

National Interministerial Road Safety Observatory

21 October 2025

Description of annual databases on road traffic accidents involving personal injury Years 2005 to 2024

For each accident involving personal injury (i.e. an accident occurring on a public road, involving at least one vehicle and resulting in at least one victim requiring medical attention), information describing the accident is recorded by **the law enforcement unit** (police, gendarmerie, etc.) **that responded to the scene of the accident**. This information is compiled in a form called an accident analysis report. All of these forms make up the national database of traffic accidents, known as the "BAAC database", which is administered by the National Interministerial Road Safety Observatory (ONISR).

The databases, extracted from the BAAC file, list all traffic accidents involving bodily injury that occurred during a specific year in metropolitan France, the overseas departments (Guadeloupe, French Guiana, Martinique, Réunion and Mayotte since 2012) and other overseas territories (Saint Pierre and Miquelon, Saint Barthélemy, Saint Martin, Wallis and Futuna, French Polynesia and New Caledonia; available only from 2019 in open data) with a simplified description. This includes information on the location of the accident, as reported, as well as information on the characteristics of the accident and its location, the vehicles involved and their victims.

Compared to the aggregated databases for 2005–2010 and 2006–2011 currently available on the website www.data.gouv.fr, the databases for 2005 to 2024 are now annual and consist of four files (Characteristics – Locations – Vehicles – Users) in CSV format.

However, these databases conceal certain specific data relating to users and vehicles and their behaviour, as the disclosure of such data would undermine the privacy of easily identifiable individuals or reveal the behaviour of such individuals in a way that could be prejudicial to them (CADA opinion – 2 January 2012).

Warning: Data on the classification of hospitalised injuries since 2018 cannot be compared with previous years due to changes in the data entry process used by the police. The "hospitalised injury" indicator has not been certified by the public statistics authority since 2019.

Based on data from 2021, fleeing users have been added, which means that information about them is lacking, particularly their gender, age and even the severity of their injuries (uninjured, slightly injured or hospitalised).

The validity of the statistical analyses that can be performed using this database depends on the verification methods specific to the field of road safety and, in particular, on a precise understanding of the definitions relating to each variable used. For any analysis, it is important to familiarise yourself with the structure of the attached BAAC form and the user guide for the coding of the traffic accident analysis report.

It should be noted that a number of indicators from this database are subject to certification by the public statistics authority (decree of 27 November 2019).

The list is available at:

<https://www.onisr.securite routi ere.gouv.fr/outils-statistiques/indicateurs-label lises>

Definitions from the BAAC national database

Bulletins d'Analyse des Accidents Corporels de la circulation

(Bulletins analysing traffic accidents involving bodily injury)

A road traffic **accident** (fatal or non-fatal) recorded by the police:

- involving at least one victim,
- occurs on a public or private road open to public traffic,
- involves at least one vehicle.

A personal injury accident involves a number of road users. These include:

- **uninjured** persons: those involved who are not deceased and whose condition does not require medical attention as a result of the accident,
- **victims**: those involved who are not uninjured.
 - persons **killed**: persons who die as a result of the accident, either at the scene or within thirty days of the accident,
 - **Injured** persons: victims who are not killed.
 - Injured persons referred to as "**hospitalised**": victims hospitalised for more than 24 hours.
 - **minor** injuries: victims who received medical treatment but were not admitted to hospital for more than 24 hours.

According to the law of 9 August 2004 on public health policy and the decree of 27 March 2007.

Definitions in accordance with European Union Council Decision 93/704/EC of 30 November 1993 establishing the European statistical database on road accidents (known as "CARE" for Community road accident database) and specifying the obligations of Member States with regard to the transmission of road accident statistics.

Ministerial Instruction INTS171111J of 18 April 2017 published the technical guide for compiling BAACs. The instruction and guide can be downloaded from the following address:

<https://www.onisr.securite-routiere.gouv.fr/outils-statistiques/methodologies-statistiques>

Database specifications

The Etalab database of traffic accidents involving personal injury for a given year is divided into four sections, each in the form of a CSV file.

1. The **CHARACTERISTICS** section describes the general circumstances of the accident.
2. The **LOCATION** section, which describes the main location of the accident, even if it occurred at an intersection
3. The **VEHICLES** involved section
4. The **USERS** involved section

Each variable contained in a section must be able to be linked to variables in other sections. The accident identification number (see "Num_Acc") in these four fields allows all the variables describing an accident to be linked. When an accident involves several vehicles, it must also be possible to link each vehicle to its occupants. This link is made using the id_vehicle variable.

Most of the variables contained in the four files listed above may contain empty cells, a zero or a dot. In these three cases, the cell has not been filled in by the police or is irrelevant.

An accident can be geolocated in several ways:

- partial non-standardised address (adr field)
- GPS coordinates (WGS84 projection)
- road number, connecting PR and straight-line distance to this PR

Please note: not all accidents are precisely geolocated using the information available in the BAAC file and reproduced here. At a minimum, only the municipality where the accident occurred is provided.

A vehicle may be on the run:

If a vehicle has an "id" in the "vehicle" table but is not found in the "users" table, it means that it is a driver who has fled the scene and has not been created in the database.

In general, hit-and-run drivers are not identified, but for the database, a virtual driver with no information is created. However, the system does not always create them.

In 2024, there are 24 hit-and-run drivers who have not been created in the database, which means 24 "id_vehicle" from the "vehicle" table that are not found in the "user" table. It should be noted that there are in fact many more drivers on the run who are not found in the database, whose age and gender are unknown.

This is a raw database that has not been corrected for input errors, which are subject to a subsequent correction process. Users of this database are invited to email us any anomalies they may have noticed during its use.

Complete list of fields with details of their content for each file

In 2019, the accident database was updated. In the description below, new conditions for certain variables and newly added variables are shown in green.

The CHARACTERISTICS section

Num_Acc

Accident identification number.

jour

Day of the accident.

mois

Month of the accident.

an

Year of the accident.

hrmn

Hour and minutes of the accident.

lum

Light: lighting conditions in which the accident occurred:

- 1 – Broad daylight
- 2 – Dusk or dawn
- 3 – Night without street lighting
- 4 – Night with street lighting off
- 5 – Night with street lighting on

dep

Department: INSEE code (National Institute of Statistics and Economic Studies) for the department (2A South Corsica – 2B North Corsica).

com

Municipality: The municipality number is a code assigned by INSEE. The code consists of the INSEE code for the department followed by 3 digits.

agg

Location:

- 1 – Outside urban areas
- 2 – Within built-up areas

int

Intersection:

- 1 – Outside intersection
- 2 – X-shaped intersection
- 3 – T-junction
- 4 – Y-junction
- 5 – Intersection with more than 4 branches
- 6 – Roundabout
- 7 – Square
- 8 – Level crossing
- 9 – Other intersection

atm

Atmospheric conditions:

- 1 – Not specified
- 1 – Normal
- 2 – Light rain
- 3 – Heavy rain
- 4 – Snow - hail
- 5 – Fog – Smoke
- 6 – Strong wind - storm
- 7 – Glare
- 8 – Overcast weather
- 9 – Other

col

Type of collision:

- 1 – Not specified
- 1 – Two vehicles – head-on
- 2 – Two vehicles – rear-end
- 3 – Two vehicles – side
- 4 – Three or more vehicles – chain collision
- 5 – Three or more vehicles – multiple collisions
- 6 – Other collision
- 7 – No collision

adr

Postal address: variable provided for accidents occurring in built-up areas.

lat

Latitude

long

Longitude

The LOCATIONS section

Num_Acc

Accident identifier identical to that in the "CHARACTERISTICS" section of the accident file.

catr

Road category:

- 1 – Motorway
- 2 – National road
- 3 – Departmental road
- 4 – Municipal roads
- 5 – Off public network
- 6 – Car parks open to public traffic
- 7 – Urban metropolitan roads
- 9 – Other

voie

Road number.

V1

Numerical index of the road number (e.g. 2 bis, 3 ter, etc.).

V2

Alphanumeric letter index for the road.

circ

Traffic regime:

- 1 – Not specified
- 1 – One-way
- 2 – Two-way
- 3 – Separate carriageways
- 4 – With variable lanes

nbv

Total number of traffic lanes.

vosp

Indicates the existence of a reserved lane, regardless of whether or not the accident occurred in that lane.

- 1 – Not specified
- 0 – Not applicable
- 1 – Cycle lane
- 2 – Cycle lane
- 3 – Reserved lane

prof

Longitudinal profile describing the gradient of the road at the accident site:

- 1 – Not specified
- 1 – Flat
- 2 – Slope
- 3 – Top of hill
- 4 – Bottom of hill

pr

Number of the associated PR (number of the upstream terminal). The value -1 means that the PR is not specified.

pr1

Distance in metres to the PR (relative to the upstream marker). The value -1 means that the PR is not specified.

plan

Plan layout:

- 1 – Not specified
- 1 – Straight section
- 2 – Left-hand curve
- 3 – Curve to the right
- 4 – S-shaped

lartpc

Width of central reservation (TPC), if any (in metres).

larrout

Width of the carriageway used for vehicle traffic, excluding hard shoulders, TPCs and parking spaces (in metres).

surf

Surface condition:

- 1 – Not specified

- 1 – Normal
- 2 – Wet
- 3 – Puddles
- 4 – Flooded
- 5 – Snowy
- 6 – Muddy
- 7 – Icy
- 8 – Fats – oil
- 9 – Other

infra

Development – Infrastructure:

- 1 – Not specified
- 0 – None
- 1 – Underground - tunnel
- 2 – Bridge - flyover
- 3 – Interchange or junction slip road
- 4 – Railway line
- 5 – Improved crossroads
- 6 – Pedestrian zone
- 7 – Toll area
- 8 – Construction site
- 9 – Other

situ

Location of accident:

- 1 – Not specified
- 0 – None
- 1 – On the road
- 2 – On hard shoulder
- 3 – On the hard shoulder
- 4 – On pavement
- 5 – On cycle path
- 6 – On other special lanes
- 8 – Other

vma

Maximum speed permitted at the location and time of the accident.

The VEHICLES section

Num_Acc

Accident identifier identical to that in the "CHARACTERISTICS" section, used for each of the vehicles described as being involved in the accident.

id_vehicle

Unique vehicle identifier used for each of the occupants of that vehicle (including pedestrians who are linked to the vehicles that struck them) – Numeric code.

Num_Veh

Vehicle identifier used for each of the occupants of this vehicle (including pedestrians who are linked to the vehicles that struck them) – Alphanumeric code.

senc

Direction of travel:

- 1 – Not specified

- 0 – Unknown
- 1 – PK or PR or ascending postal address number
- 2 – PK or PR or descending postal address number
- 3 – No reference point

catv

Vehicle category:

- 00 – Indeterminable
- 01 – Bicycle
- 02 – Moped <50cm³
- 03 – Microcar (motorised quadricycle with bodywork) (formerly "microcar or motorised tricycle") 04 – *Reference not used since 2006* (registered scooter)
- 05 – *Reference not used since 2006* (motorcycle) 06 – *Reference not used since 2006* (sidecar)
- 07 – Light vehicle only
- 08 – *Reference not used since 2006* (light vehicle + caravan) 09 – *Reference not used since 2006* (light vehicle + trailer)
- 10 – Light commercial vehicle only 1.5T ≤ GVW ≤ 3.5T with or without trailer (formerly light commercial vehicle only 1.5T ≤ GVW ≤ 3.5T)
- 11 – *Reference not used since 2006* (commercial vehicle (10) + caravan)
- 12 – *Reference not used since 2006* (light commercial vehicle (10) + trailer)
- 13 – HGV alone 3.5T < GVW ≤ 7.5T
- 14 – HGV alone > 7.5T
- 15 – HGV > 3.5T + trailer
- 16 – Road tractor alone
- 17 – Road tractor + semi-trailer
- 18 – *Reference not used since 2006* (public transport)
- 19 – *Reference not used since 2006* (tramway)
- 20 – Special vehicle
- 21 – Agricultural tractor
- 30 – Scooter < 50 cm³
- 31 – Motorcycle > 50 cm³ and ≤ 125 cm³
- 32 – Scooter > 50 cm³ and ≤ 125 cm³
- 33 – Motorcycle > 125 cc
- 34 – Scooter > 125 cc
- 35 – Light quad bike ≤ 50 cm³ (motor quadricycle without bodywork)
- 36 – Heavy quad bike > 50 cm³ (quadricycle without bodywork)
- 37 – Bus
- 38 – Coach
- 39 – Train
- 40 – Tram
- 41 – 3RM ≤ 50 cm³
- 42 – 3RM > 50 cm³ ≤ 125 cm³
- 43 – 3-wheel motorcycles > 125 cm³
- 50 – Motorised EDP
- 60 – EDP without motor
- 80 – EAB
- 99 – Other vehicle

obs

Fixed obstacle struck:

- 1 – Not specified
- 0 – Not applicable
- 1 – Parked vehicle
- 2 – Tree
- 3 – Metal guardrail
- 4 – Concrete barrier

- 5 – Other barrier
- 6 – Building, wall, bridge pier
- 7 – Vertical signage support or emergency call station
- 8 – Pole
- 9 – Street furniture
- 10 – Parapet
- 11 – Island, refuge, high bollard
- 12 – Kerbs
- 13 – Ditch, embankment, rock face
- 14 – Other fixed obstacle on the carriageway
- 15 – Other fixed obstacle on pavement or verge
- 16 – Road exit without obstacle
- 17 – Culvert – aqueduct head

obsn

Mobile obstacle struck:

- 1 – Not specified
- 0 – None
- 1 – Pedestrian
- 2 – Vehicle
- 4 – Rail vehicle
- 5 – Domestic animal
- 6 – Wild animal 9 – Other

choc

Initial point of impact:

- 1 – Not specified
- 0 – None
- 1 – Before
- 2 – Right forward
- 3 – Front left
- 4 – Rear
- 5 – Rear right
- 6 – Rear left
- 7 – Right side
- 8 – Left side
- 9 – Multiple impacts (rollovers)

manv

Main manoeuvre before the accident:

- 1 – Not specified
- 0 – Unknown
- 1 – No change in direction
- 2 – Same direction, same lane
- 3 – Between two lanes
- 4 – Reversing
- 5 – Wrong way
- 6 – Crossing the central reservation
- 7 – In the bus lane, in the same direction
- 8 – In the bus lane, in the opposite direction
- 9 – By turning around
- 10 – By turning around on the road

Changing lanes

- 11 – To the left
- 12 – Right

Offset

13 – To the left

14 – Right

Turning

15 – Left

16 – Right

Overtaking

17 – Left

18 – Right

Miscellaneous

19 – Crossing the road

20 – Parking manoeuvre

21 – Evasive manoeuvre

22 – Opening the door

23 – Stopping (outside of parking)

24 – Parking (with occupants)

25 – Driving on the pavement

26 – Other manoeuvres

motor**Type of vehicle engine:**

-1 – Not specified

0 – Unknown

1 – Hydrocarbons

2 – Electric hybrid

3 – Electric

4 – Hydrogen

5 – Human

6 – Other

occutc

Number of occupants in public transport.

The USERS section**Num_Acc**

Accident identifier identical to that in the "CHARACTERISTICS" file, used for each of the users described as being involved in the accident.

id_usager

Unique user identifier (including pedestrians who are linked to the vehicles that hit them) – Numeric code.

id_vehicle

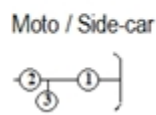
Unique vehicle identifier used for each user occupying that vehicle (including pedestrians who are linked to the vehicles that struck them) – Numeric code.

num_veh

Vehicle identification number for each occupant of the vehicle (including pedestrians who are attached to the vehicles that struck them) – Alphanumeric code.

place

Used to identify the seat occupied by the user in the vehicle at the time of the accident. Details are provided in the illustration below:

	Transport en commun									
	4	7	7	7				7	7	1
	5	8	8	8				8	8	6
	5	8	8	8				8	8	
	5	8	8	8				8	8	6

Voiture		
4	7	1
5	8	6
3	9	2

10 – Pedestrian (not applicable)

catu

User category:

- 1 – Driver
- 2 – Passenger
- 3 – Pedestrian

grav

Severity of user injury: accident victims are classified into three categories, plus those who are uninjured:

- 1 – Uninjured
- 2 – Killed
- 3 – Hospitalised injured
- 4 – Slightly injured

sexe

Gender of user:

- 1 – Male
- 2 – Feminine

An_nais

Year of birth of the user.

trajet

Reason for travel at the time of the accident:

- 1 – Not specified
- 0 – Not specified
- 1 – Home – work
- 2 – Home – school
- 3 – Shopping – purchases
- 4 – Professional use
- 5 – Walking – leisure 9 –
- Other

Until 2018, safety equipment was measured in two variables: existence and use.

From 2019 onwards, it will be based on use, with up to three items of equipment possible for the same user (particularly for motorcyclists, who are required to wear helmets and gloves).

secu1

The character information indicates the presence and use of safety equipment:

- 1 – Not specified
- 0 – No equipment
- 1 – Seatbelt
- 2 – Helmet

- 3 – Child restraint
- 4 – Reflective vest
- 5 – Airbag (2-wheel/3-wheel)
- 6 – Gloves (2-wheel/3-wheel)
- 7 – Gloves + airbag (2-wheel/3-wheel)
- 8 – Not determinable
- 9 – Other

secu2

The character indicates the presence and use of safety equipment:

- 1 – Not specified
- 0 – No equipment
- 1 – Seatbelt
- 2 – Helmet
- 3 – Child restraint
- 4 – Reflective vest
- 5 – Airbag (2-wheel/3-wheel)
- 6 – Gloves (2-wheel/3-wheel)
- 7 – Gloves + Airbag (2-wheel/3-wheel)
- 8 – Not determinable
- 9 – Other

secu3

The character information indicates the presence and use of safety equipment:

- 1 – Not specified
- 0 – No equipment
- 1 – Seatbelt
- 2 – Helmet
- 3 – Child restraint
- 4 – Reflective vest
- 5 – Airbag (2-wheel/3-wheel)
- 6 – Gloves (2-wheel/3-wheel)
- 7 – Gloves + airbag (2-wheel/3-wheel)
- 8 – Not determinable
- 9 – Other

locp

Pedestrian location:

- 1 – Not specified
- 0 – Not applicable

On the road:

- 1 – 50 metres from the pedestrian crossing
- 2 – 50 metres from the pedestrian crossing

On pedestrian crossing:

- 3 – Without traffic lights
- 4 – With traffic lights

Miscellaneous:

- 5 – On the pavement
- 6 – On the hard shoulder
- 7 – On refuge or BAU
- 8 – On the side lane
- 9 – Unknown

actp

Pedestrian action:

- 1 – Not specified

Moving

0 – Not specified or not applicable

1 – Direction of vehicle impact

2 – Opposite direction to vehicle

Miscellaneous

3 – Crossing

4 – Hidden

5 – Playing – Running

6 – With animal

9 – Other

A – Gets in/out of the vehicle

B – Unknown

etatp

This variable specifies whether the pedestrian involved in the accident was alone or not:

-1 – Not specified

1 – Alone

2 – Accompanied

3 – In a group

Table join

