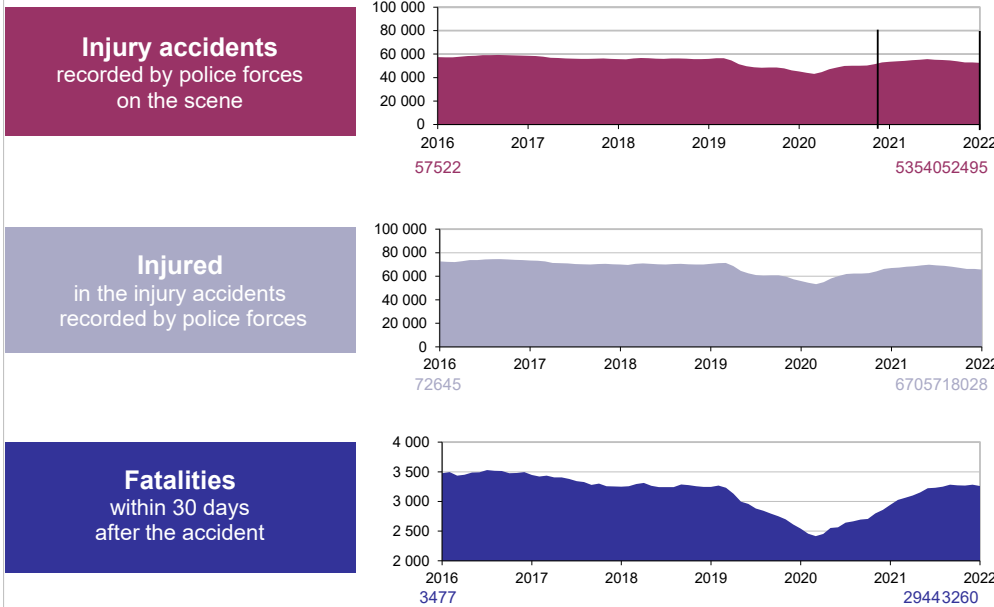


Warning: the health crisis linked to Covid-19 has led the government to take exceptional measures to restrict trips and activities, the evolution of road accidents since April 2020 reflects the impact of the measures and the way in which French people have adapted their mobility according to the periods.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



Month report

3 910 injury accidents
in December

- 438 compared with 2021
- 919 compared with 2019

4 999 injured
in December

- 441 compared with 2021
- 1 138 compared with 2019

276 fatalities
in December

- 22 compared with 2021
- 8 compared with 2019

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2020, near final data 2021), 2022 estimate based on data as of 26/01/2023

276 people were killed on the roads of mainland France in **December 2022** compared with 298 in December 2021, i.e. 22 fewer people killed. This result is also down compared to December 2019 (8 fewer people killed, i.e. -3%).

The number of injury accidents recorded by law enforcement is 3,910 in December 2022, lower than last year (438 fewer injury accidents than in December 2021) as well as the result of December 2019 (919 fewer injury accidents, i.e. a decrease of -19%).

4,999 people were injured in December 2022, a result that is -8% lower than December 2021 and -19% lower than December 2019. There were 5,440 injured in December 2021 and 6,137 injured in December 2019.

Travel during December 2022 was slightly higher than in December 2021 according to the Cerema dataviz, both during the week and on weekends.

	December			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	3 910	4 348	4 829	- 438	-10	- 919	-19	52 495	53 540	56 016	-1 045	-2	-3 521	-6	52 495	53 540	56 016	-1 045	-2	-3 521	-6
Fatalities	276	298	284	- 22	-7	- 8	-3	3 260	2 944	3 244	+ 316	+11	+ 16	+0	3 260	2 944	3 244	+ 316	+11	+ 16	+0
Injured	4 999	5 440	6 137	- 441	-8	-1 138	-19	65 700	67 057	70 490	-1 357	-2	-4 790	-7	65 700	67 057	70 490	-1 357	-2	-4 790	-7

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

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2020, near final data 2021), 2022 estimate based on data as of 26/01/2023

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.

Since the pandemic, **car users** have accounted for just under half of all road deaths. Their fatalities over the last 12 months are estimated at 1,563 fatalities compared to 1,622 for the entire year 2019.

Pedestrian fatalities, which had been falling since March 2020, are now similar to pre-pandemic levels: an estimated 484 pedestrians have died in the last 12 months compared to 483 in the entire year 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 down by -4% with 588 fatalities in the last 12 months compared to 615 fatalities in 2019. **Moped rider** fatalities are still down -5% compared to 2019 with 127 moped fatalities in the last 12 months compared to 134 in 2019.

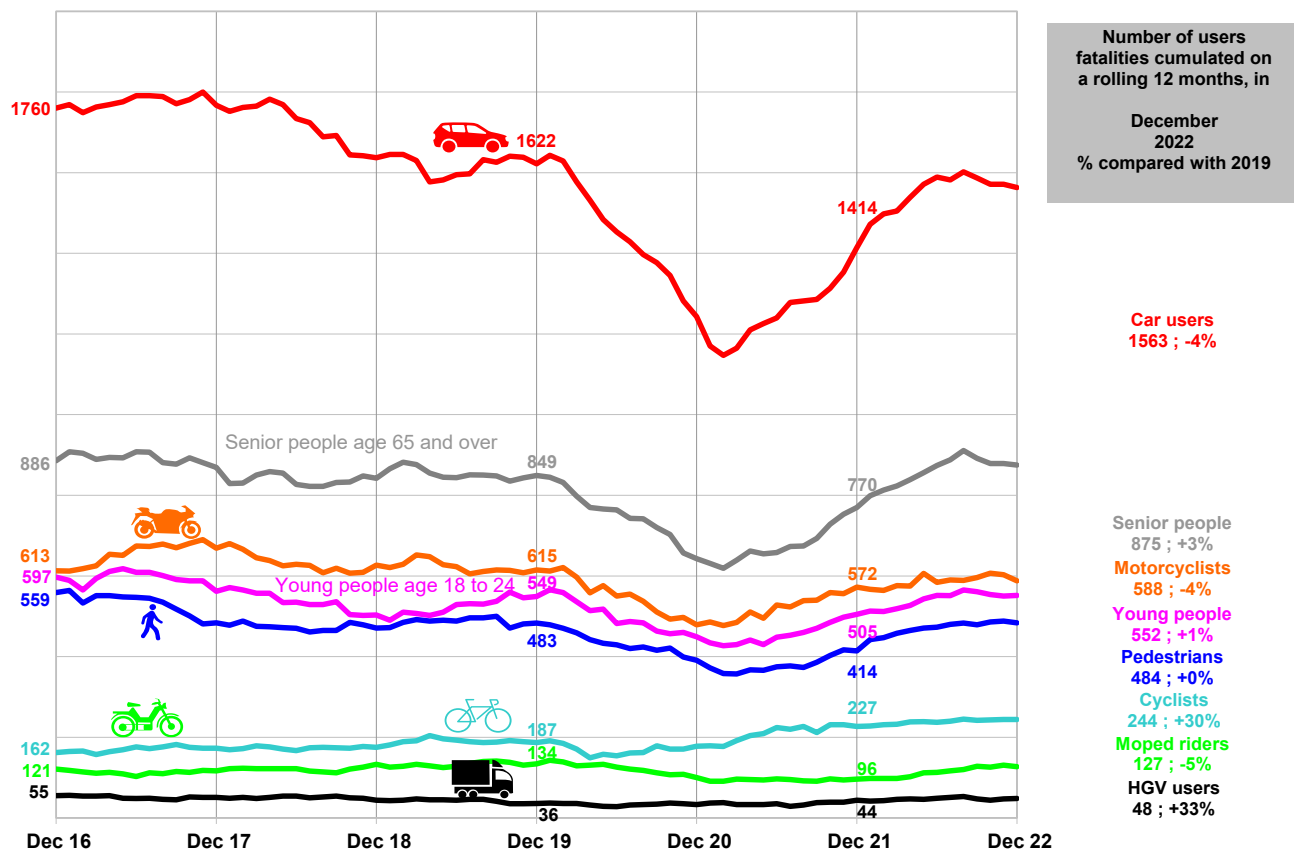
Fatalities among **young adults aged 18-24**, at high risk of serious road accidents, have now exceeded for these past 12 months those recorded in 2019, with 552 fatalities compared to 549 fatalities over 2019.

Fatalities among **seniors citizens aged 65 or over** stands at 875 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: 244 cyclists have died in the last 12 months, i.e. +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.

Fatalities in **motorized PMDs** continue to rise, with 34 people killed in the last 12 months.

Finally, the number of fatalities among **heavy goods vehicle** users rose sharply in early 2022 and is now back 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 2020, near final data 2021), 2022 estimate based on data as of 26/01/2023

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

Fatalities in December 2022 are well below those recorded in December 2021 and below those recorded in December 2019; they are at a level well below the average for the December months of the last 5 years before the pandemic (2015-2019).

Pedestrian fatalities in December 2022 are lower than in December 2021 and much lower than in December 2019. Thus, 47 pedestrians were killed in December 2022, 4 fewer than in December 2021 and 15 fewer than in December 2019.

Cyclist fatalities in December 2022, with 11 cyclists killed, are similar to those recorded in December 2021 and slightly higher than those in December 2019. This level of fatalities is also similar to the average for December 2015-2019. In contrast, 3 people died in motorized EDPm, a relatively high result over a month.

Motorcyclist fatalities, with 15 fatalities, are far below the December 2021 level as well as the December 2019 level where fatalities were twice as high. This is also significantly lower than the level observed between 2015 and 2019.

Car user fatalities are lower than in December 2021 and higher than in December 2019: 164 car users were killed in December 2022 compared to 172 in December 2021 and 150 in December 2019 (8 fewer and 14 more fatalities, respectively).

4 children or teenagers were killed on the roads in December 2022, an unusually low result.

44 young people aged 18-24 were killed on the roads in December 2022, 2 more than in December 2021 and 2 fewer than in December 2019.

82 seniors citizens aged 65 or over were killed on the roads in December 2022, lower than December 2021 (4 fewer fatalities) and similar to December 2019 (1 fewer fatality).

In urban areas, fatalities are significantly lower than in December 2021 and December 2019, with 17 and 16 fewer fatalities respectively.

In rural areas, fatalities are lower than in December 2021 and December 2019, with 9 and 4 fewer fatalities, respectively.

Motorway fatalities are still increasing in December and have reached the last 12 months their highest level since 2010.

	December					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	47	51	62	-4	-15	484	414	483	+70	+17	+1	+0	484	414	483	+70	+17	+1	+0
PMDs motorized	3	4	0	-1	+3	34	24	10	+10	+42	+24	+240	34	24	10	+10	+42	+24	+240
Cyclists	11	11	8	+0	+3	244	227	187	+17	+7	+57	+30	244	227	187	+17	+7	+57	+30
Moped riders	6	10	16	-4	-10	127	96	134	+31	+32	-7	-5	127	96	134	+31	+32	-7	-5
Motorcyclists	15	30	32	-15	-17	588	572	615	+16	+3	-27	-4	588	572	615	+16	+3	-27	-4
Car users	164	172	150	-8	+14	1 563	1 414	1 622	+149	+11	-59	-4	1 563	1 414	1 622	+149	+11	-59	-4
HGV users	6	5	2	+1	+4	48	44	36	+4	+9	+12	+33	48	44	36	+4	+9	+12	+33
Under 18 years old	4	18	10	-14	-6	156	186	153	-30	-16	+3	+2	156	186	153	-30	-16	+3	+2
18 to 24 years old	44	42	46	+2	-2	552	505	549	+47	+9	+3	+1	552	505	549	+47	+9	+3	+1
65 years old and over	82	86	83	-4	-1	875	770	849	+105	+14	+26	+3	875	770	849	+105	+14	+26	+3
On the road network																			
Urban area	88	105	104	-17	-16	1 034	963	1 037	+71	+7	-3	+0	1 034	963	1 037	+71	+7	-3	+0
Rural	157	166	161	-9	-4	1 926	1 733	1 944	+193	+11	-18	-1	1 926	1 733	1 944	+193	+11	-18	-1
Motorway	31	27	19	+4	+12	300	248	263	+52	+21	+37	+14	300	248	263	+52	+21	+37	+14

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

ns: non-significant change

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

Labelled series (final data until 2020, near final data 2021), 2022 estimate based on data as of 26/01/2023

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.

December

	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 2020, near final data 2021), 2022 provisional data as of 26/01/2023

In December 2022

In urban areas, the trend in injured is decreasing compared to 2021 for all users. Injury trends are also decreasing compared to 2019, except for motorized PMDs injured which are increasing.

In rural areas, the trend in injured is down for most users compared to 2021, with only motorcyclists and heavy goods vehicle users showing an increase. The trend is also down compared to 2019 for all users, especially for pedestrians and cyclists.

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 2020, near final data 2021), 2022 provisional data as of 26/01/2023

Since the beginning of 2022

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

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

On motorways, the number of injured is lower than in 2019.

On a rolling 12 months

Cumulative from 2021 to December 2022, compared to the year 2019

	Urban area	Rural	Motorway
Pedestrians	-15%	-5%	
PMDs motorized	+213%	ns	
Cyclists	+12%	+17%	
Moped riders	-15%	+1%	
Motorcyclists	-19%	+2%	-8%
Car users	-13%	-5%	-13%
HGV users	+3%	+3%	-12%

ns: non-significant change

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

Labelled series (final data until 2020, near final data 2021), 2022 provisional data as of 26/01/2023

Over the last 12 months

In urban areas, the evolution of injured in motorized PMDs 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 increases by +12% while the number of injured pedestrians and motorcyclists decreases by -15% and -19%.

In rural areas, the largest increase in injured over the past 12 months compared to 2019 is for cyclists, with a 17% increase. The trend for pedestrian and car users injured is slightly down 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.

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The "urban area" road network refers to the lanes between the entrance and exit signs of a municipality.

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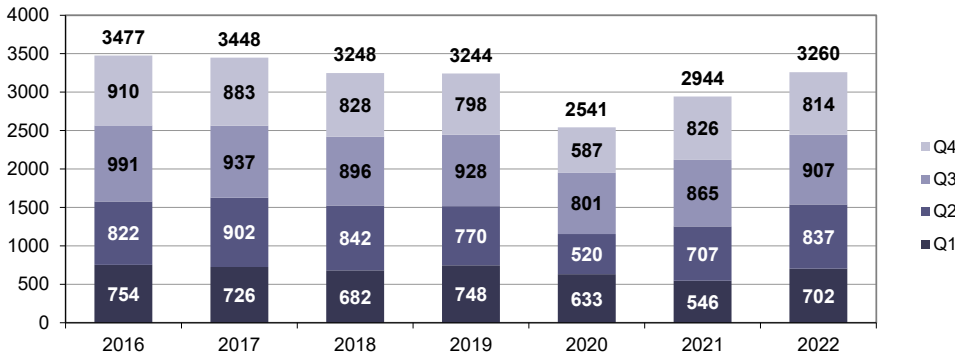
The "motorway" network concerns the traffic lanes with motorway status, indicated by blue signs.

Road traffic fatalities variation by quarterly for each year

	Q1					Q2					Q3					Q4				
	2022	2021	2019	2022-2021	2022-2019	2022	2021	2019	2022-2021	2022-2019	2022	2021	2019	2022-2021	2022-2019	2022	2021	2019	2022-2021	2022-2019
Accidents	11 717	10 512	12 514	+11%	-6%	14 310	13 800	14 246	+4%	+0%	13 415	14 897	14 667	-10%	-9%	13 053	14 331	14 589	-9%	-11%
Fatalities	702	546	748	+29%	-6%	837	707	770	+18%	+9%	907	865	928	5%	-2%	814	826	798	-1%	2%
Injured	14 401	12 896	15 441	+12%	-7%	17 902	17 153	17 952	+4%	-0%	17 028	19 218	18 724	-11%	-9%	16 369	17 790	18 373	-8%	-11%

Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
 Labelled series (definitive until 2020, quasi-definitive2021), 2022 estimate based on data as of 26/01/2023

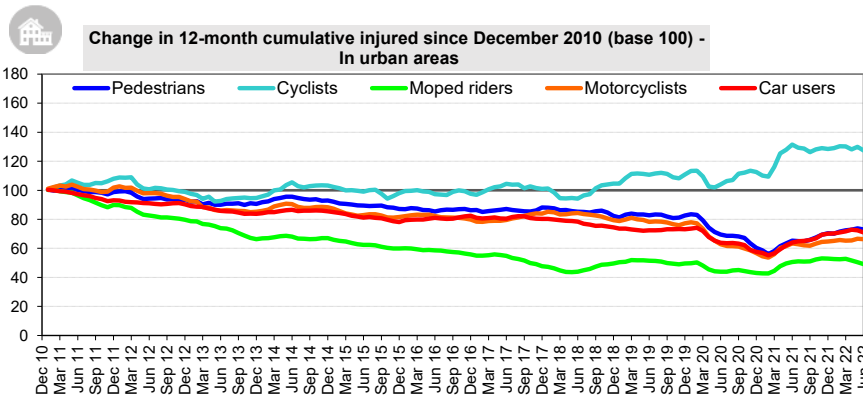
Road fatalities in the **4th quarter of 2022** amounted to **814 fatalities**, -1% lower than in the 4th quarter of 2021 (826 fatalities) and **2% higher than in the 4th quarter of 2019** (798 fatalities), the pre-pandemic reference. The increase mainly concerns cyclists and pedestrians to a lesser extent: 52 cyclists and 153 pedestrians were killed in the 4th quarter of 2022, i.e. an increase of +44% and +6% respectively compared to the 4th quarter of 2019. A decrease is to be noted for moped riders, motorcyclists and car users: 30 moped riders, 96 motorcyclists and 406 car users were killed in the 4th quarter of 2022, i.e. a decrease of -21%, -8% and -7% respectively compared to the 4th quarter of 2019.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
 Labelled series (definitive until 2020, quasi-definitive2021), 2022 estimate based on data as of 26/01/2023

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).

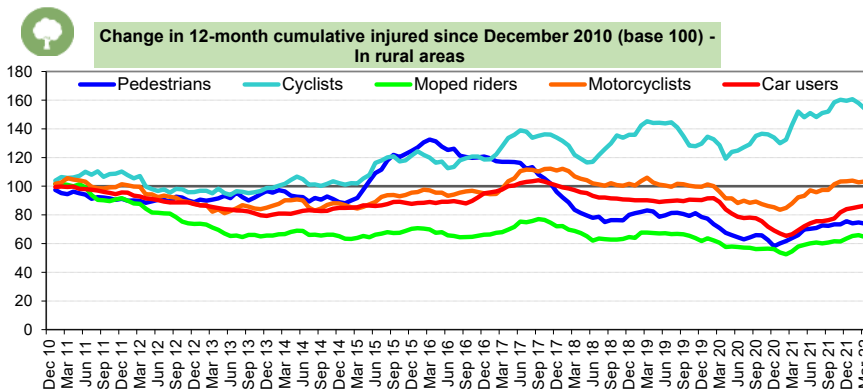


Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
 Labelled series (definitive until 2020, quasi-definitive2021), 2022 estimate based on data as of 26/01/2023

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 beginning of 2020, the trend has since increased but remains below the pre-pandemic level. The trend in pedestrian injured has been stable since March 2022, while the trend in motorcycle and car users injured has been declining.

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 2020, quasi-definitive2021), 2022 estimate based on data as of 26/01/2023

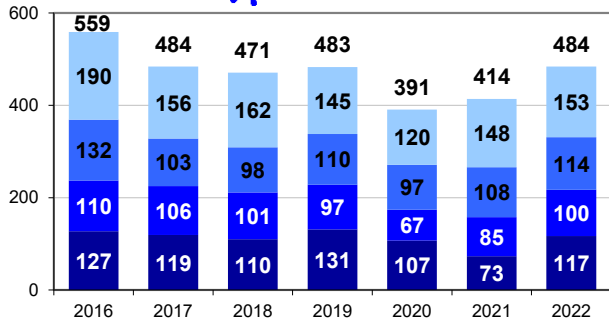
In rural areas, the trend in **pedestrians** injured experienced a sharp increase with a flat between September 2015 and June 2017 ; since then the trend has decreased and stabilised.

The trend in **cyclists** injured is stable until March 2015 and increase until March 2022, without abnormal decline during the pandemic period.

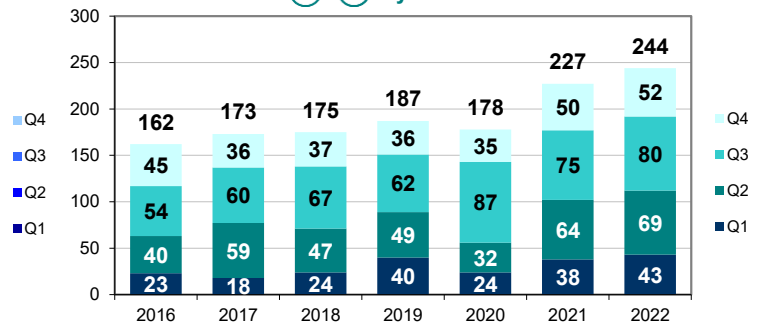
The trend in **motorcyclists** and **car users** injured, increase slightly since 2010, until June 2017 and decrease until the 2020 pandemic period. The trend has since increased but remains below the pre-pandemic trend for car users.

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

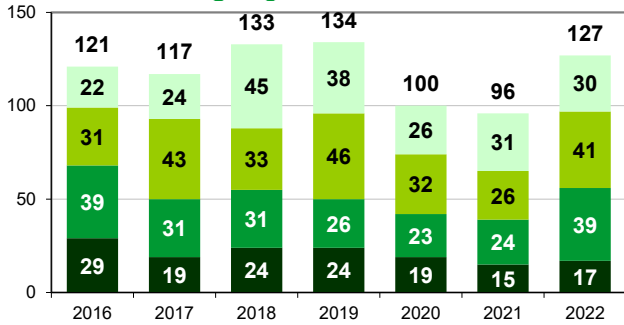
 **Pedestrians**



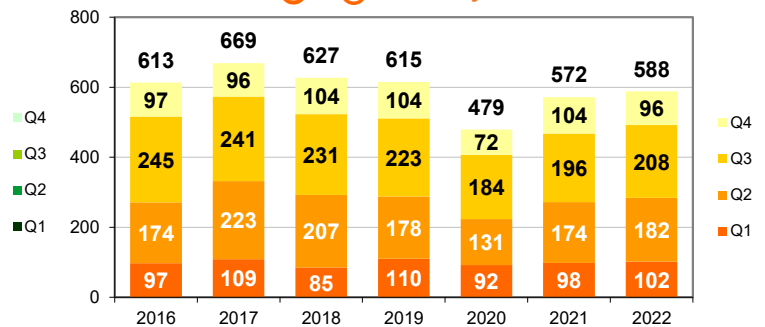
 **Cyclists**



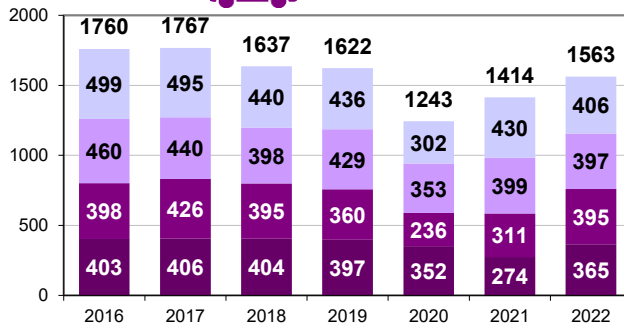
 **Moped riders**



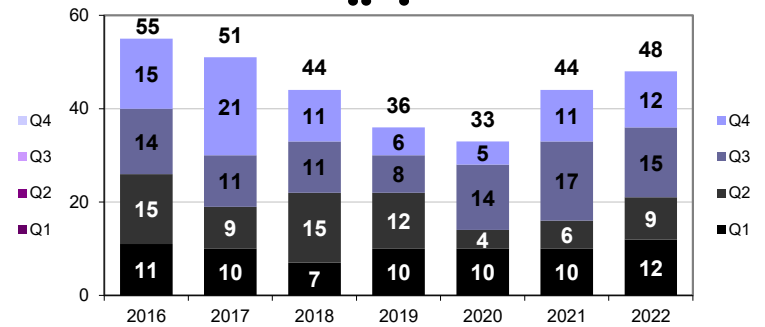
 **Motorcyclists**



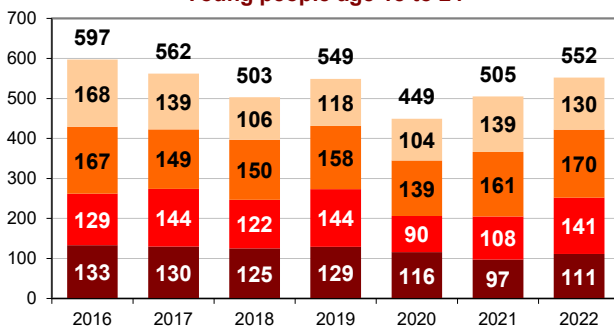
 **Car users**



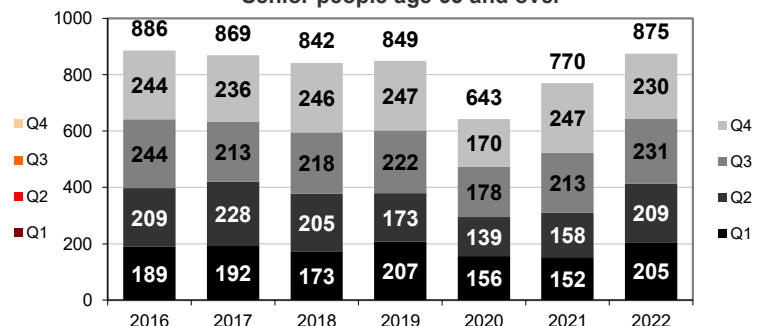
 **HGV users**



Young people age 18 to 24

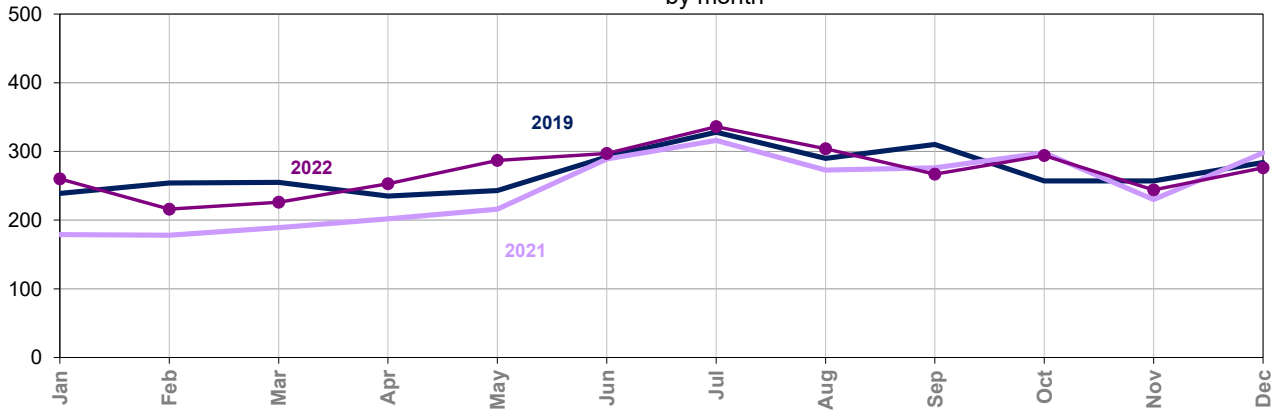


Senior people age 65 and over



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
 Labelled series (definitive until 2020, quasi-definitive 2021), 2022 estimate based on data as of 26/01/2023

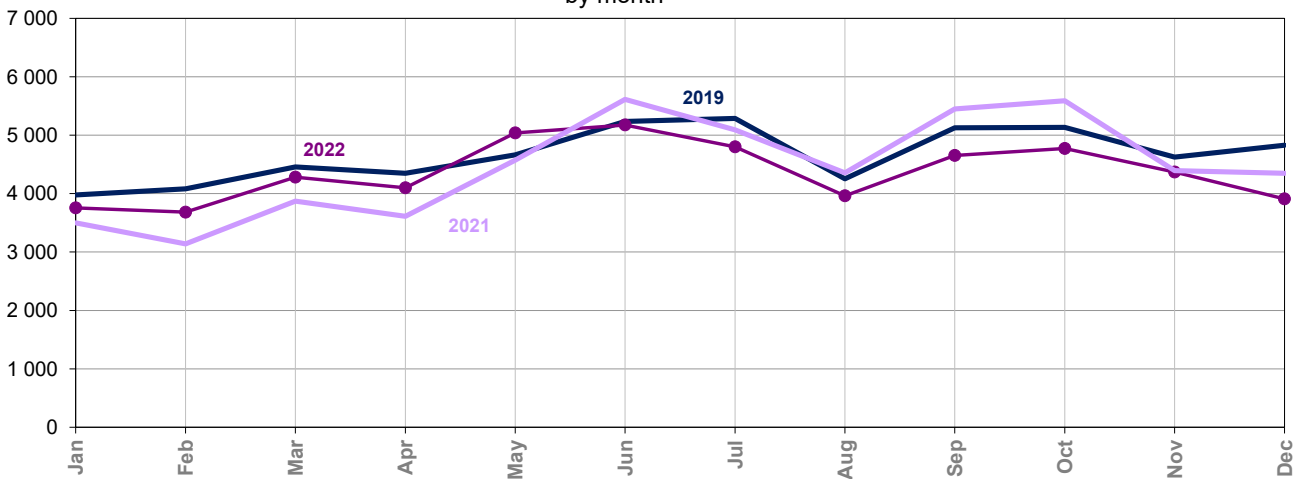
Fatalities within 30 days by month



	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	216	226	253	287	297	336	304	267	294	244	276

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2020, near final data 2021), 2022 estimate based on data as of 26/01/2023

Injury accidents by month

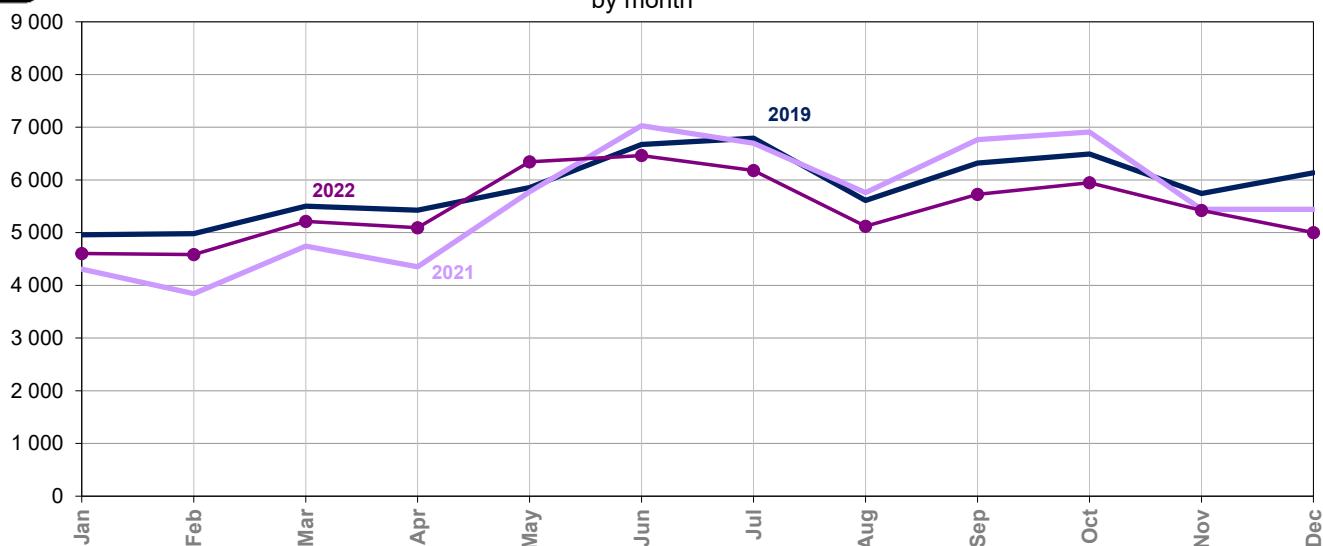


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	4 912	4 357	5 333	5 744	6 098	5 722	5 415	4 748	5 976	5 995	5 253	5 471
2012	4 900	3 810	5 034	4 426	5 193	5 597	5 275	4 398	5 685	5 898	5 175	5 046
2013	4 259	3 755	3 887	4 420	4 503	5 376	5 509	4 341	5 493	5 381	4 989	4 899
2014	4 649	4 091	4 609	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	3 754	3 683	4 280	4 098	5 038	5 174	4 800	3 962	4 653	4 773	4 370	3 910

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2020, near final data 2021), 2022 estimate based on data as of 26/01/2023

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	4 604	4 584	5 213	5 095	6 345	6 462	6 180	5 121	5 727	5 947	5 423	4 999

Data source : ONISR - Data on injury accidents recorded by police forces - Geographical area : France mainland
Labelled series (final data until 2020, near final data 2021), 2022 estimate based on data as of 26/01/2023

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.

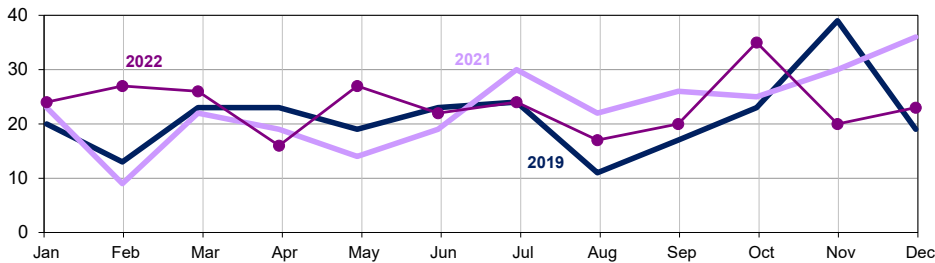
The statistical methods are specified on the ONISR website:

<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 **December 2022**, the accident indicators for french overseas are **lower** than in December **2021** and **higher** than in December **2019**:
262 injury accidents (218 in the DOM and 44 in the COM-NC) against 286 injury accidents in December 2021 (239 and 47 respectively);
356 injured (284 in the DOM and 72 in the COM-NC) against 372 injured in December 2021 (322 and 50 respectively);
23 fatalities (13 in the DOM and 10 in the COM-NC) compared to 36 fatalities in December 2021 (27 and 9 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 *	-7%	-1%	
PTW *	+0%	+6%	+53%
Car users	+7%	+11%	+12%

* 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 26/01/2023

Month report

262 injury accidents
in December

- 24 compared with 2021
+ 4 compared with 2019

356 injured
in December

- 16 compared with 2021
+ 23 compared with 2019

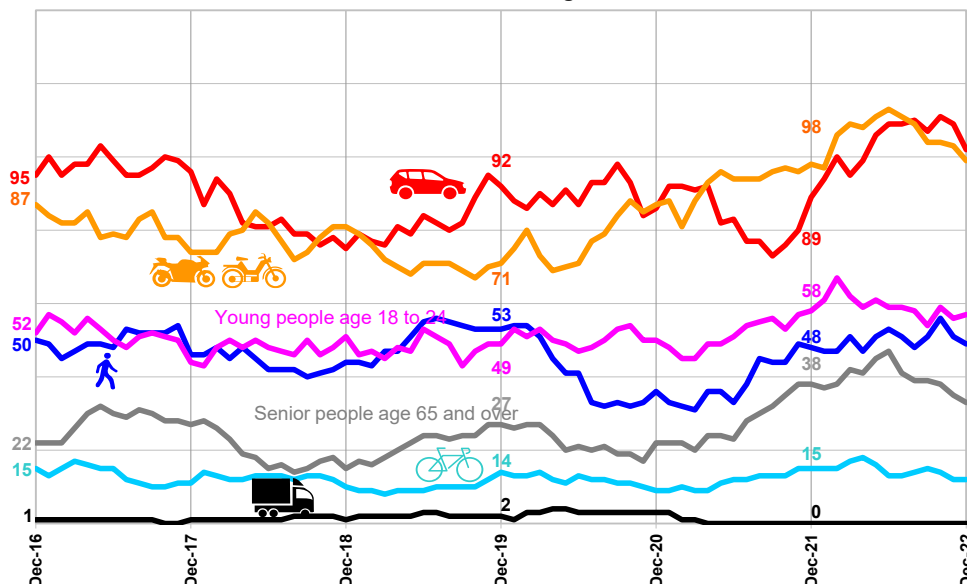
23 fatalities
in December

- 13 compared with 2021
+ 4 compared with 2019

	December			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	262	286	258	- 24	-8	+ 4	+2	2 921	2 978	2 623	- 57	-2	+ 298	+11
Fatalities	23	36	19	- 13	-36	+ 4	ns	281	275	239	+ 6	+2	+ 42	+18
Injured	356	372	333	- 16	-4	+ 23	+7	3 823	3 769	3 412	+ 54	+1	+ 411	+12

* Cumulative 12 months from 2021 to December 2022, cumulative 12 months from 2020 to December 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 26/01/2023

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



Number users fatalities cumulated on a rolling 12 months, in

December 2022

% compared with 2019

Car users
102 ; +11%

PTW
99 ; +39%

Pedestrians
49 ; -8%

Young people
57 ; +16%

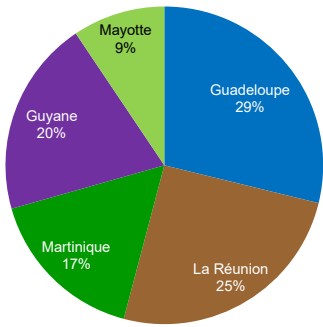
Senior people
33 ; +22%

Cyclists
12 ; ns

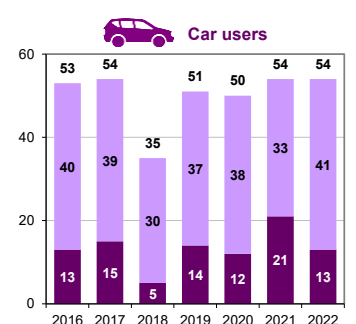
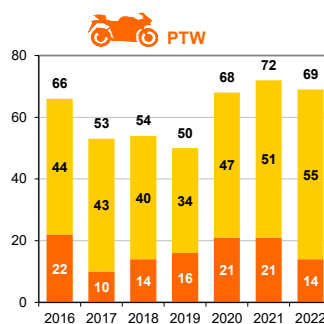
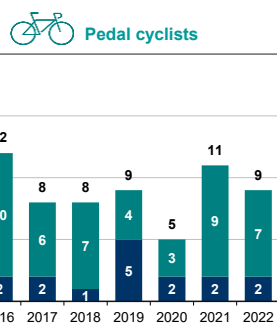
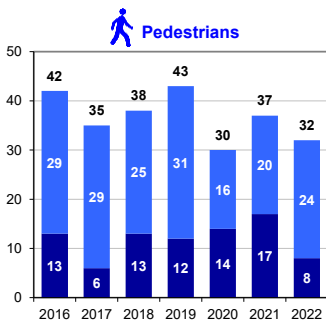
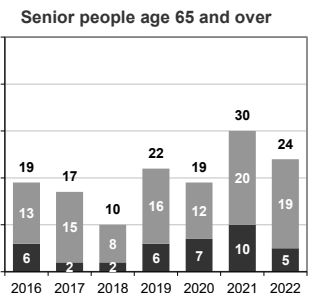
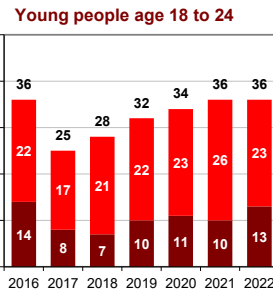
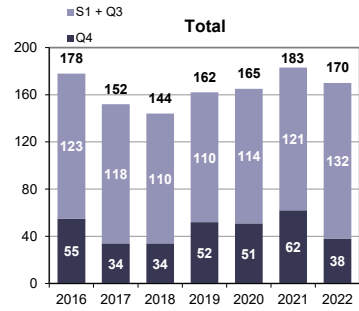
HGV users
0 ; ns

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

French overseas counties

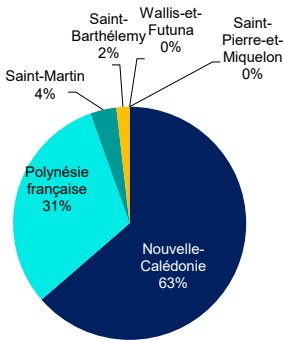


170 fatalities in 2022

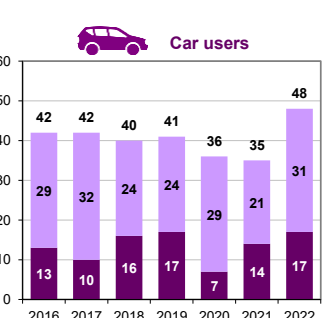
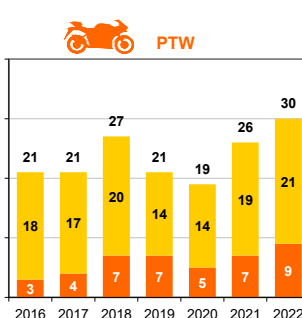
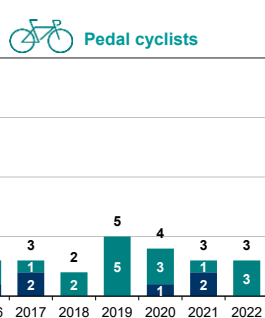
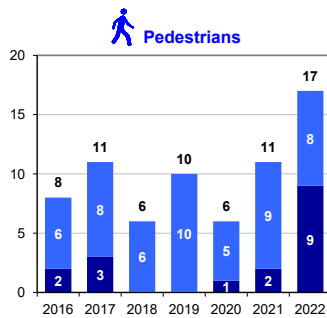
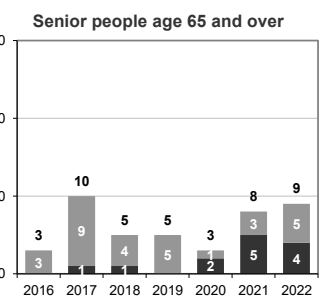
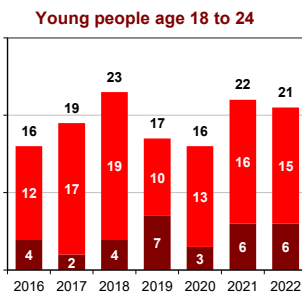
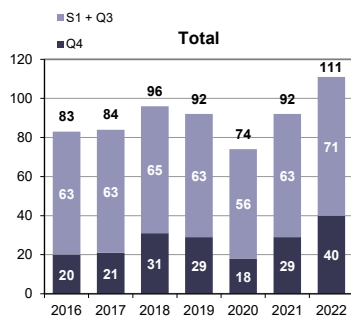


Data source: ONISR - Data on injury accidents recorded by the police forces - Geographic scope: DOM
Labelled series (final data until 2021), provisional data 2022 stopped on 26/01/2023

French overseas local authorities and New-Caledonia



111 fatalities in 2022



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 26/01/2023