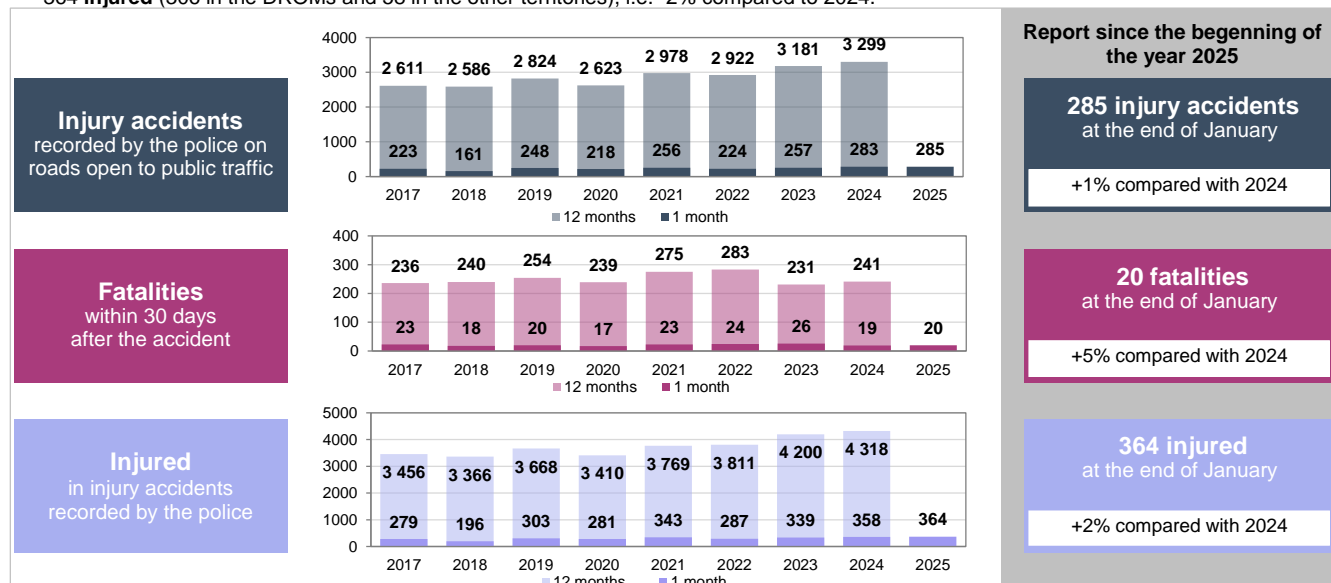


In **January 2025**, the police recorded 285 injury accidents for french overseas, i.e +1% few than January 2024. In these accidents, there were:
20 **fatalities** (16 in the DROMs and 4 in the other territories), i.e. +5% compared to 2024;
364 **injured** (306 in the DROMs and 58 in the other territories), i.e. -2% compared to 2024.



	January*		Last 3 months**		Last 12 months***	
	Number	Variation	Number	Variation	Number	Variation
Fatalities	20	+5%	88	+60%	242	+8%
Injured BAAC	364	+2%	1 055	-5%	4 324	+2%

* January 2025 compared with January 2024

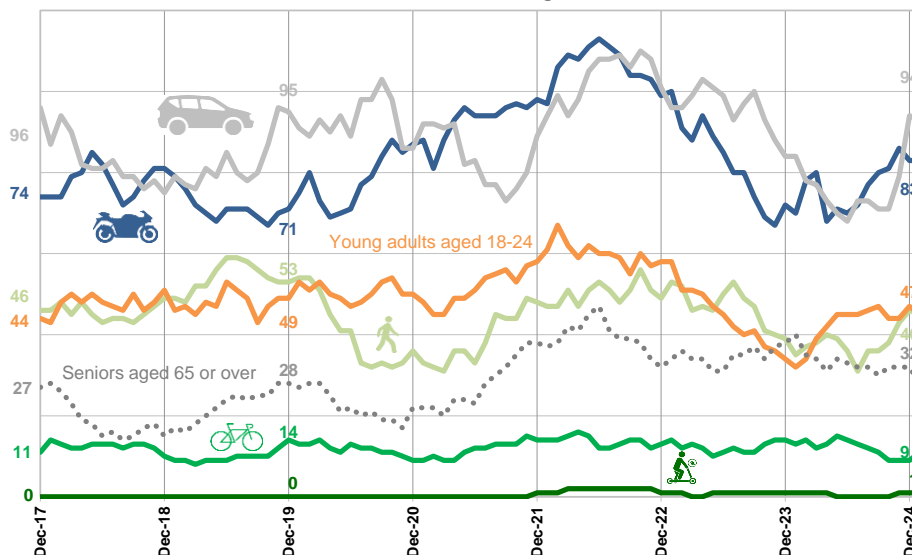
** Cumulative 3 months from November 2024 to January 2025 compared with cumulative 3 months from November 2023 to January 2024

*** Cumulative 12 months from February 2024 to January 2025 compared with cumulative 12 months from February 2023 to January 2024

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

Definitive data until 2023, quasi-definitive 2024, provisional BAAC data stopped on 2025/02/07 for the year 2025

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



**Number of users fatalities cumulated on
a rolling 12 months, in
January 2025**

% compared with 2019

Car users
93 ; -2%

PTW
83 ; +17%

Young adults
45 ; -8%

Pedestrians
45 ; -15%

Senior people
28 ; ns

Cyclists
11 ; -3 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
Soft modes *	+0%	+23%	
PTW *	+9%	+4%	+12%
Car users	-5%	+3%	-14%

* 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 : DROM, COM-NC

Definitive data until 2023, quasi-definitive data 2024, provisional BAAC data stopped on 2025/02/07 for the year 2025

Detailed table for January 2025 compared to the same period last year

Trends over the last three months:

- in the **French overseas departments and regions**, the trend is upwards for fatalities (+74%) and downwards for recorded injuries (-9%);
- in the **other overseas territories**, the trend is upwards for fatalities (+38%) and upwards for recorded injuries (+20%).

French overseas counties (DROM)

	January		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	16	306	59	+25	876	-88	166	+34	3 701	+66

By mode of travel

Pedestrians	0	36	11	+6	92	-25	36	+12	401	-23
PMDs motorized		6	1	+1	28	+2	1	+0	131	+54
Cyclists	3	25	5	+2	45	+5	10	+0	187	+25
PTW	5	105	16	+2	306	-38	57	+16	1 294	-7
Car users	7	109	24	+12	347	-51	57	+6	1 488	-12

** Cumulative 3 months from November 2024 to January 2025 compared with cumulative 3 months from November 2023 to January 2024

*** Cumulative 12 months from February 2024 to January 2025 compared with cumulative 12 months from February 2023 to January 2024

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

Definitive data until 2023, quasi-definitive 2024, provisional BAAC data stopped on 2025/02/07 for the year 2025

French overseas local authorities and New-Caledonia

	January		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	4	58	29	+8	179	+30	76	-16	623	+39

By mode of travel

Pedestrians	0	1	4	+1	9	-9	9	-2	56	-17
PMDs motorized			0	+0	1	+0	0	+0	3	-2
Cyclists	0		1	+0	1	-2	1	-2	17	-1
PTW	1	19	7	+0	70	+24	26	-3	276	+111
Car users	2	31	16	+10	81	+24	36	+3	208	-7

** Cumulative 3 months from November 2024 to January 2025 compared with cumulative 3 months from November 2023 to January 2024

*** Cumulative 12 months from February 2024 to January 2025 compared with cumulative 12 months from February 2023 to January 2024

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

Definitive data until 2023, quasi-definitive 2024, provisional BAAC data stopped on 2025/02/07 for the year 2025

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>.