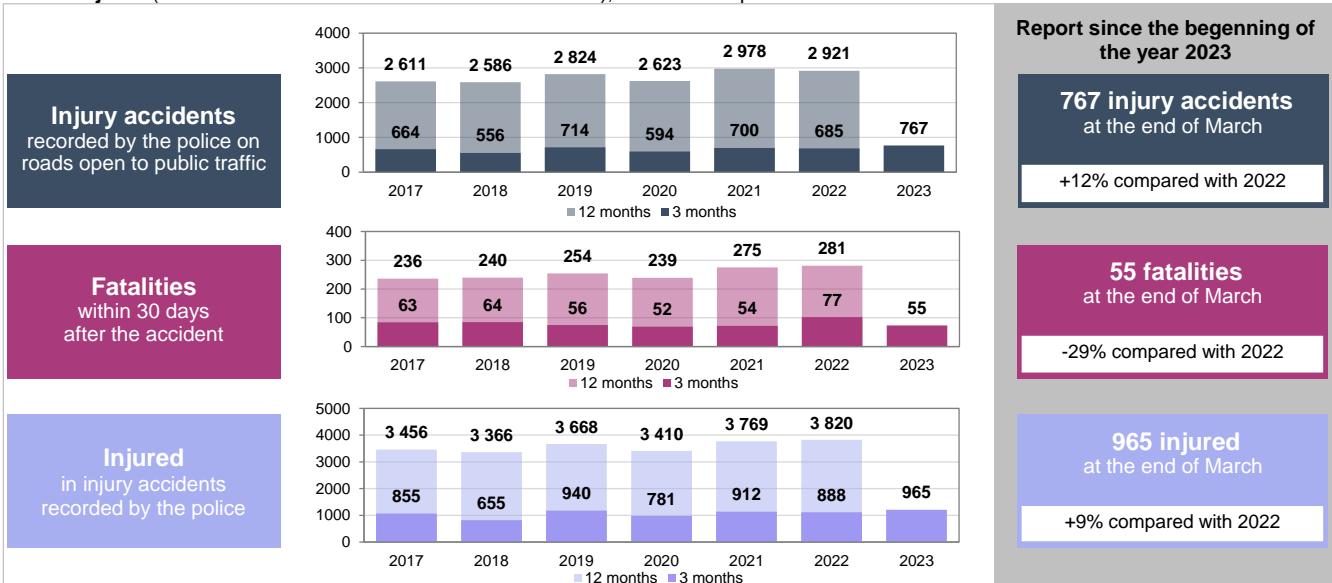


In **March 2023**, the police recorded 268 injury accidents for french overseas, 8% more than in 2022. In these accidents, there were:
17 fatalities (11 in the DROMs and 6 in the other territories), i.e. -35% compared to 2022;
340 injured (291 in the DROMs and 49 in the other territories), i.e. +8% compared to 2022.



Report since the beginning of the year 2023

767 injury accidents
at the end of March

+12% compared with 2022

55 fatalities
at the end of March

-29% compared with 2022

965 injured
at the end of March

+9% compared with 2022

	March*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
Tués	17	-35%	55	-29%	259	-13%
Blessés BAAC	340	+8%	965	+9%	3 897	+4%

* March 2023 compared with March 2022

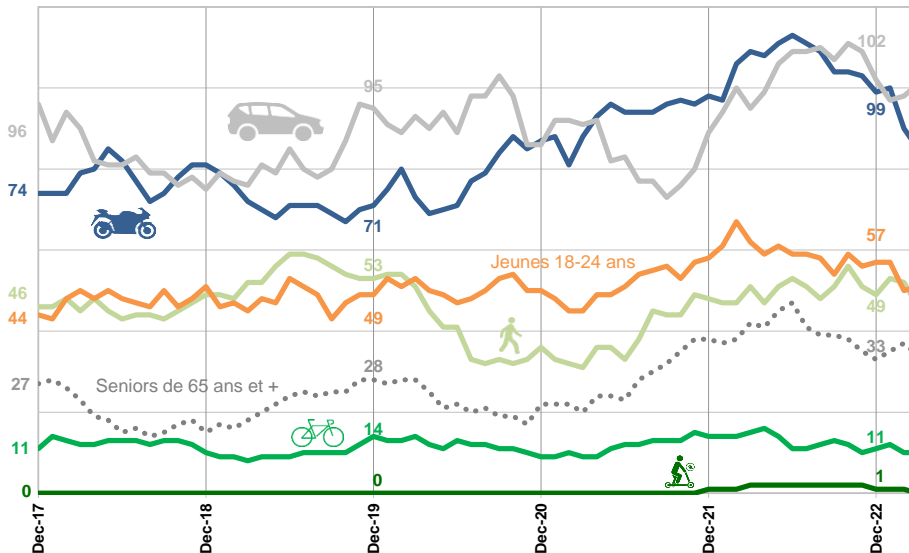
** Cumulative 3 months from January 2022 to March 2023 compared with cumulative 3 months from January 2022 to March 2022

*** Cumulative 12 months from April 2022 to March 2023 compared with cumulative 12 months from April 2021 to March 2022

Source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : DOM, COM-NC

Definitive data until 2021, quasi-definitive 2022, provisional BAAC data stopped on 2023/04/06 for the year 2023

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



Number of users fatalities cumulated on a rolling 12 months, in

March 2023

% compared with 2019

Car users

101 ; +6%

PTW

85 ; +20%

Young adults

51 ; +4%

Pedestrians

46 ; -13%

Senior people

34 ; +21%

Cyclists

10 ; ns

PMDs motorized users

0 ; ns

Change in cumulative injured over the last 12 months compared to the same period last year

	Urban area	Rural	Motorway
Soft modes *	+2%	+10%	
PTW *	-10%	-8%	-38%
Car users	+7%	+20%	+7%

* Soft modes : Pedestrians, PMDs, Cyclists - PTW : Moped riders, Motorcyclists

ns : non significative trend

Source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : DOM, COM-NC

Definitive data until 2021, quasi-definitive data 2022, provisional BAAC data stopped on 2023/04/06 for the year 2023

Detailed table for March 2023 compared to the same period last year

The decrease in the number of fatalities and the increase in the number of injured recorded by the police this February 2023 also corresponds to the **trend observed over the last three months**, of a **decrease in fatalities** and an **increase in injured**, both in the **overseas counties and regions (-39% of fatalities and +2% of injured recorded)** and in the **other overseas territories (-16% of fatalities and +12% of injured recorded)**.

French overseas counties (DROM)

	March		Last 3 months**				Last 12 months***			
	Fatalities	Injured BAAC	Fatalities		Injured BAAC		Fatalities		Injured BAAC	
	Number	Number	Number	Difference	Number	Difference	Number	Difference	Number	Difference
Total	11	291	32	-13	824	+82	157	-36	3 295	+165

By mode of travel

Pedestrians	1	42	7	+0	105	+8	32	-7	398	-15
PMDs motorized		2	0	+0	7	+0	0	-1	31	+14
Cyclists	1	10	2	-2	37	+6	7	-4	157	+19
PTW	3	103	9	-11	283	+16	58	-20	1 148	-132
Car users	5	106	12	-1	332	+35	53	-1	1 354	+184

** Cumulative 3 months from January 2023 to March 2023 compared with cumulative 3 months from January 2022 to March 2022

*** Cumulative 12 months from April 2022 to March 2023 compared with cumulative 12 months from April 2021 to March 2022

Source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : DOM

Definitive data until 2021, quasi-definitive 2022, provisional BAAC data stopped on 2023/04/06 for the year 2023

French overseas local authorities and New-Caledonia

	March		Last 3 months**				Last 12 months***			
	Fatalities	Injured BAAC	Fatalities		Injured BAAC		Fatalities		Injured BAAC	
	Number	Number	Number	Difference	Number	Difference	Number	Difference	Number	Difference
Total	6	49	23	-9	141	-5	102	-3	602	-13

By mode of travel

Pedestrians	0	2	0	-3	13	+1	14	+2	54	+6
PMDs motorized	0	1	0	-1	1	+1	0	-1	2	-1
Cyclists	0	2	1	+1	6	-5	3	-1	30	-3
PTW	3	11	6	-3	38	+1	27	-4	160	-19
Car users	2	24	15	+0	64	+0	48	+7	265	+15

** Cumulative 3 months from January 2023 to March 2023 compared with cumulative 3 months from January 2022 to March 2022

*** Cumulative 12 months from April 2022 to March 2023 compared with cumulative 12 months from April 2021 to March 2022

Source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : COM-NC

Definitive data until 2021, quasi-definitive 2022, provisional BAAC data stopped on 2023/04/06 for the year 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.

Powered two-wheelers include mopeds (less than 50 cc and with a maximum design speed not exceeding 45 km/h, including scooters less than 50 cc) and motorbikes (more than 50 cc, including scooters more than 50 cc).

Car users are light vehicles (LDVs); vans are not included in this category.

Data processing methods for French overseas territories

The BAAC file (Bulletin of Analysis of Road Traffic Accidents recorded by the Police Forces) includes injury accidents as defined in the decree of 27 March 2007 on the conditions for compiling statistics. The ONISR, which is responsible for the administration and dissemination of accident statistics under the terms of the decree of 15 May 1975 relating to the CISR, has long specified the methods for taking accidents into account.

The monthly barometer

The monthly barometer for a given month concerns accidents occurring up to the end of that month and is compiled and published the following month.

The data are produced from accidents recorded in the TRAXy information system concerning BAAC data currently being entered, transmitted within 48 hours by the police to the ONISR.

The export from TRAXy is carried out at a date specified in the source; the results are provisional. No estimate is calculated on these data, which are small in number.

Labelling

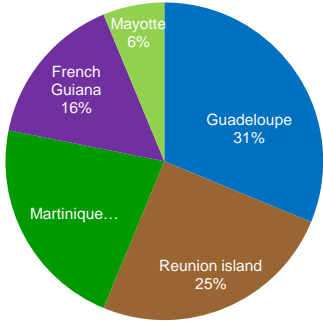
The Public Statistics Authority has certified the main accident indicators from the BAAC file (France mainland and french overseas counties) for the quasi-definitive data for year N published at the end of January of year N+1, and the definitive data published from May of year N+1. For the years prior to 2021, the dashboard includes labelled data.

The statistical methods are specified on the ONISR website:

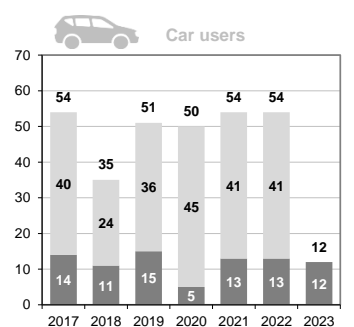
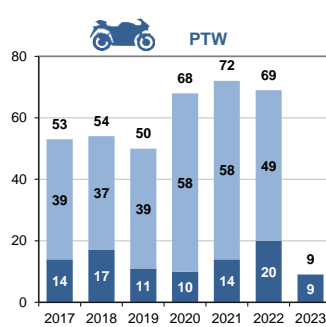
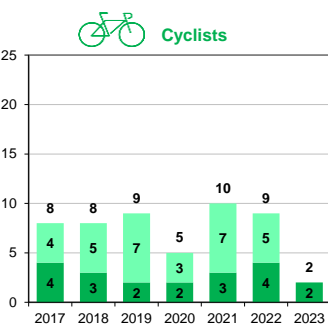
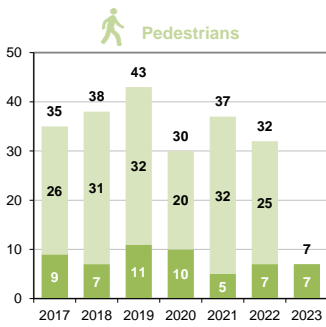
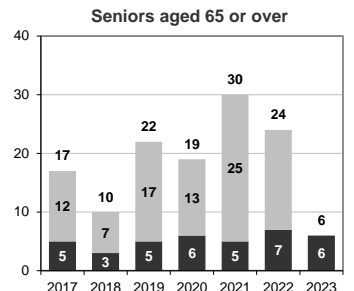
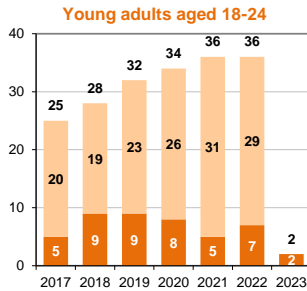
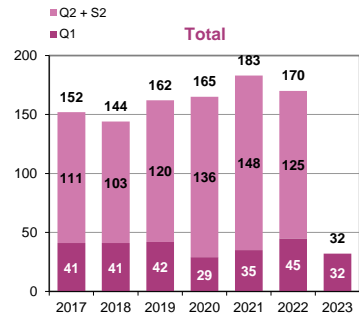
<https://www.onisr.securite-routiere.gouv.fr/en/data-tools>.

Trends in fatalities by mode of travel by quarter for each year

French overseas counties

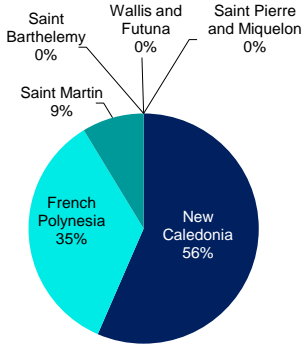


32 fatalities in 2023

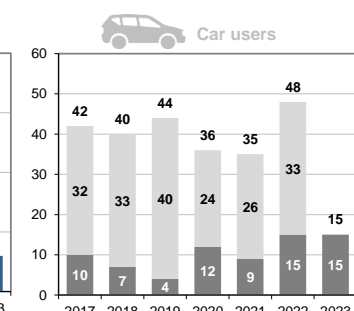
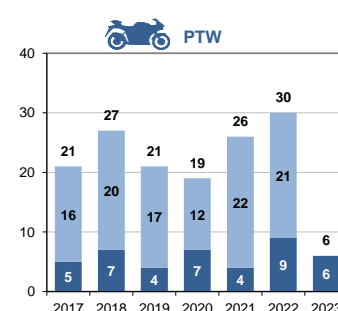
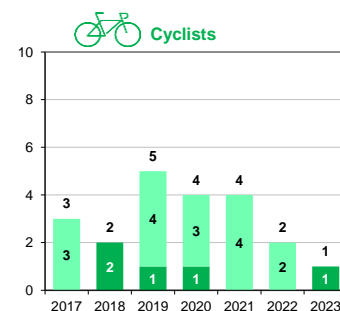
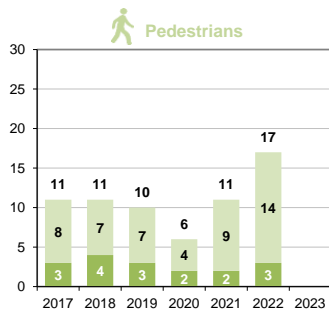
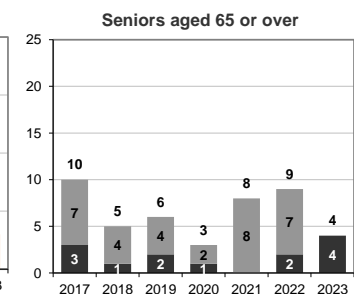
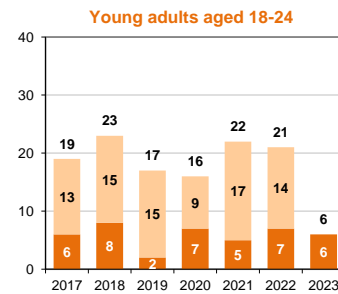
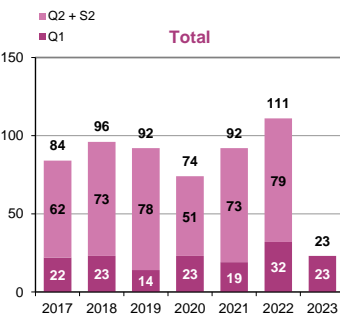


Source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : DOM
Definitive data until 2021, quasi-definitive 2022, provisional BAAC data stopped on 2023/04/06 for the year 2023

French overseas local authorities and New-Caledonia



23 fatalities in 2023



Source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : COM-NC
Definitive data until 2021, quasi-definitive 2022, provisional BAAC data stopped on 2023/04/06 for the year 2023