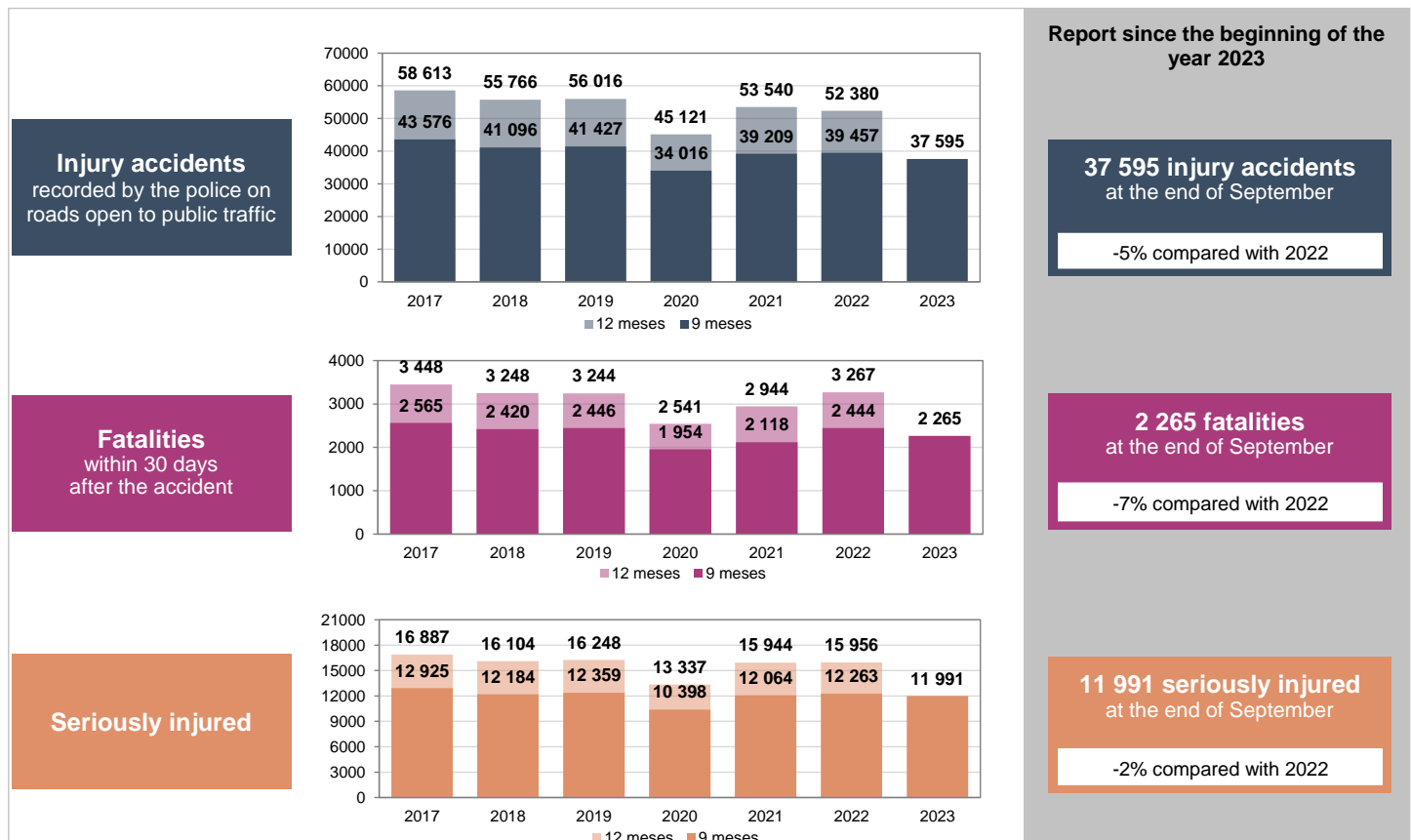


4,896 injury accidents were recorded by the police in **September 2023**, 4% fewer than in 2022.

It is estimated that 292 people died on the roads of mainland France in September 2023, compared with 267 in September 2022, an increase of 6%. In particular, there was a 20% increase in the number of car users killed, while the number of powered two-wheeler and cyclists killed remained stable. The increase was mainly observed on roads in rural areas.

1,585 people were seriously injured, i.e. 10% compared with September 2022 (according to the estimation method developed by ONISR on the basis of work by Gustave Eiffel University). The rise in the number of seriously injured in September mainly concerned powered two-wheeler users.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
Labelled series for fatalities (definitives until 2022), ONISR-UGE estimations for seriously injured, 2023 estimate based on data as of 2023/10/06

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

	September*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
<b>Fatalities</b>	292	+9%	881	-3%	3 088	-6%
<b>Seriously injured</b>	1 585	+10%	4 570	+0%	15 684	-3%

\* September 2023 compared with September 2022

\*\* Cumulative 3 months from July 2023 to September 2023 compared with cumulative 3 months from July 2022 to September 2022

\*\*\* Cumulative 12 months from October 2022 to September 2023 compared with cumulative 12 months from October 2021 to September 2022

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

Labelled series for fatalities (definitives until 2022), ONISR-UGE estimations seriously injured, 2023 estimate based on data as of 2023/10/06

The trend over **the last 3 months (July-August-September)** is down compared with the same months a year ago: the number of people killed is down by 3% and the number of seriously injured is stable.

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.

**Overall**, fatalities over the last 12 months have decreased by -6% compared to the previous 12 months, and by -5% compared to 2019.

Since the pandemic, **car users** have accounted for just under half of all road deaths. Their fatalities over the last 12 months is estimated at 1,507 fatalities lower by -5% compared to the previous 12 months and by -7% compared to 2019.

Fatalities among **powered two-wheeler** users have fallen significantly over the past 12 months: 702 people were killed, lower by -3% compared to the previous 12 months, and lower by -6% compared to 2019.

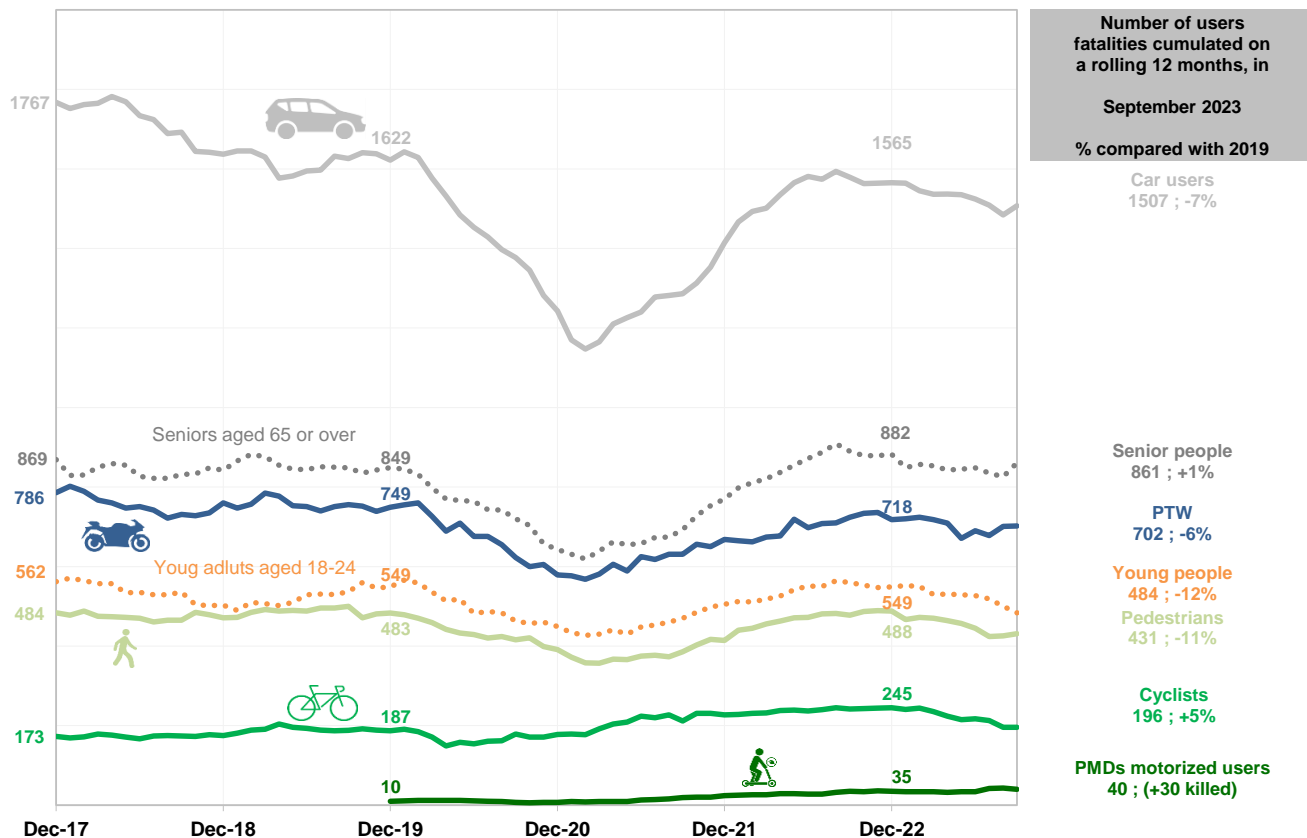
**Pedestrian** fatalities have fallen sharply over the past 12 months: 431 pedestrians have died, lower by -10% compared to the previous 12 months, and by -11% compared to 2019.

**Cycling** fatalities over the last 12 months show a downward trend: 196 cyclists were killed, lower by -19% compared to the previous 12 months. However, this result is +5% higher than in 2019. 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 among **PMDs motorized** users has risen sharply over the last 12 months, and in July in particular. 40 people were killed in the last year, a rise of +14% compared to the previous 12 months.

Fatalities among **young adults aged 18-24**, at high risk of serious road accidents, has also fallen over the last 12 months: 484 young people were killed, a decrease by -14% compared with the previous 12 months, and by -12% compared with 2019.

Fatalities among people **aged 65 or over** stands at 861 people killed in the last 12 months, lower by -3% compared to the previous 12 months and by +1% compared to 2019.



Data source : ONISR - Data on accidents involving injuries recorded by police forces - Geographical area : France mainland  
 Labelled series for fatalities (definitives until 2022), 2023 estimate based on data as of 2023/10/06

## 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.

**Overall**, the number of seriously injured over the last 12 months is lower by -3% compared to the previous 12 months, and by -3% compared to 2019.

**Powered two-wheeler** represent for a third of seriously injured; over the last 12 months, they are estimated at 5,300 seriously injured, lower by -3% compared to the previous 12 months and by -8% compared to 2019.

**Car users** account for just under a third of seriously injured; over the last 12 months, they are estimated at 4,700 seriously injured, lower by -3% compared to the previous 12 months and by -8% compared to 2019.

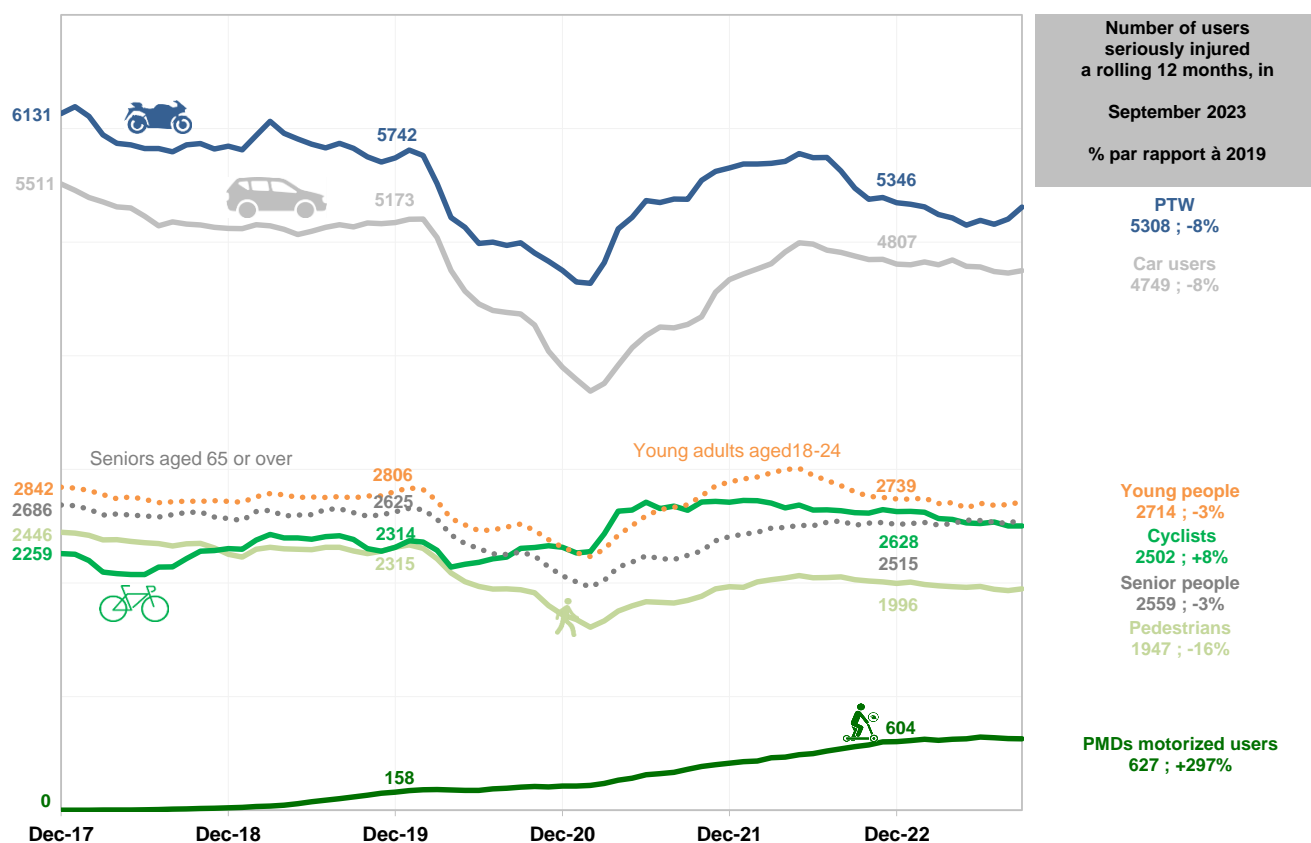
The number of **cyclists** seriously injured over the last 12 months is well above the figure for 2019, but has recently fallen: 2,500 cyclists are thought to have been seriously injured over the last 12 months, lower by -4% compared to the previous 12 months, but higher by +8% compared to 2019. Indeed, 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.

The number of seriously injured **pedestrians** has been stable over the past year, but remains significantly lower than in 2019: an estimated 1,900 pedestrians have been seriously injured over the past 12 months, lower by -4% compared to the previous 12 months and by -16% compared to 2019.

The number of seriously injured **PMDs motorized** users continues to rise, with over 600 seriously injured in the last 12 months, higher by +12% compared to the previous 12 months.

The number of seriously injured among **young adults aged 18-24**, an age group at high risk of severe road crashes, has been on a downward trend over the last 12 months, with 2,700 seriously injured, lower by -3% on the previous 12 months and by -3% on 2019.

The number of seriously injured people among people **aged 65 or over** is estimated at 2,500 seriously injured over the last 12 months, higher by +2% compared with the previous 12 months and lower by -3% compared with 2019.



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 2023/10/06

## Serious victims in 2023 by mode of travel and road network

Since the start of the year (9 months), 2,265 people have died, 179 fewer than in 2022 and 130 fewer than in 2013, a year which had previously recorded the lowest number of deaths over the first 9 months of the year (excluding the pandemic years 2020 and 2021).

The fall in the number of deaths was mainly due to a fall in the number of deaths of car users on rural roads, as well as a fall in the number of deaths of pedestrians in urban and rural areas. Cycling fatalities have returned to pre-pandemic levels, while the figures for powered two-wheeler users are more mixed (decline for mopeds and light motorcycles, upward trend for heavy motorcycles, but mainly in urban areas). Car deaths in urban areas are higher than before the pandemic, but slightly lower than in 2022

Over the last 3 months

In urban areas, the trend is **down** for pedestrians, cyclists, powered two-wheeler users and car users, and **up** for fatalities in PMDs motorized.

In rural areas, the trend is **down** for pedestrians, cyclists and car users, and **up** for seriously injured in PMDs motorized.

On motorways, car users killed is on an **downward** trend and powered two-wheeler and car users seriously injured is on a **upward** trend.

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

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

Labelled series for fatalities (definitives until 2022), ONISR-UGE estimations for seriously injured, 2023 estimate based on data as of 2023/10/06

Over the last 12 months

In urban areas, the trend is **down** for all modes of transport, with the exception of PMDs motorized users, although this mode of transport has become more widespread.

In rural areas, the trend is **down** for all modes of transport, with the exception of PMDs motorized users, who are starting to use these roads, which are generally off-limits to this mode of transport.

On motorways, the trend is **down** for car users, but **up** for PTW users and pedestrians

Last 12 months

Cumulative from October 2022 to September 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	-15%	-4%	-20%	-14%	+16%	
PMDs motorized	+4%	+10%	+50%	+26%		
Cyclists	-13%	-1%	-20%	-10%		
PTW	-10%	-8%	-4%	-1%	+12%	+15%
Car users	-4%	-5%	-6%	-1%	-10%	-4%

ns : non-significant variation

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

Labelled series for fatalities (definitives until 2022), ONISR-UGE estimations for seriously injured, 2023 estimate based on data as of 2023/10/06

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 September 2023 compared to the same period last year

The recent trend (last 3 months) is down-3% for fatalities and stable for seriously injured.

The number of seriously injured is decreasing for all modes of transport except for **powered two-wheeler** users. The number of fatalities fell among 18-24 year-olds, but increased among the senior citizens. More people aged 18-24 were seriously injured.

The number of fatalities fell in urban and rural areas, but the number of fatalities increased in rural areas. The number of fatalities and seriously injured on motorways is up.

	September		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
<b>Total</b>	292	1 585	881	-3%	4 570	+0%	3 088	-6%	15 684	-3%

### By mode of travel

<b>Pedestrians</b>	46	188	100	-12%	424	-5%	431	-10%	1 947	-4%
<b>PMDs motorized</b>	3	70	19	+46%	172	-8%	40	+14%	627	+12%
<b>Cyclists</b>	19	276	59	-26%	820	-2%	196	-19%	2 502	-4%
<b>PTW</b>	79	581	260	+5%	1 700	+7%	702	-3%	5 308	-3%
<b>Car users</b>	131	415	380	-4%	1 301	-2%	1 507	-5%	4 749	-3%

### By age

<b>Under 18 years</b>	16	228	55	+0%	657	-1%	159	-3%	2 320	-4%
<b>Young adults aged 18-24</b>	29	259	127	-25%	799	+2%	484	-14%	2 714	-3%
<b>Seniors aged 65 or over</b>	96	276	244	+6%	740	+1%	861	-3%	2 559	+2%

### On the road network

<b>Urban area</b>	82	715	273	-2%	1 879	-4%	983	-7%	7 128	-4%
<b>Rural</b>	175	728	522	-5%	2 324	+1%	1 836	-5%	7 457	-3%
<b>Motorway</b>	35	142	86	+6%	367	+20%	269	-2%	1 099	+2%

\*\* Cumulative 3 months from July 2023 to September 2023 compared with cumulative 3 months from July 2022 to September 2022

\*\*\* Cumulative 12 months from October 2022 to September 2023 compared with cumulative 12 months from October 2021 to September 2022

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

Labelled series for fatalities (definitives until 2022), ONISR-UGE estimations seriously injured, 2023 estimate based on data as of 2023/10/06

*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 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.*

*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.*

### 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.

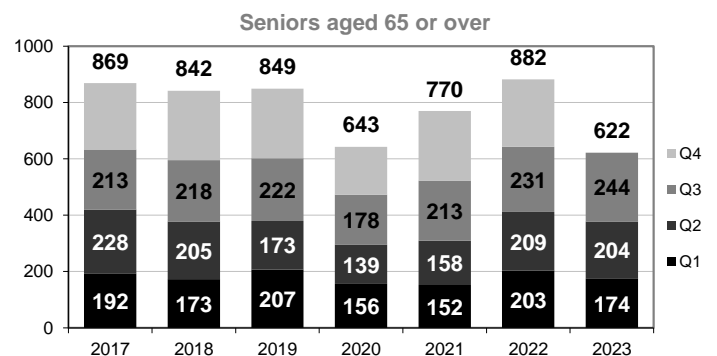
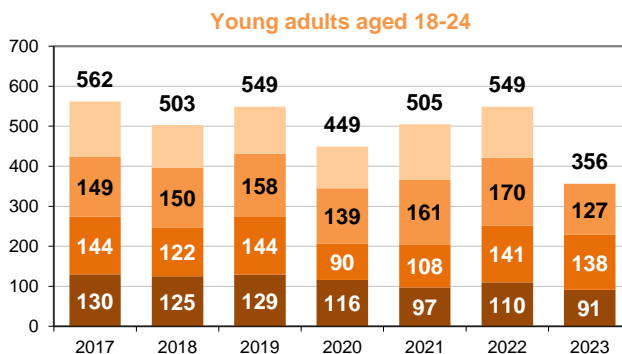
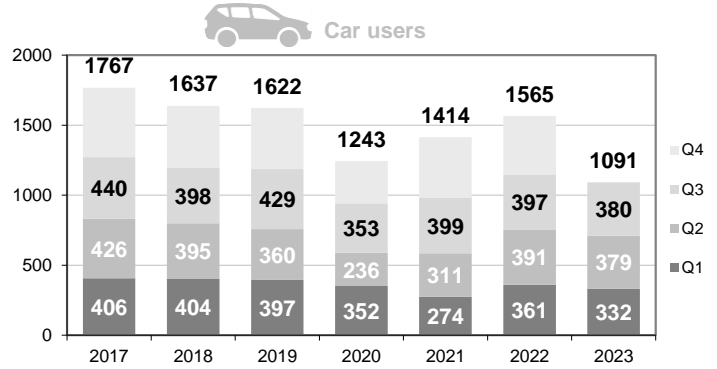
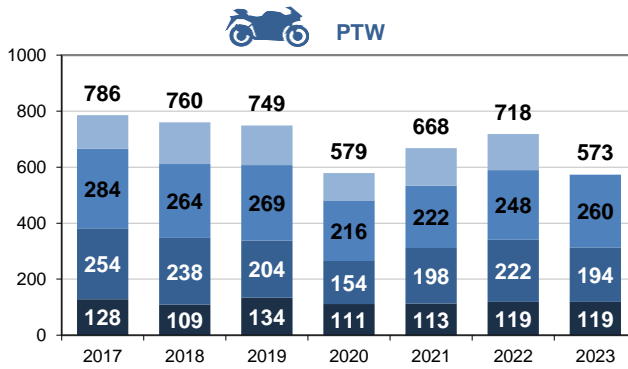
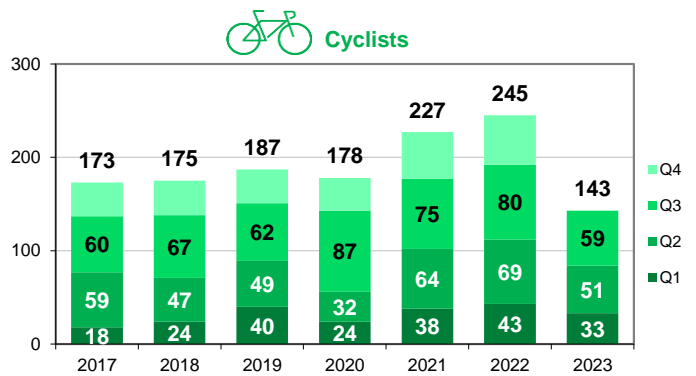
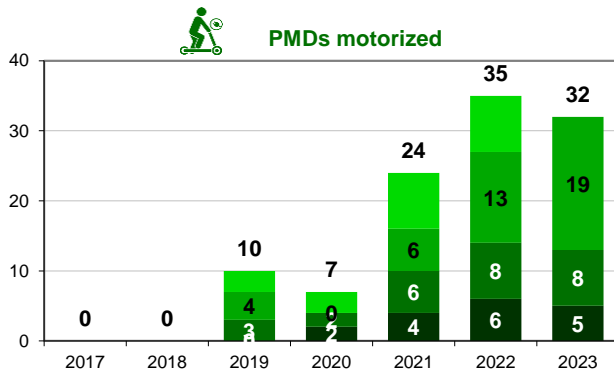
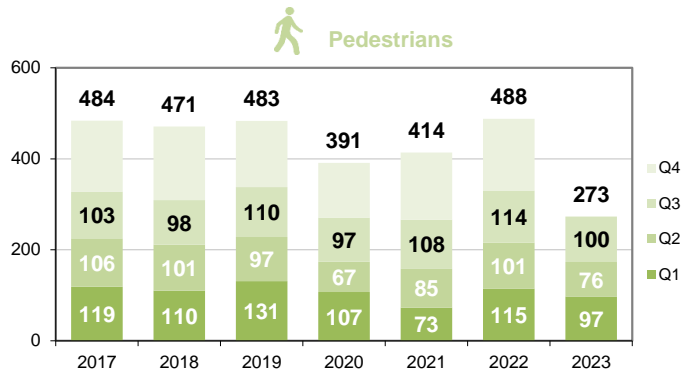
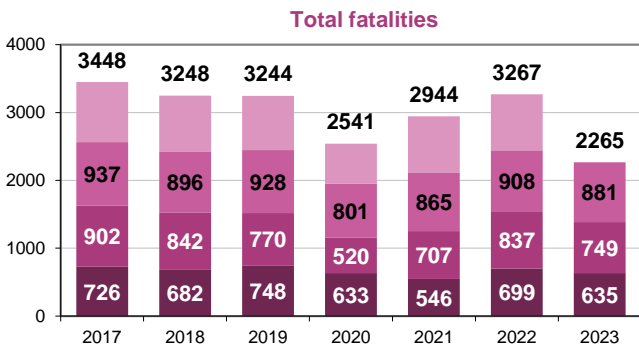
Serious injuries are estimated from the data on injuries recorded in TRAxY using the adjustment method mentioned above.

### 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.

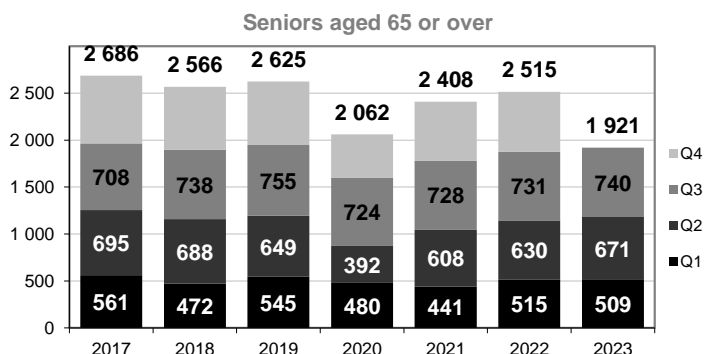
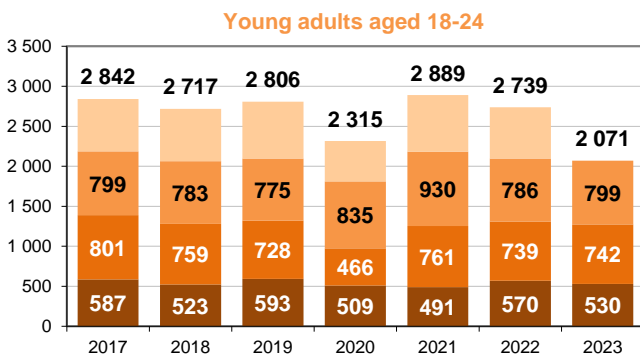
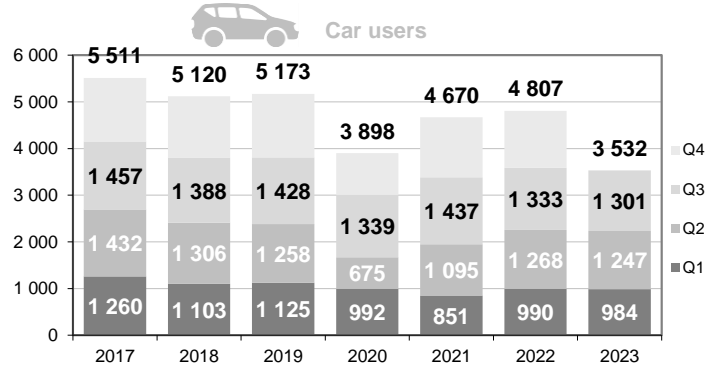
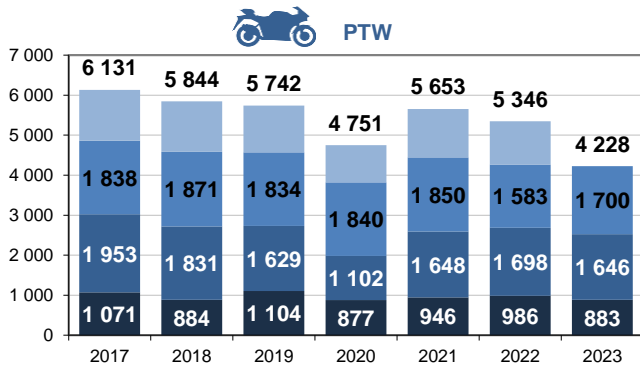
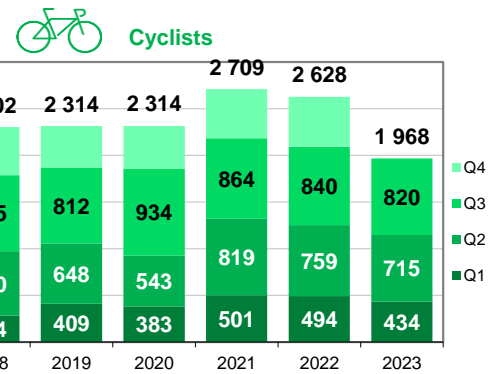
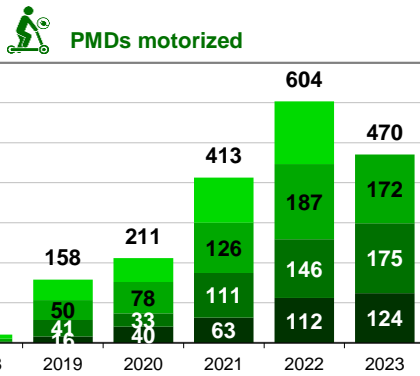
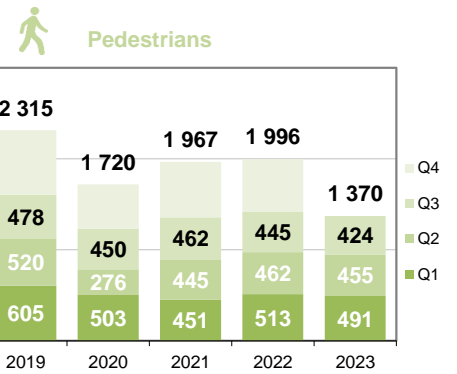
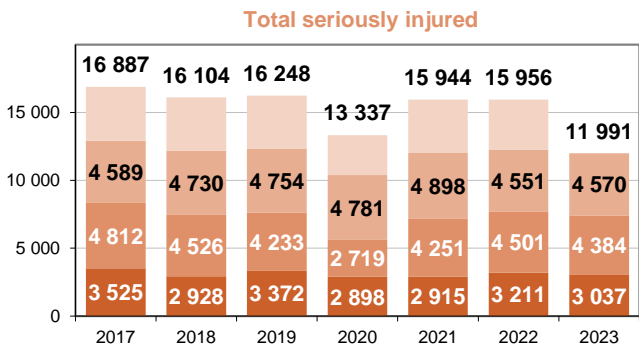
The statistical methods are specified on the ONISR website: <https://www.onisr.securite-routiere.gouv.fr/en/data-tools>.

## 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  
 Labelled series for fatalities (definitives until 2022), 2023 estimate based on data as of 2023/10/06

# Trends in seriously injured 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  
 ONISR-UGE estimations for seriously injured, 2023 estimate based on data as of 2023/10/06