

In March 2023, 3,777 injury accidents were recorded by the police, i.e. 12% fewer than in 2022.

It is estimated that 195 people died in March 2023 on the roads of mainland France, compared with 226 in March 2022, i.e. a drop of 14%. In particular, there was a drop in the number of cyclists fatalities (-10 killed), car users (-11%) and young people (-51%). The number of pedestrians and powered two-wheelers users fatalities was stable.

1,031 people were seriously injured, i.e. -15% compared to March 2022 (according to the estimation method developed by the ONISR on the basis of work by the Gustave Eiffel University). The fall in the number of seriously injured in March is broken down by mode of travel.

The trend over the first quarter is down compared to the first quarter of 2022: the number of fatalities is 9% lower and the number of seriously injured is 6% lower.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
Labelled series for fatalities (definitives until 2021, quasi-definitives 2022), ONISR-UGE estimations for seriously injured, 2023 estimate based on data as of 2023/04/06

Summary table of the month of March 2023 compared to the same period last year

	March*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
Fatalities	195	-14%	641	-9%	3 199	+3%
Seriously injured	1 031	-15%	3 001	-6%	15 723	-3%

* March 2023 compared with March 2022

** 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

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Labelled series for fatalities (definitives until 2021, quasi-definitives 2022), ONISR-UGE estimations for seriously injured, 2023 estimate based on data as of 2023/04/06

Note: A comparison of the last 12 months (April 2022 to March 2023) with the previous 12 months (April 2021 to March 2022) shows an increase in the number of fatalities, which is explained in particular by the COVID-related travel restrictions in force in the first half of 2021 (notably curfew).

Information on injury accidents is recorded by law enforcement agencies, which are not systematically informed when the accident is not fatal. Therefore, the estimate of seriously injured people (according to the M.AIS3+ medical definition) is based on the findings of the police forces corrected by the ONISR-Université Gustave Eiffel model (Rhône Register).

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 1,524 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 470 pedestrians have died in the last 12 months compared to 483 in the entire year 2019.

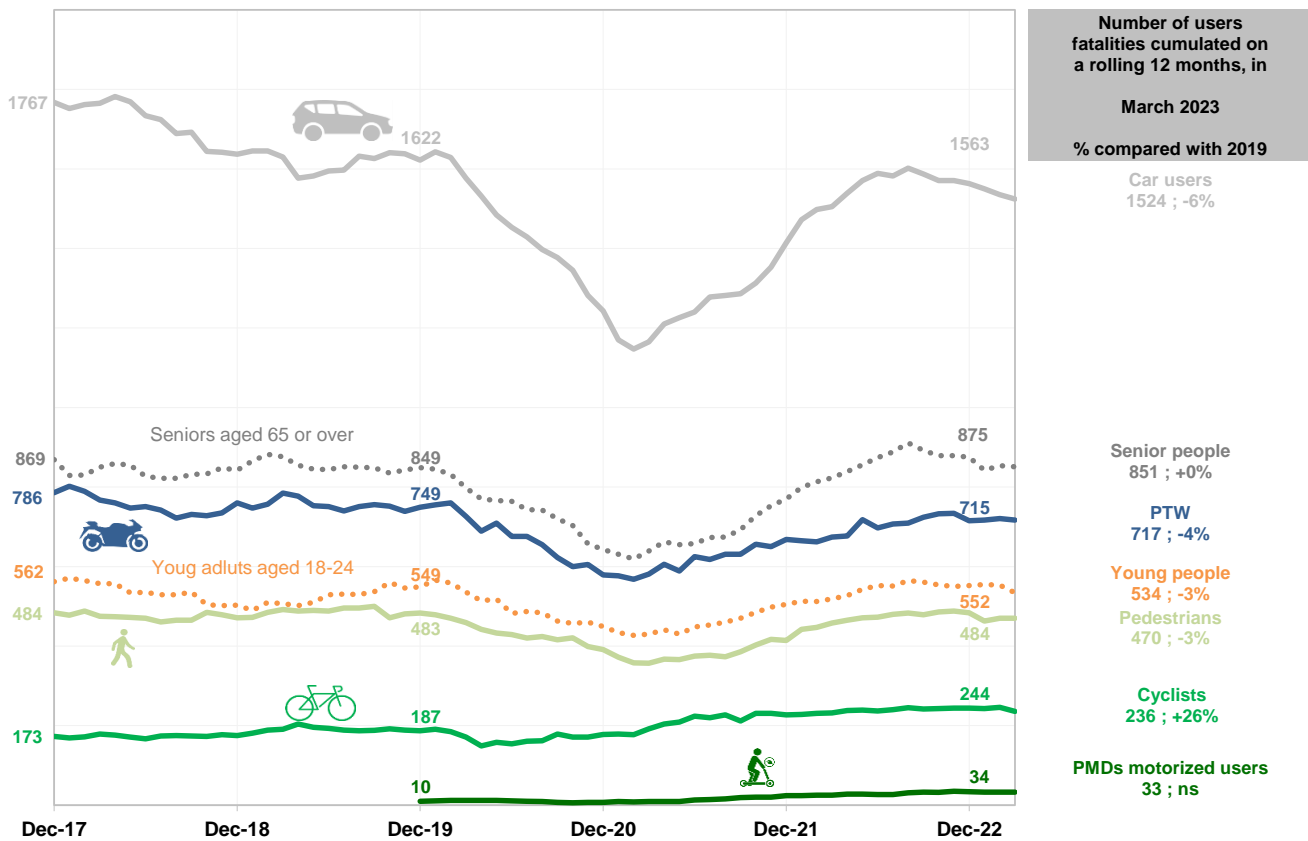
The fatalities of **powered two-wheeler** over the past 12 months are still lower than in 2019 but are approaching the same level with 717 fatalities in the last 12 months compared to 549 fatalities in 2019.

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 534 fatalities compared to 549 fatalities over 2019.

Fatalities among seniors citizens **aged 65 or over** stands at 851 people killed in the last 12 months, a level similar to that observed between between 2015 and 2019.

Cycling fatalities over the last 12 months are well above the level of 2019: 236 cyclists have died in the last 12 months, i.e. +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.

Fatalities in **motorized PMDs** continue to rise, with 33 people killed in the last 12 months.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
 Labelled series for fatalities (definitives until 2021, quasi-définitives 2022), 2023 estimate based on data as of 2023/04/06

Evolution of the number of users seriously injured 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.

Powered two-wheeler represent more than a third of those seriously injured, with an estimated 5,200 seriously injured over the last 12 months, compared with 5,700 for the whole of 2019.

Car users represent a little less than a third of those seriously injured, over the last 12 months they are estimated to be 4,800 seriously injured compared to 5,200 for the whole of 2019.

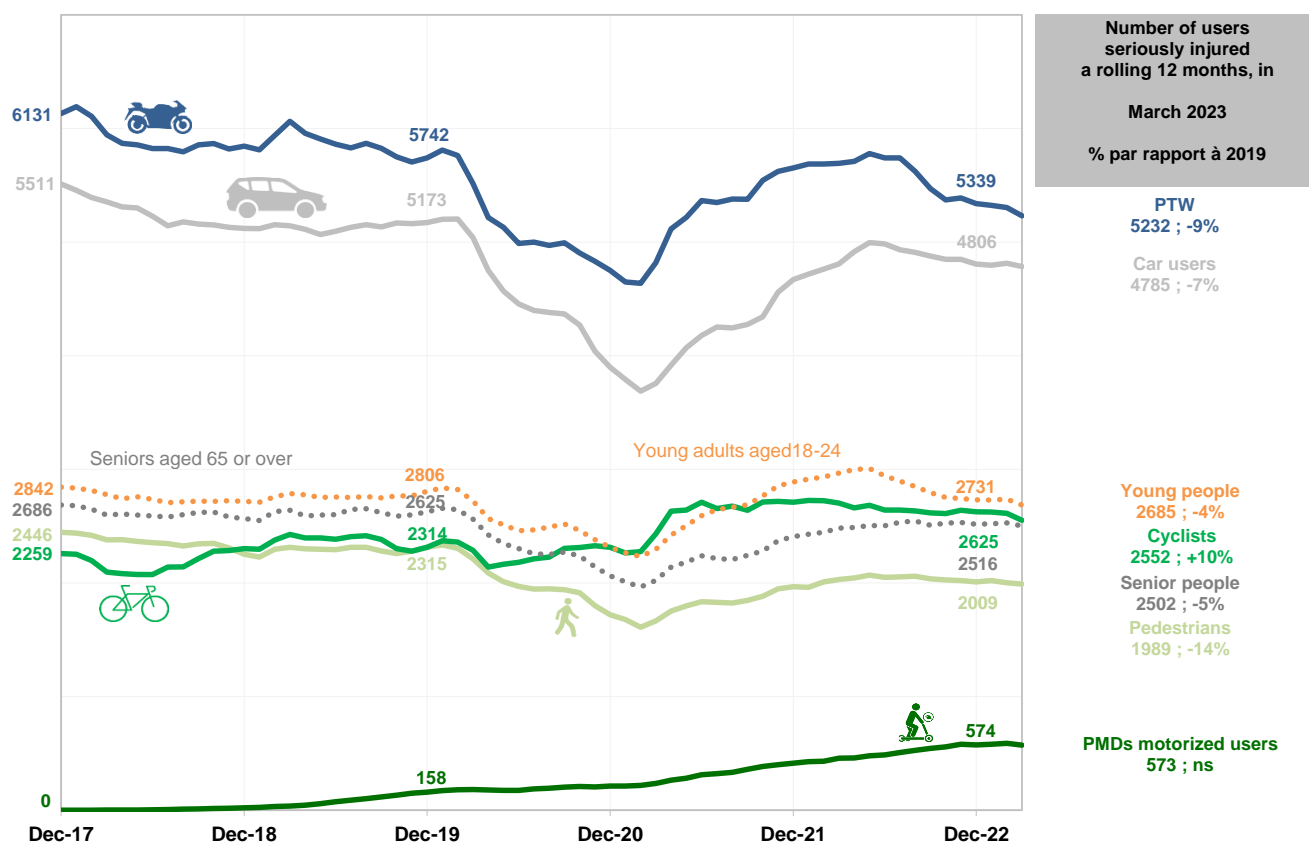
The number of seriously injured **18-24 year olds**, at high risk of severe road crashes, has fallen over the last 12 months, with 2,700 seriously injured compared to 2,800 over 2019.

The number of seriously injured people **aged 65 or over** would be 2,500 seriously injured in the last 12 months, compared to 2,600 for the whole of 2019.

The number of **cyclists** seriously injured over the last 12 months is well above the figure for 2019: 2,600 cyclists are thought to have been seriously injured over the last 12 months, i.e. +10% compared to 2019. In fact, 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.

The number of seriously injured **pedestrians** has remained stable over the past year and is lower than in 2019: an estimated 2,000 pedestrians have been seriously injured over the past 12 months, compared to 2,300 for the whole of 2019.

The number of seriously injured **PMDs motorized** users continues to rise, with 600 seriously injured in the last 12 months.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
ONISR-UGE estimations for seriously injured, 2023 estimate based on data as of 2023/04/06

Serious victims in 2023 by mode of travel and road network

Over the last 3 months

In urban areas, the trend is **down**, especially for the car users. Only the numbers of seriously injured **pedestrians and PMDs motorized users** are increasing.

In rural areas, the trend is **down**. Only the numbers of **PMDs motorized users killed** and **car users seriously injured** are stable.

On motorways, the trend for powered two-wheelers is **up**, while that for car users is **down**.

Last 3 months (2023 compared with 2022)

	Urban area		Rural		Motorway	
	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation
Pedestrians	↓	↗	↓	↓	↓	
PMDs motorized	→	↗	→	↓		
Cyclists	↓	↓	↓	↓		
PTW	↓	↓	↓	↓	↗	↗
Car users	↓	↓	↓	→	↓	↓

ns : non-significant variation

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Labelled series for fatalities (definitives until 2021, quasi-definitives 2022), ONISR-UGE estimations for seriously injured, 2023 estimate based on data as of 2023/04/06

Over the last 12 months

In urban areas, the number of **seriously injured on PMDs motorized** has increased over the last 12 months compared to the previous 12 months, and this mode of transport has become more widespread. The number of cyclist, powered two-wheeler and car users **fatalities** is on the **rise**.

In rural areas, the greatest **increase in fatalities and seriously injured** in the last 12 months compared to the previous 12 months concerns **PMDs motorized users and pedestrians**.

On motorways, the greatest increase was for **pedestrians and car users killed**.

Last 12 months

Cumulative from April 2022 to March 2023, compared to the same period last year

	Urban area		Rural		Motorway	
	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation	Fatalities variation	Seriously injured variation
Pedestrians	-8%	-5%	+11%	-3%	+51%	
PMDs motorized	+5%	+19%	+167%	+82%		
Cyclists	+4%	-4%	-1%	-8%		
PTW	+12%	-8%	+3%	-8%	-8%	-10%
Car users	+3%	-7%	-1%	+1%	+13%	+6%

ns : non-significant variation

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Labelled series for fatalities (definitives until 2021, quasi-definitives 2022), ONISR-UGE estimations for seriously injured, 2023 estimate based on data as of 2023/04/06

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 (PTW) 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.

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.

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

The recent trend (last 3 months) is a decrease of -9% for fatalities and -6% for seriously injured.

The number of serious victims is decreasing for all modes of transport except for powered two-wheelers users (in slight increase).

With regard to age, the decrease in the number of serious victims is mainly concentrated among seniors.

The number of serious victims fell on rural areas and in urban areas, but increased significantly on motorways.

	March		Last 3 months**				Last 12 months***			
	Fatalities	Seriously injured	Fatalities		Seriously injured		Fatalities		Seriously injured	
	Number	Number	Number	Variation	Number	Variation	Number	Variation	Number	Variation
Total	195	1 031	641	-9%	3 001	-6%	3 199	+3%	15 723	-3%

By mode of travel

Pedestrians	33	151	103	-12%	494	-4%	470	+3%	1 989	-2%
PMDs motorized	1	37	4	-20%	108	-1%	33	+32%	573	+25%
Cyclists	7	155	35	-19%	420	-15%	236	+2%	2 552	-6%
PTW	53	336	121	+2%	878	-11%	717	+6%	5 232	-8%
Car users	88	307	326	-11%	967	-2%	1 524	+1%	4 785	+0%

By age

Under 18 years	11	163	35	+35%	450	-9%	165	-6%	2 323	-6%
Young adults aged 18-24	18	175	93	-16%	523	-8%	534	+3%	2 685	-10%
Seniors aged 65 or over	52	162	181	-12%	501	-3%	851	+3%	2 502	+1%

On the road network

Urban area	53	478	198	-9%	1 458	-6%	1 014	+1%	7 147	-4%
Rural	123	469	381	-9%	1 300	-10%	1 888	+2%	7 451	-3%
Motorway	19	84	63	-3%	243	+13%	298	+16%	1 125	+5%

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

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

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.

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Data processing methods for France mainland

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.

Method of adjusting injuries

In order to comply with European statistical standards, the ONISR produces a new series of data on injuries for France mainland. It also integrates the AIS scale of injury severity (light or moderate, serious). These data are determined by a new method established jointly by the Gustave Eiffel University (UGE) and the ONISR. This method is based in particular on recent data relating to injuries recorded by the police, but aims to estimate the actual number of people injured in road accidents who are treated by hospital services: <https://www.onisr.securite-routiere.gouv.fr/etudes-et-recherches/victimes/blessures/methode-de-redressement-du-nombre-de-blesses-de-la-route> (in french).

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.

Estimates are produced on the basis of accidents recorded in the TRAxY information system concerning BAAC data currently being entered, transmitted within 48 hours by the police to the ONISR.

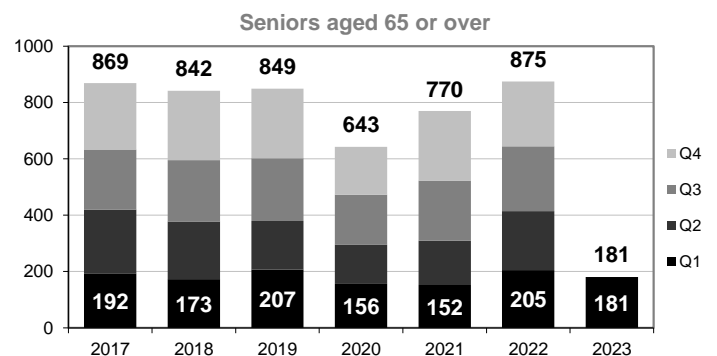
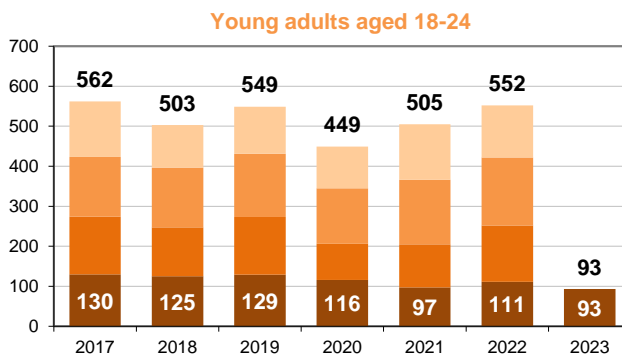
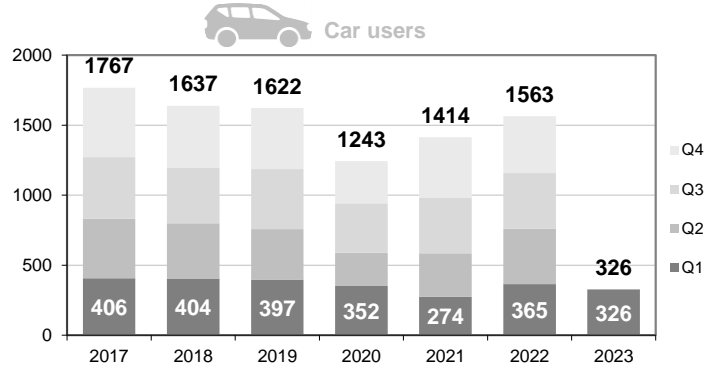
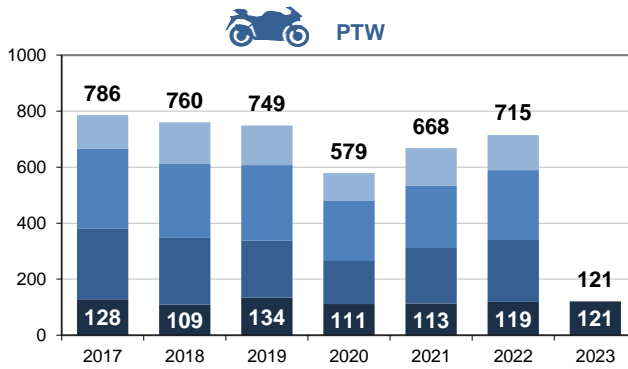
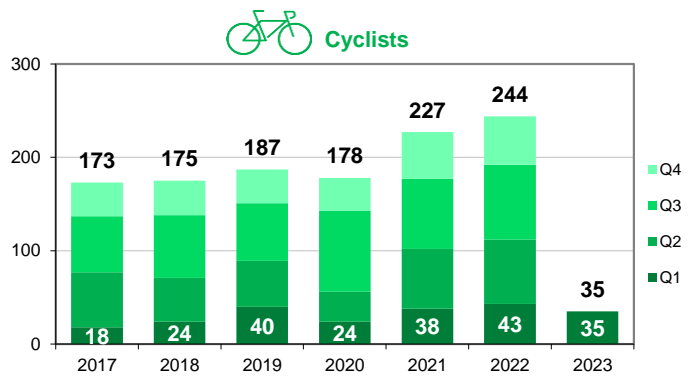
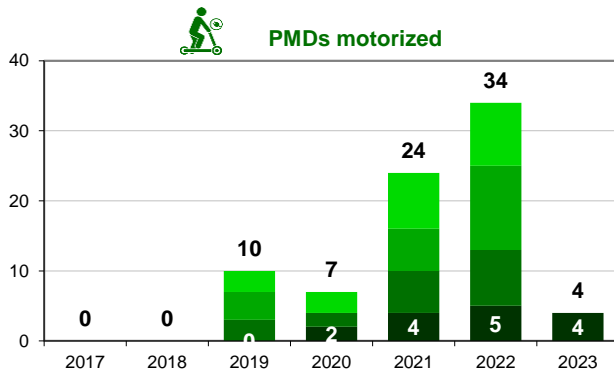
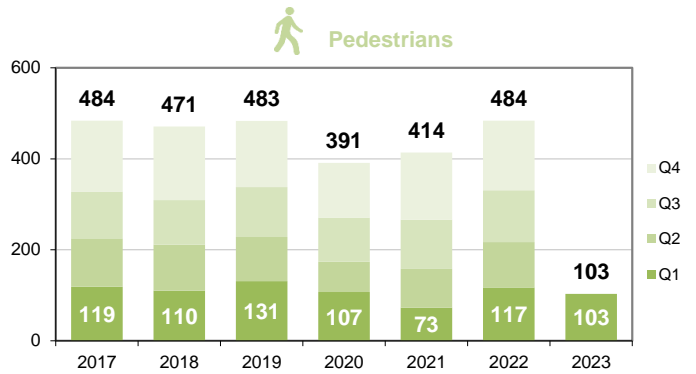
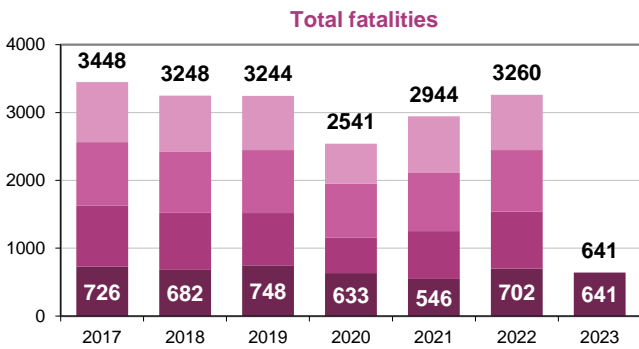
Serious injuries are estimated from the data on injuries recorded in TRAxY using the adjustment method mentioned above.

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.

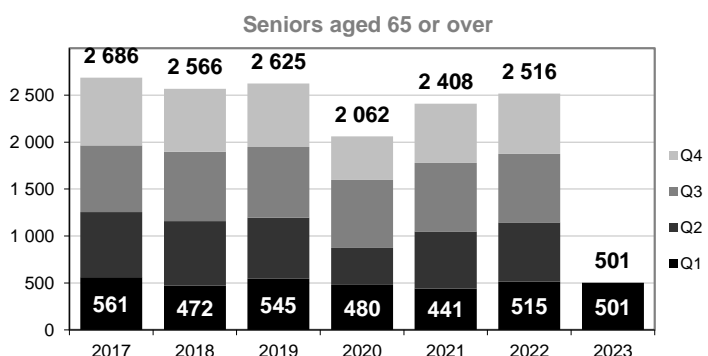
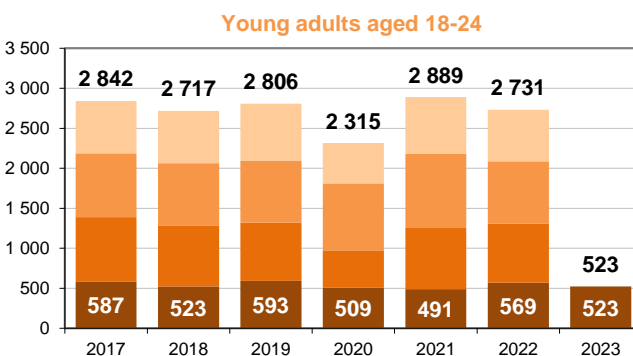
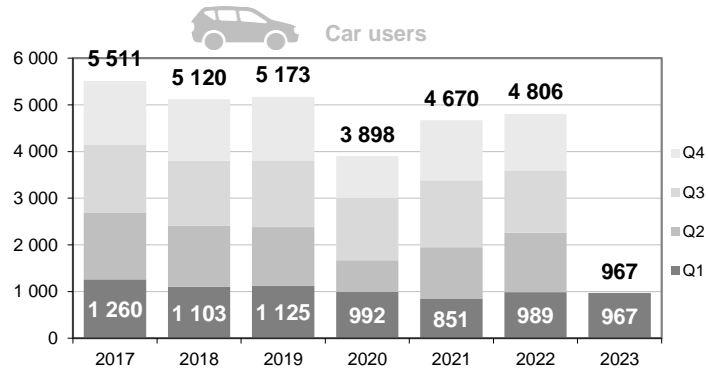
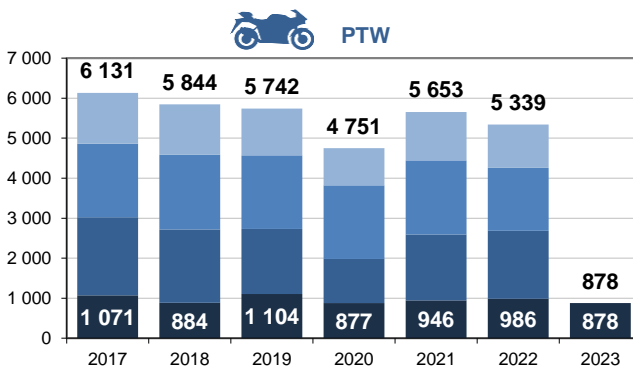
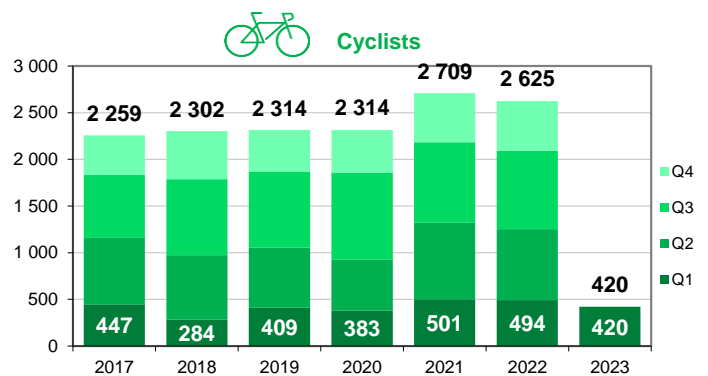
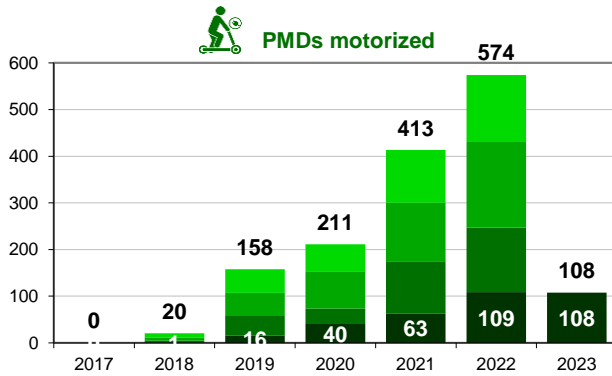
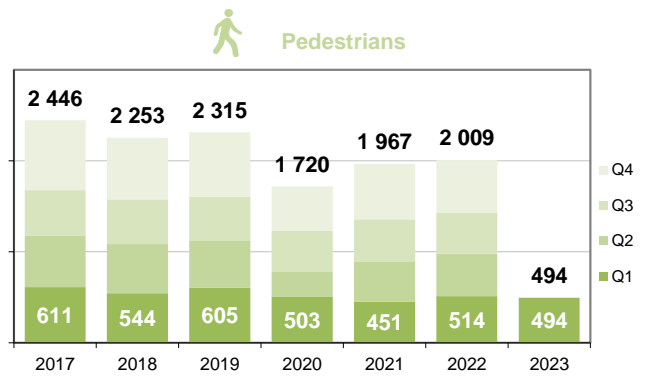
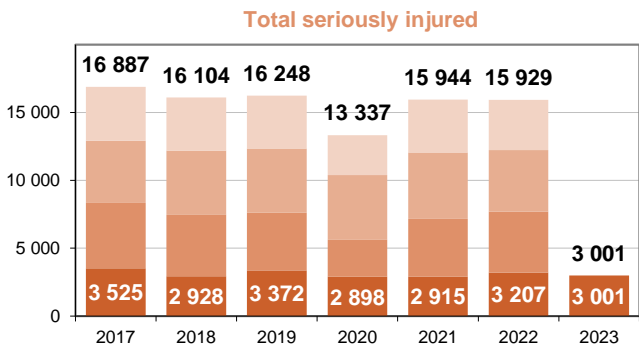
The statistical methods are specified on the ONISR website: <https://www.onisr.securite-routiere.gouv.fr/en/data-tools>.

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



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland
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Trends in seriously injured by mode of travel by quarter for each year



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 ONISR-UGE estimations for seriously injured, 2023 estimate based on data as of 2023/04/06