-2019)

Pedestrian fatalities in September 2022 are slightly lower than in September 2021 and slightly higher than in September 2019. Thus, 42 pedestrians were killed in September 2022, 3 fewer than in September 2021 and 2 more than in September 2019.

Cyclist fatalities for September 2022, with 14 killed, are lower than those recorded in September 2021 and September 2019. This is similar to the average for September 2015-2019.

Motorcyclist fatalities, with 68 killed, are higher than in September 2021 and lower than in September 2019. This result is also slightly below the level observed between 2015 and 2019.

Car user fatalities are lower than in September 2021 and well below those of September 2019: 110 car users were killed in September 2022 compared to 123 in September 2021 and 139 in September 2019 (13 fewer and 29 fewer fatalities respectively). Car users fatalities in September 2022 were significantly lower than the average for September 2015-2019.

20 children or teens were killed on the roads in September 2022, which is higher than in September 2021 and September 2019.

46 young people aged 18-24 were killed on the roads in September 2022, 3 fewer than in September 2021 and 14 fewer than in September 2019; this is also lower than the pre-pandemic level.

56 senior citizens aged 65 or more died on the roads in September 2022, which is significantly lower than the level of September 2021 (24 fewer fatalities) and September 2019 (27 fewer fatalities). This is the lowest number of deaths recorded in September over the last fifteen years.

In urban areas, fatalities are lower than in September 2021 and much lower than in September 2019, with respectively 14 and 24 fewer fatalities.

In rural areas, fatalities are slightly higher than in September 2021 and lower than in September 2019, with respectively 5 more and 22 fewer fatalities. It reaches a level below the 2015-2019 average.

	September					Since the beginning of the year							On a rolling 12 months *						
	2022	2021	2019	2022-2021		2022	2021	2019	2022-2021		2021-2019		2022	2021	2019	2022-2021		2022-2019	
				Diff.	Diff.				Diff.	%	Diff.	%				Diff.	%		
Pedestrians	42	45	40	-3	+2	333	266	338	+67	+25	-5	-1	481	386	483	+95	+25	-2	+0
PMDs motorized	3	3	2	+0	+1	22	16	7	+6	+38	+15	+214	30	19	10	+11	+58	+20	+200
Cyclists	14	22	20	-8	-6	186	177	151	+9	+5	+35	+23	236	212	187	+24	+11	+49	+26
Moped riders	10	7	14	+3	-4	89	65	96	+24	+37	-7	-7	120	91	134	+29	+32	-14	-10
Motorcyclists	68	57	82	+11	-14	503	468	511	+35	+7	-8	-2	607	540	615	+67	+12	-8	-1
Car users	110	123	139	-13	-29	1 185	984	1 186	+201	+20	-1	+0	1 615	1 286	1 622	+329	+26	-7	+0
HGV users	2	8	1	-6	+1	34	33	30	+1	+3	+4	+13	45	38	36	+7	+18	+9	+25
Under 18 years old	20	16	14	+4	+6	129	150	116	-21	-14	+13	+11	165	189	153	-24	-13	+12	+8
18 to 24 years old	46	49	60	-3	-14	423	366	431	+57	+16	-8	-2	562	470	549	+92	+20	+13	+2
65 years old and over	56	80	83	-24	-27	642	523	602	+119	+23	+40	+7	889	693	849	+196	+28	+40	+5
On the road network																			
Urban area	77	91	101	-14	-24	750	680	776	+70	+10	-26	-3	1 033	880	1 037	+153	+17	-4	+0
Rural	165	160	187	+5	-22	1 497	1 248	1 457	+249	+20	+40	+3	1 982	1 590	1 944	+392	+25	+38	+2
Motorway	20	25	22	-5	-2	226	190	213	+36	+19	+13	+6	284	235	263	+49	+21	+21	+8

* Cumulative 12 months from October 2021 to September 2022, Cumulative 12 months from October 2020 to September 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 07/10/2022

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.

September

	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: 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 07/10/2022

In September 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 HGV users injured, whose trend is increasing.

In rural areas, the trend for injured is down for all users compared to 2021. The trend is the same compared to 2019 except for the number of cyclists 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

Labelled series (final data until 2021), 2022 provisional data as of 07/10/2022

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 cyclists, PMDs motorized and HGV users.

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.

On a rolling 12 months

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

	Urban area	Rural	Motorway
Pedestrians	-13%	-9%	
PMDs motorized	+194%	ns	
Cyclists	+12%	+17%	
Moped riders	-10%	+4%	
Motorcyclists	-16%	+2%	-1%
Car users	-10%	-3%	-8%
HGV users	+12%	+7%	-15%

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 07/10/2022

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 +12% while the numbers of injured pedestrians and motorcyclists has decreased by -13% and -16%.

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 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.

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.

The "rural" road network refers to non-motorway roads outside the "urban areas" lanes.

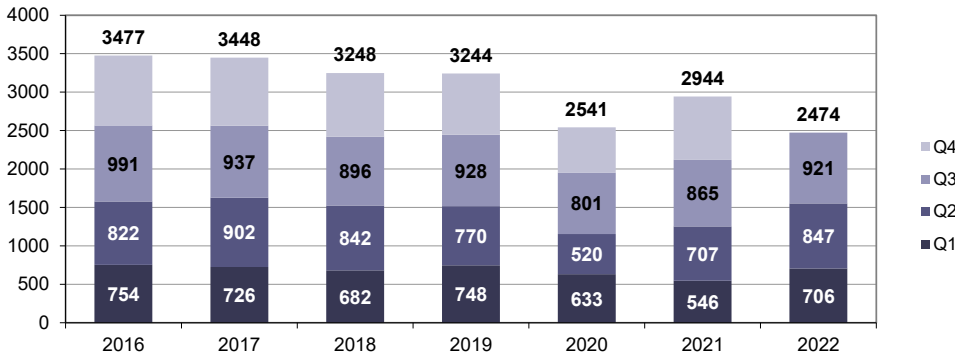
The "motorway" network concerns the traffic lanes with motorway status, indicated by blue signs.

Road traffic fatalities variation by quarterly for each year

	Q1					Q2					Q3				
	2022	2021	2019	2022-2021	2022-2019	2022	2021	2019	2022-2021	2022-2019	2022	2021	2019	2022-2021	2022-2019
Accidents	11 774	10 525	12 514	+12%	-6%	14 283	13 800	14 246	+3%	+0%	13 406	14 897	14 667	-10%	-9%
Fatalities	703	544	748	+29%	-6%	857	707	770	+21%	+11%	921	865	928	+6%	-1%
Injured	14 495	12 915	15 441	+12%	-6%	17 785	17 153	17 952	+4%	-1%	16 964	19 218	18 724	-12%	-9%

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2021), 2022 estimate based on data as of 07/10/2022

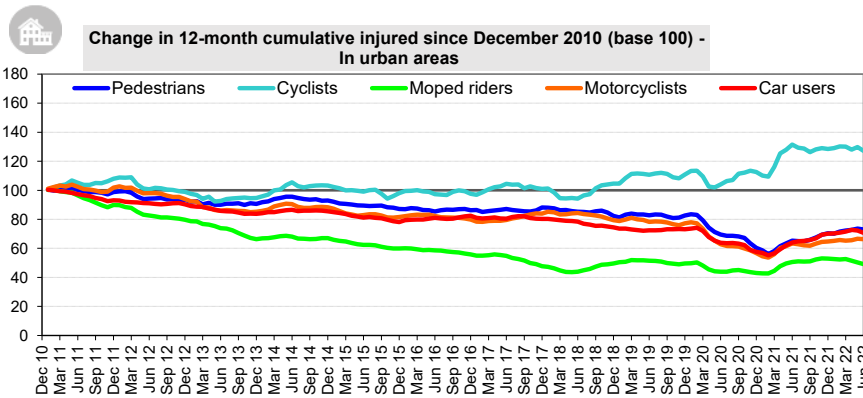
Road fatalities in the third quarter of 2022 amounted to 921 fatalities, +6% higher than in the third quarter of 2021 (865 fatalities) and only -1% lower than in the third quarter of 2019 (928 fatalities), the pre-pandemic reference. The largest decrease concerns moped riders : 32 moped riders were killed in the third quarter of 2022, i.e. a decrease of -30%, compared to the third quarter of 2019. On the contrary, the most significant increase concerns cyclists with an increase of +24% compared to the third quarter of 2019 : 77 cyclists were killed in the third quarter of 2022 compared to 62 in the second quarter of 2019. Fatalities for all other modes of transport in the third quarter of 2022 were very close to those observed in the third quarter of 2019.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2021), 2022 estimate based on data as of 07/10/2022

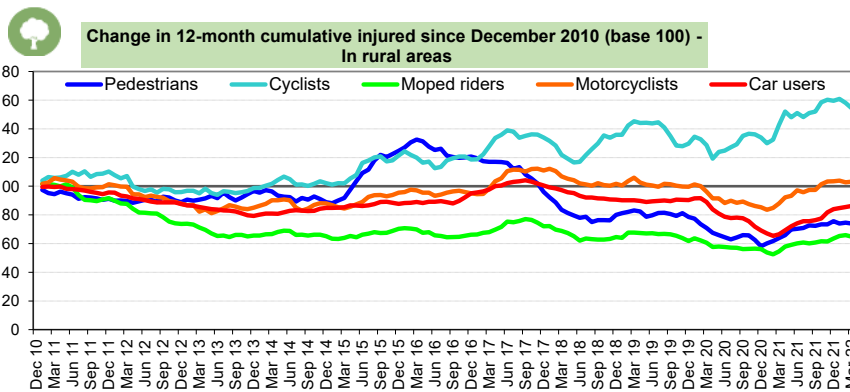
Trend in injured

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



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2021), 2022 estimate based on data as of 07/10/2022

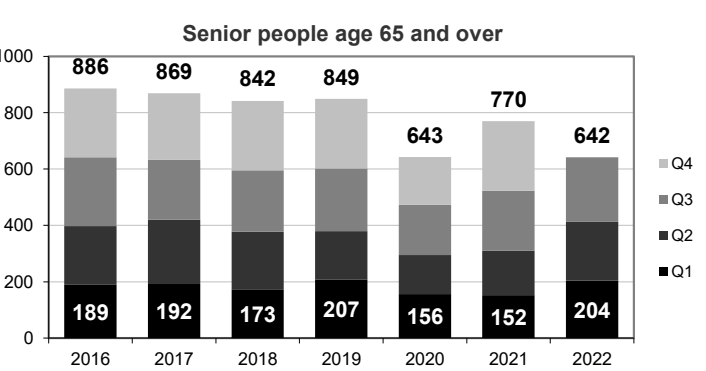
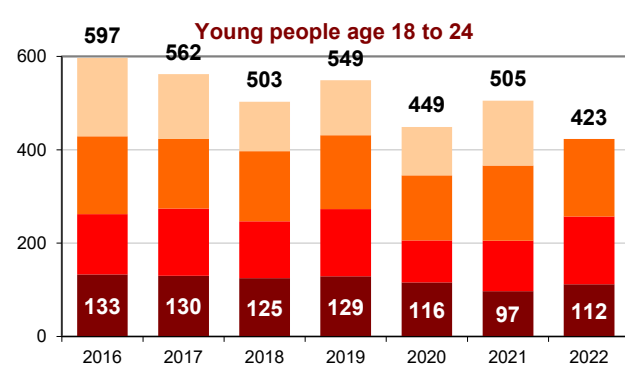
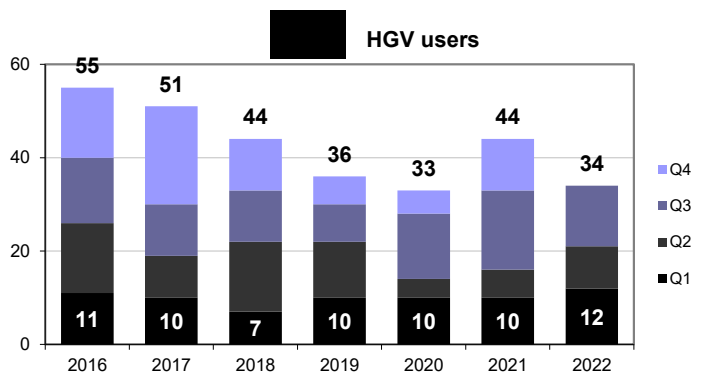
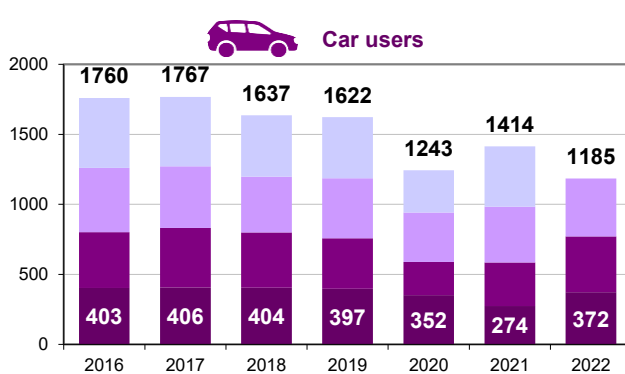
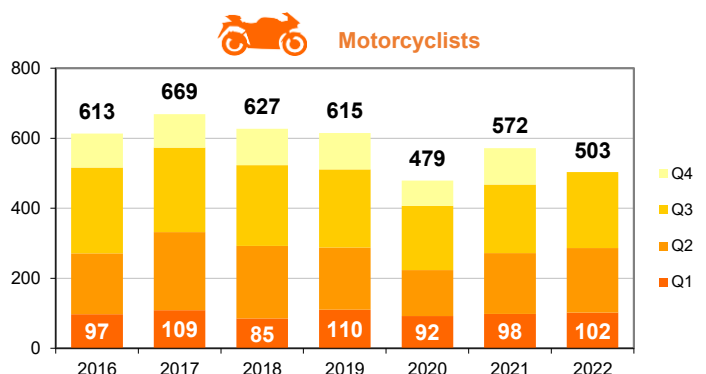
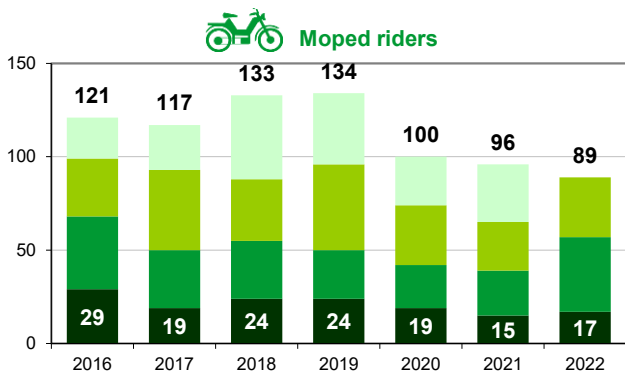
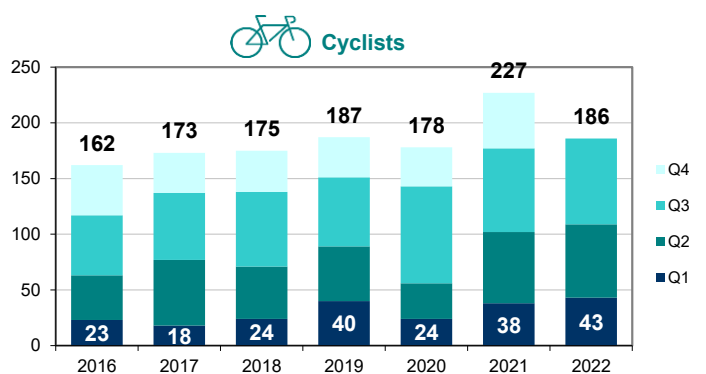
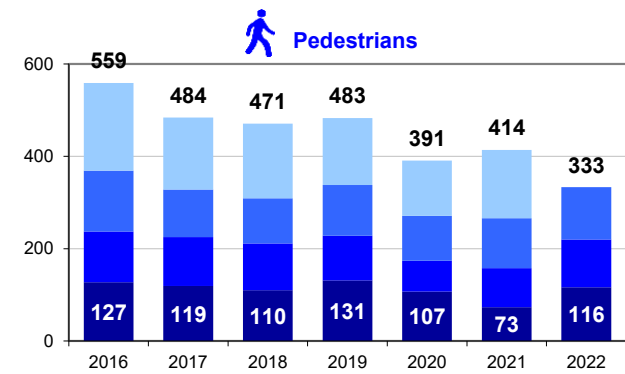
In urban areas, the trend in **cyclists** injured is stable until March 2018 and gradually increases until June 2021, despite a slight dip in 2020 during the 1st lockdown, since the trend is stable. The trend in **pedestrians**, **motorcyclists** and **car users** injured, is slightly down from 2010, since the 2020 pandemic period, the trend has since increased but remains below the pre-pandemic trend. The trend in **moped riders** injured decrease since 2010 and stabilise since 2019.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series (definitive until 2021), 2022 estimate based on data as of 07/10/2022

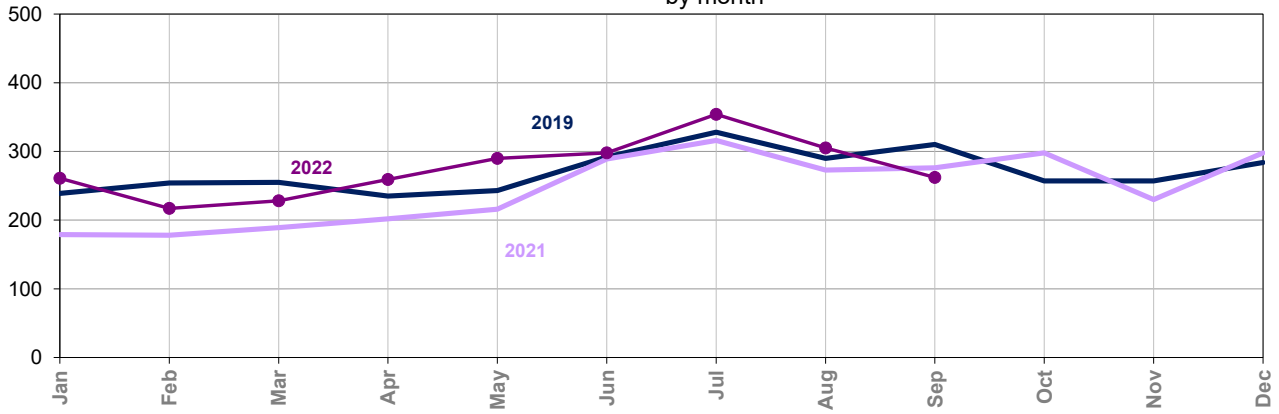
In rural areas, the trend in **pedestrians** injured experienced a sharp increase with a flat between September 2015 and June 2017 ; since then the trend has decreased and stabilised. The trend in **cyclists** injured is stable until March 2015 and increase until March 2022, without abnormal decline during the pandemic period. The trend in **motorcyclists** and **car users** injured, increase slightly since 2010, until June 2017 and decrease until the 2020 pandemic period. The trend has since increased but remains below the pre-pandemic trend for car users.

Road traffic fatalities variation by user categories by quarter for each year



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
 Labelled series (definitive until 2021), 2022 estimate based on data as of 07/10/2022

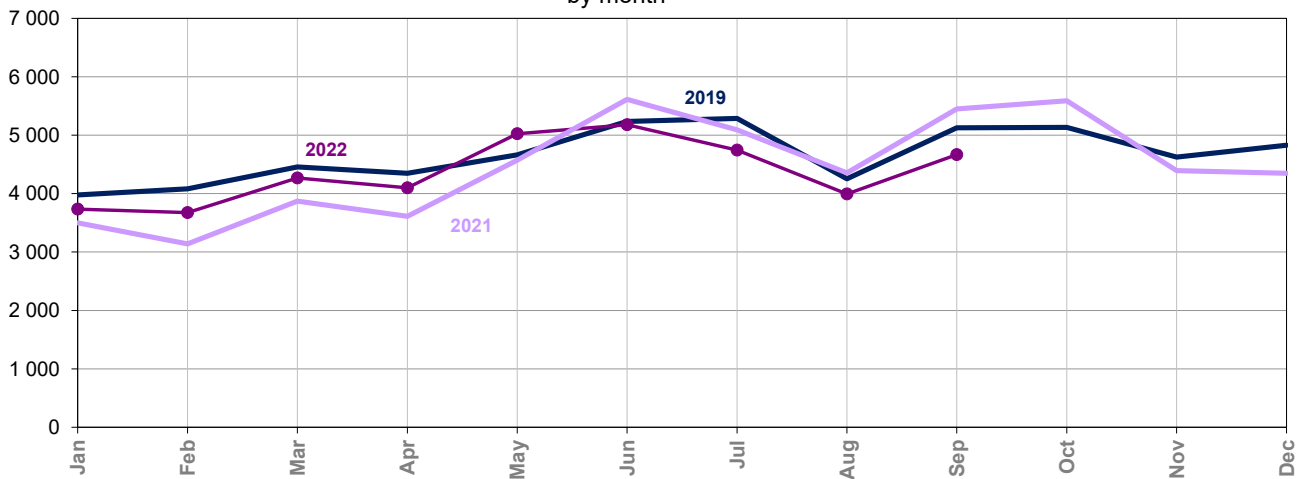
Fatalities within 30 days by month



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	324	269	301	360	322	336	354	370	347	351	296	333
2012	297	204	276	277	321	322	366	339	341	299	292	319
2013	243	221	200	236	224	293	344	322	312	308	252	313
2014	235	225	261	254	260	311	302	306	317	347	280	286
2015	262	235	219	258	267	299	353	332	257	378	296	305
2016	236	263	255	243	294	285	356	301	334	315	258	337
2017	255	204	267	281	297	324	343	297	297	319	272	292
2018	229	218	235	284	268	290	328	246	322	274	268	286
2019	239	254	255	235	243	292	328	290	310	257	257	284
2020	263	218	152	102	207	211	293	242	266	203	173	211
2021	179	178	189	202	216	289	316	273	276	298	230	298
2022	261	217	228	259	290	298	354	305	262			

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 07/10/2022

Injury accidents by month

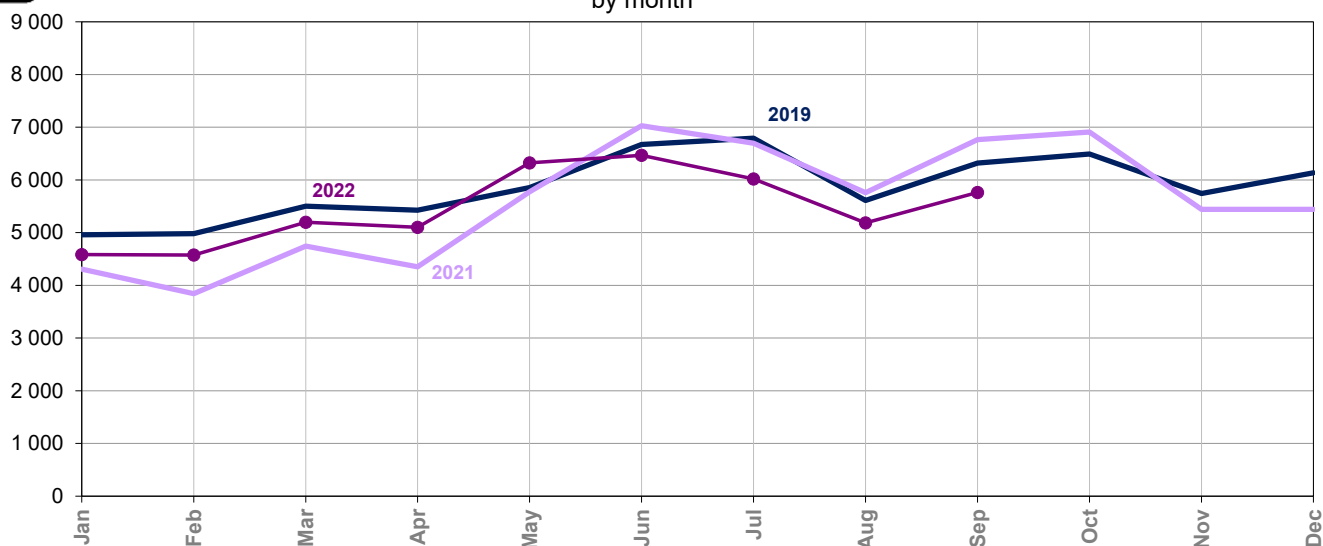


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	4 420	4 503	5 376	5 509	4 341	5 493	5 381	4 989	4 899
2014	4 649	4 091	4 609	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	3 736	3 675	4 268	4 098	5 026	5 179	4 745	3 995	4 666			

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 07/10/2022

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	4 584	4 575	5 197	5 100	6 325	6 467	6 018	5 184	5 762			

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 07/10/2022

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.

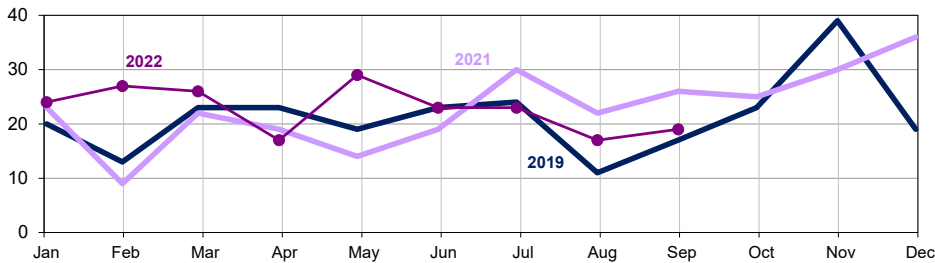
The statistical methods are specified on the ONISR website:

<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 **September 2022**, the accident indicators for french overseas are **higher** than in September 2021, except for fatalities, and **higher** than in September 2019 :
271 injury accidents (235 in the DOM and 36 in the COM-NC) compared to 221 injury accidents in September 2021 (203 and 18 respectively);
357 injured (310 in the DOM and 47 in the COM-NC) compared 280 injured in September 2021 (250 and 30 respectively);
19 fatalities (15 in the DOM and 4 in the COM-NC) compared to 26 fatalities in September 2021 (19 and 7 respectively).

Fatalities within 30 days by month



Month report

271 injury accidents
in September

+ 50 compared with 2021
+ 54 compared with 2019

357 injured
in September

+ 77 compared with 2021
+ 80 compared with 2019

19 fatalities
in September

- 7 compared with 2021
+ 2 compared with 2019

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

	Urban area	Rural	Motorway
Soft mobility *	-8%	-1%	
PTW *	+8%	+15%	+53%
Car users	+0%	+14%	+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 07/10/2022

	September			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	271	221	217	+ 50	+23	+ 54	+25	2 169	2 178	1 820	- 9	+0	+ 349	+19	2 969	2 981	2 587	- 12	+0	+ 382	+15
Fatalities	19	26	17	- 7	ns	+ 2	ns	205	184	170	+ 21	+11	+ 35	+21	296	253	251	+ 43	+17	+ 45	+18
Injured	357	280	277	+ 77	+28	+ 80	+29	2 830	2 753	2 366	+ 77	+3	+ 464	+20	3 846	3 799	3 348	+ 47	+1	+ 498	+15

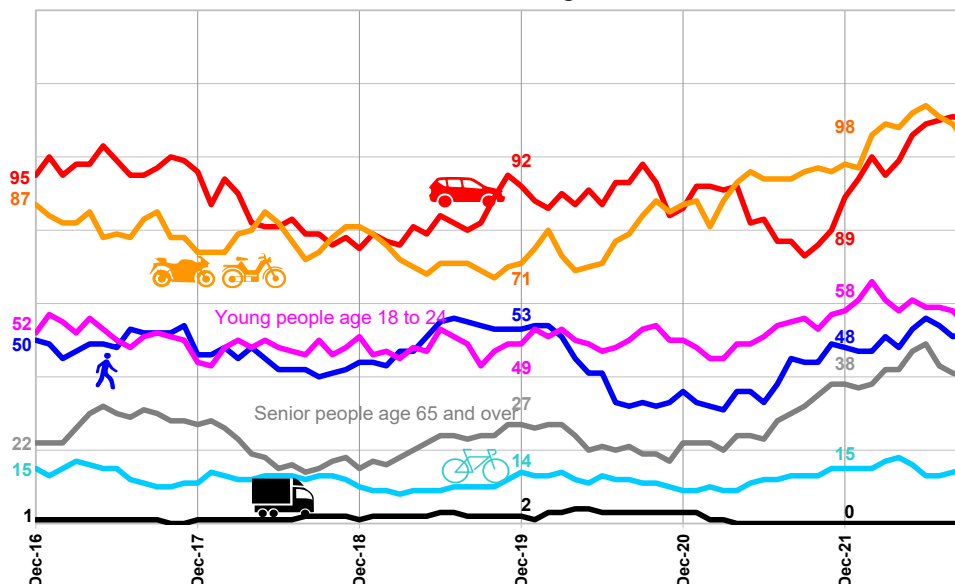
* Cumulative 12 months from October 2021 to September 2022, cumulative 12 months from October 2020 to September 2021, cumulative January to December 2019 (base year)

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 07/10/2022

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



Number users fatalities cumulated on a rolling 12 months, in

September 2022

% compared with 2019

Car users

110 ; +20%

PTW

104 ; +46%

Pedestrians

52 ; -2%

Young people

54 ; +10%

Senior people

40 ; +48%

Cyclists

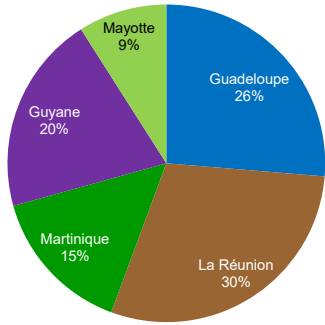
15 ; ns

HGV users

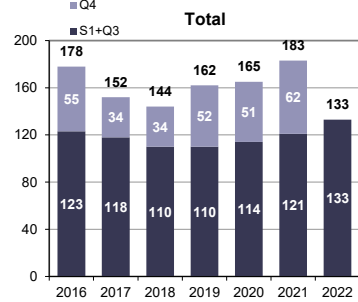
0 ; ns

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

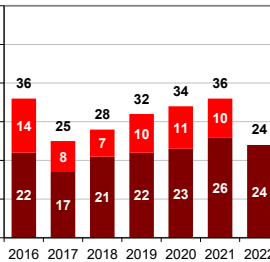
French overseas counties



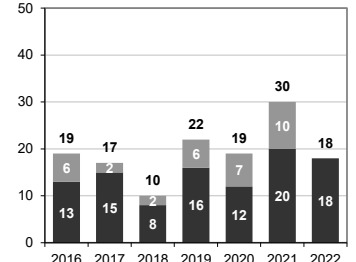
133 fatalities in 2022



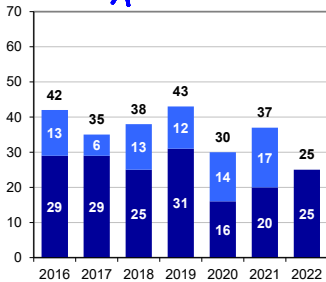
Young people age 18 to 24



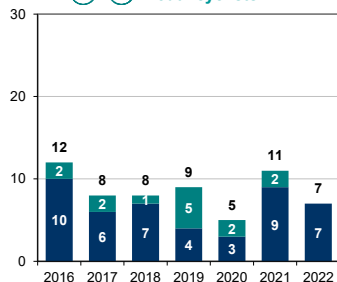
Senior people age 65 and over



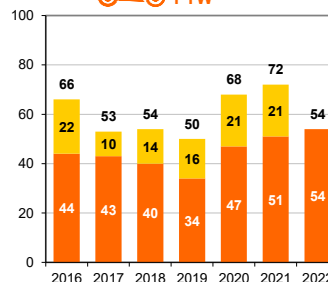
Pedestrians



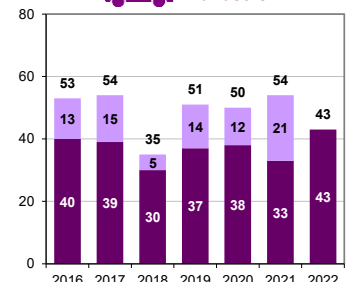
Pedal cyclists



PTW

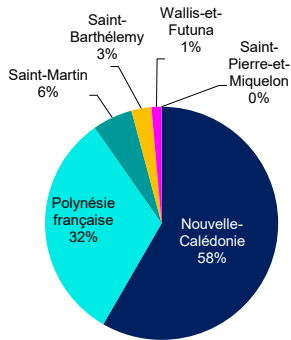


Car users

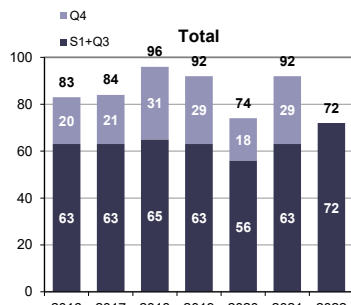


Data source: ONISR - Data on injury accidents recorded by the police forces - Geographic scope: DOM
Labelled series (final data until 2021), provisional data 2022 stopped on 07/10/2022

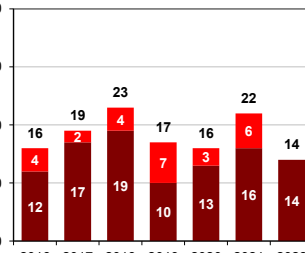
French overseas local authorities and New-Caledonia



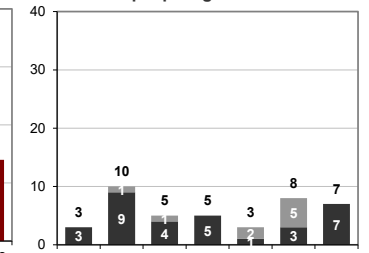
72 fatalities in 2022



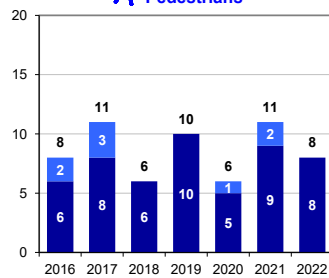
Young people age 18 to 24



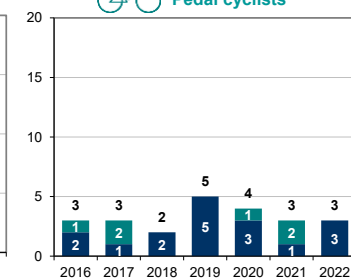
Senior people age 65 and over



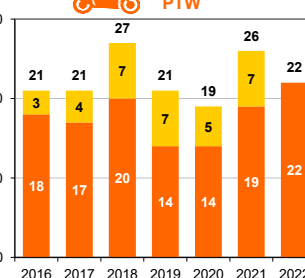
Pedestrians



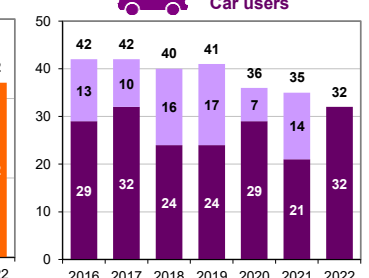
Pedal cyclists



PTW



Car users



Data source: ONISR - Data on injury accidents recorded by the police forces - Geographic scope: COM + New Caledonia
Final data until 2021, provisional data 2022 stopped on 07/10/2022