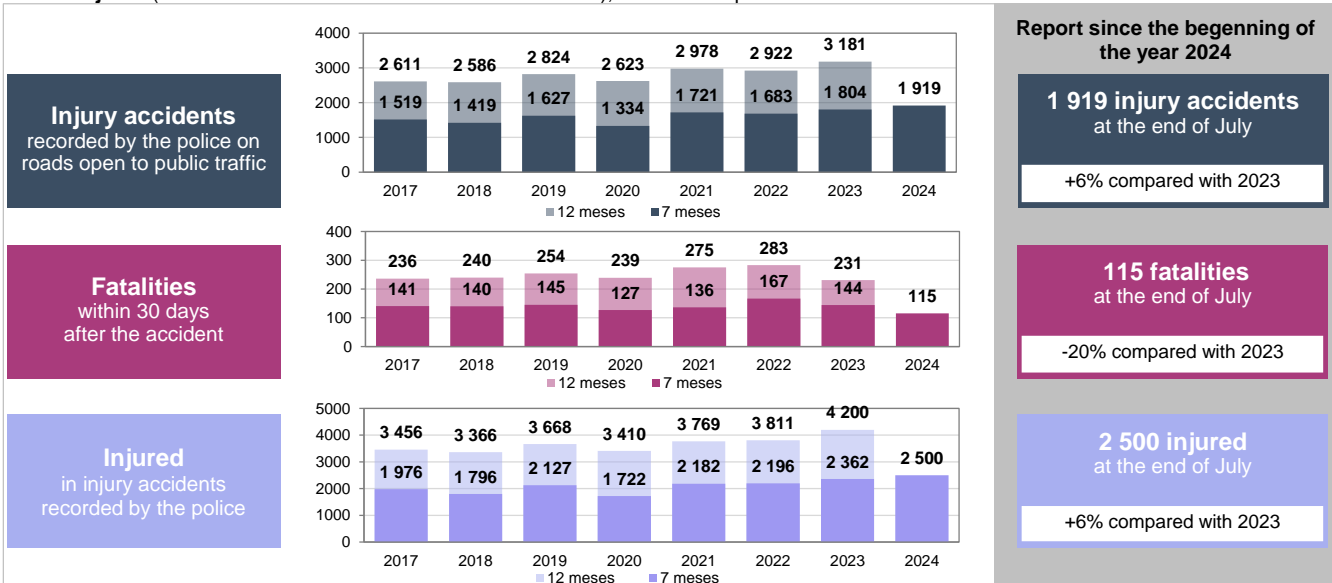


In July 2024, the police recorded 269 injury accidents for french overseas, i.e -7% less than July 2023. In these accidents, there were:  
15 fatalities (10 in the DROMs and 5 in the other territories), i.e. -12% compared to 2023;  
354 injured (315 in the DROMs and 39 in the other territories), i.e. -4% compared to 2023.



Report since the beginning of the year 2024

**1 919 injury accidents**  
at the end of July

+6% compared with 2023

**115 fatalities**  
at the end of July

-20% compared with 2023

**2 500 injured**  
at the end of July

+6% compared with 2023

	July*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
<b>Fatalities</b>	15	-12%	46	-19%	202	-22%
<b>Injured BAAC</b>	354	-4%	1 078	+2%	4 338	+9%

\* July 2024 compared with juillet 2023

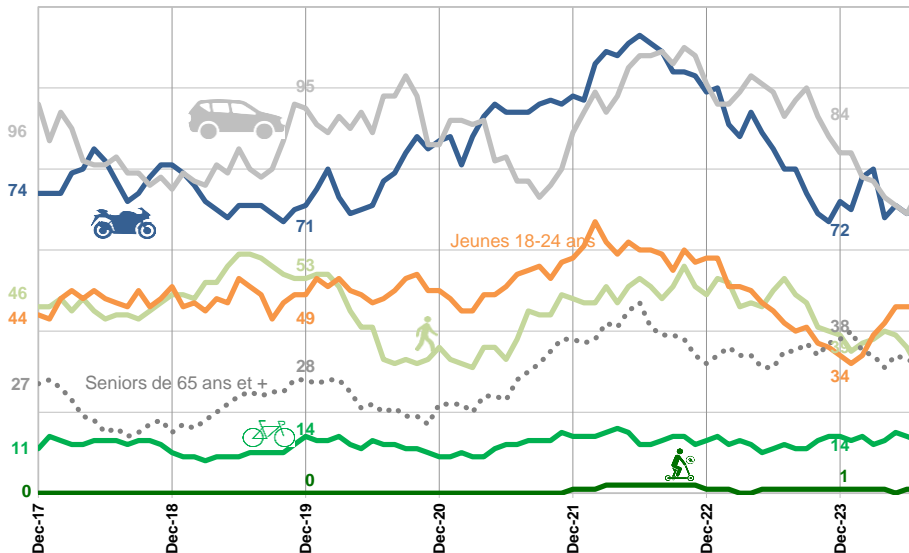
\*\* Cumulative 3 months from May 2024 to July 2024 compared with cumulative 3 months from May 2023 to July 2023

\*\*\* Cumulative 12 months from August 2023 to juillet 2024 compared with cumulative 12 months from August 2022 to July 2023

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

Definitive data until 2023, provisional BAAC data stopped on 2024/08/08 for the year 2024

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



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

July 2024

% compared with 2019

Car users

74 ; -22%

PTW

71 ; +0%

Young adults

46 ; -6%

Pedestrians

31 ; -42%

Senior people

32 ; +14%

Cyclists

13 ; -1 killed

PMDs motorized users

1 ; ns

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

	Urban area	Rural	Motorway
<b>Soft modes *</b>	+18%	+20%	
<b>PTW *</b>	+4%	+26%	+14%
<b>Car users</b>	+6%	+12%	-13%

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

ns : non significant trend

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

Definitive data until 2023, provisional BAAC data stopped on 2024/08/08 for the year 2024

## Detailed table for July 2024 compared to the same period last year

The decrease in the number of deaths and the number of injured recorded by the police this July 2024 does not reflect the trend observed over the last 3 months.

The trend is down for fatalities and up for injured in the **French overseas counties and regions (-3% of fatalities and +9% of injured recorded)**, in the **other French overseas territories the trend is down (-48% of fatalities and -36% of injured recorded)**.

### French overseas counties (DROM)

	July		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
<b>Total</b>	10	315	35	-1	975	+80	131	-19	3 795	+428

#### By mode of travel

<b>Pedestrians</b>	2	31	7	-5	115	+19	23	-14	428	+24
<b>PMDs motorized</b>	0	9	1	+0	39	+24	1	+0	123	+81
<b>Cyclists</b>	0	14	2	+0	44	+6	10	+1	176	+19
<b>PTW</b>	3	110	12	+2	333	+11	46	-1	1 312	+102
<b>Car users</b>	5	144	13	+3	402	+21	48	-1	1 572	+213

\*\* Cumulative 3 months from May 2024 to July 2024 compared with cumulative 3 months from May 2023 to July 2023

\*\*\* Cumulative 12 months from August 2023 to juillet 2024 compared with cumulative 12 months from August 2022 to July 2023

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

Definitive data until 2023, provisional BAAC data stopped on 2024/08/08 for the year 2024

### French overseas local authorities and New-Caledonia

	July		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
<b>Total</b>	5	39	11	-10	103	-59	71	-39	543	-67

#### By mode of travel

<b>Pedestrians</b>	0	7	2	-4	7	-11	8	-8	67	+11
<b>PMDs motorized</b>	0		0	+0	1	-1	0	+0	3	-1
<b>Cyclists</b>	0	2	0	+0	8	+2	3	+0	19	-9
<b>PTW</b>	3	23	6	+1	61	+11	25	-8	211	+57
<b>Car users</b>	2	6	3	-2	19	-31	26	-18	173	-87

\*\* Cumulative 3 months from May 2024 to July 2024 compared with cumulative 3 months from May 2023 to July 2023

\*\*\* Cumulative 12 months from August 2023 to juillet 2024 compared with cumulative 12 months from August 2022 to July 2023

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

Definitive data until 2023, provisional BAAC data stopped on 2024/08/08 for the year 2024

*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>.